



AGENDA

City Future Committee Workshop meeting Tuesday, 1 April 2025

I hereby give notice that a City Future Committee Workshop meeting will be held on:

Date: Tuesday, 1 April 2025

Time: 2:00 pm

Location: Tauranga City Council
Ground Floor Meeting Rooms 1 & 1b
306 Cameron Road
Tauranga

Please note that this meeting will be livestreamed and the recording will be publicly available on Tauranga City Council's website: www.tauranga.govt.nz.

Marty Grenfell
Chief Executive

Order of Business

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1 BUSINESS

1.1 Presentation - City Future Committee Meeting - 31 March 2025

File Number: A17839908

Author: Anahera Dinsdale, Governance Advisor

Authoriser: Clare Sullivan, Team Leader: Governance Services

Presenter(s): Chris Barton, Programme Director: Major Projects

Attachments

1. Presentation - 15th to Welcome Bay - City Future Committee Workshop - 1 April 2025 - A17839292 [↓](#) 



15th Avenue to Welcome Bay

City Futures Committee Workshop – 1 April 2025



Agenda

- Project overview and update
- What we are focused on
- What our plans to control these potential risks
- What else are you worried about?
- Proposed next steps

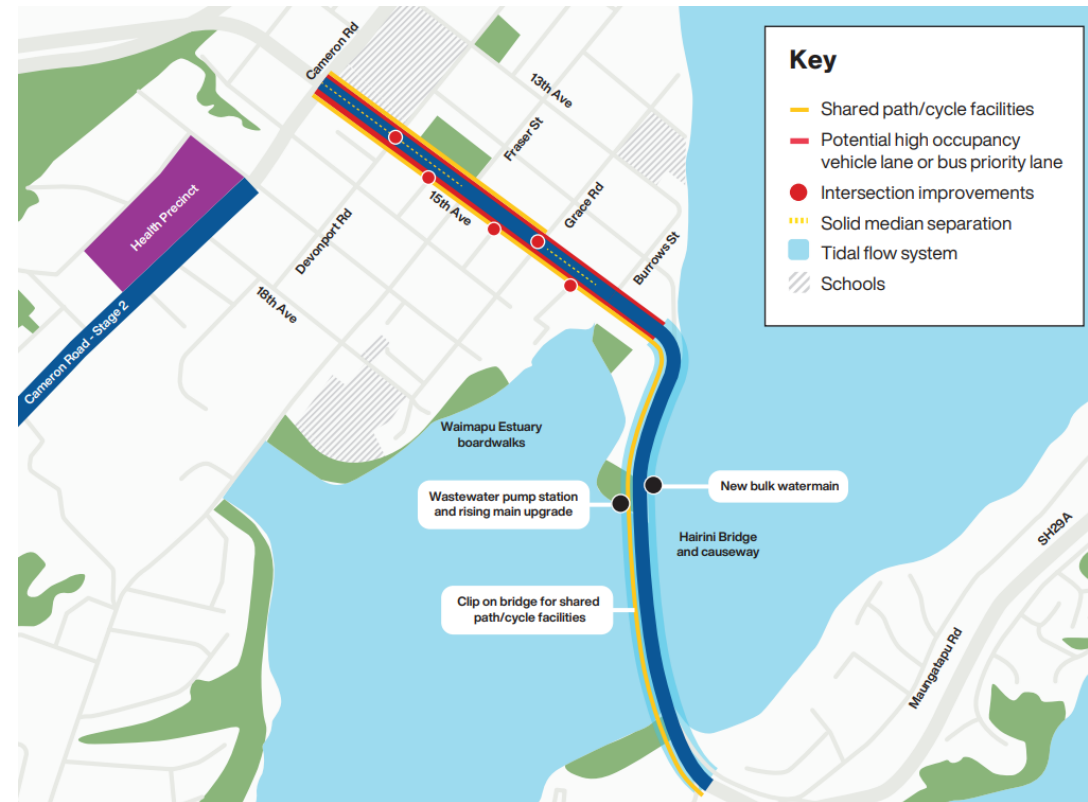


March 2025

Tauranga City

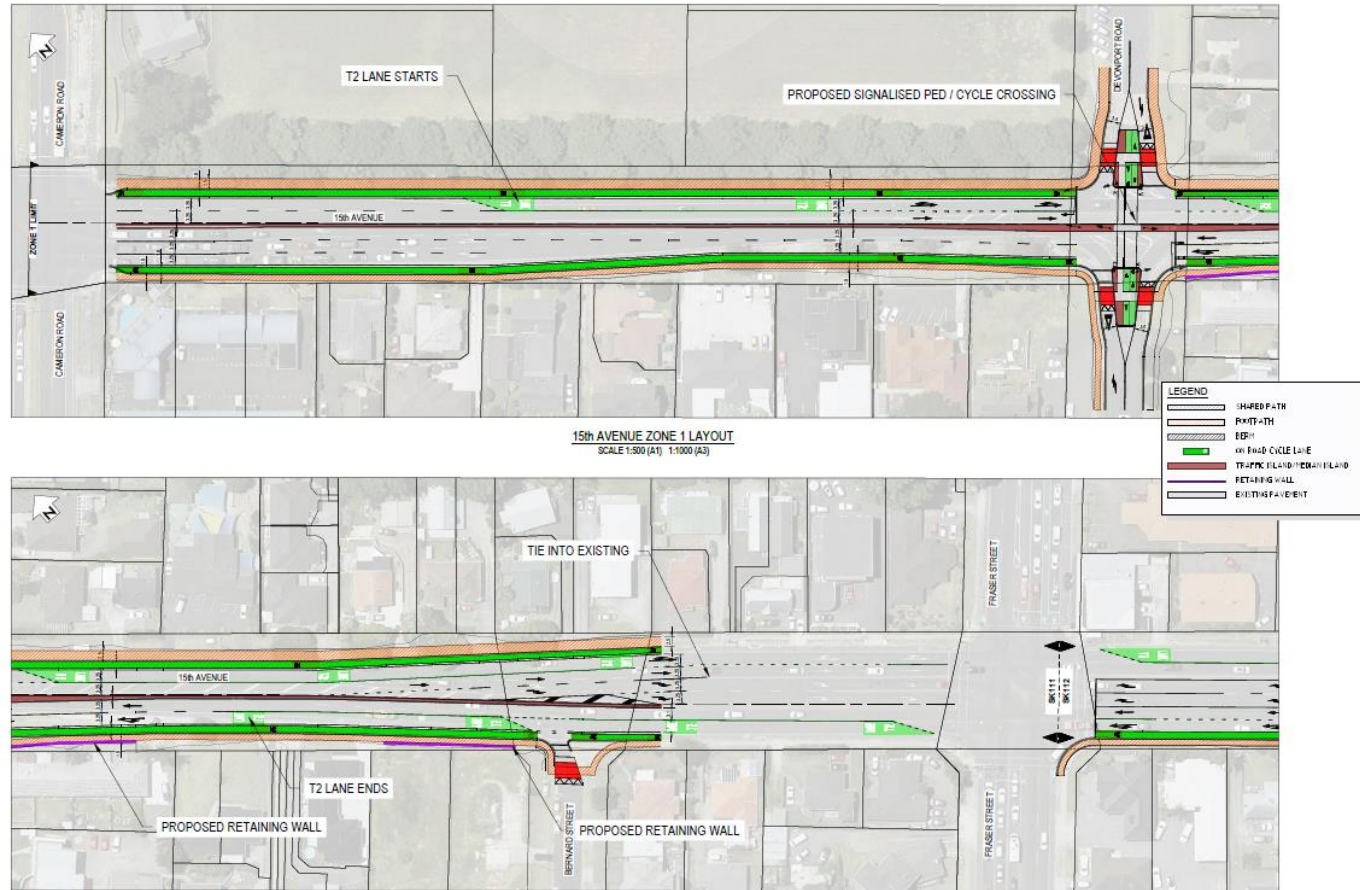
15th Ave Turret to Welcome Bay - Scope

- Completing the four-laning of 15th Avenue between Cameron and Burrows Street.
- Three-laning of Turret Road, the Hairini Bridge and causeway. New 'clip-on' shared path on the existing bridge, to allow the existing bridge deck width to be allocated for three traffic lanes.
- A tidal-flow (dynamic lane) system along Turret Road. Options to utilise for T2 and HOV.
- Services and utilities replacement and upgrades
- Pavement Renewal
- James Cook Dr intersection upgrade



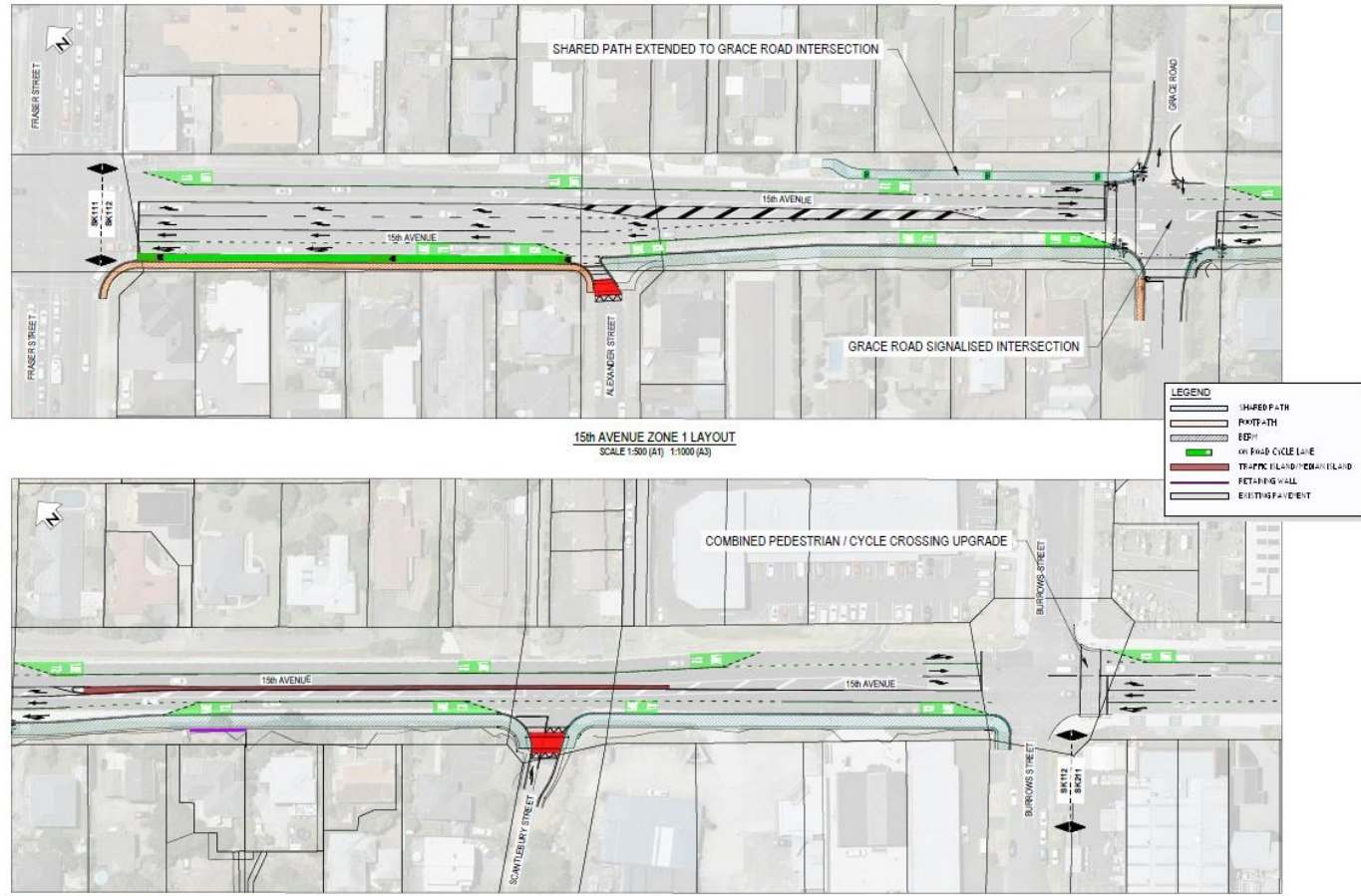
Concept Design

Cameron Rd to Fraser St



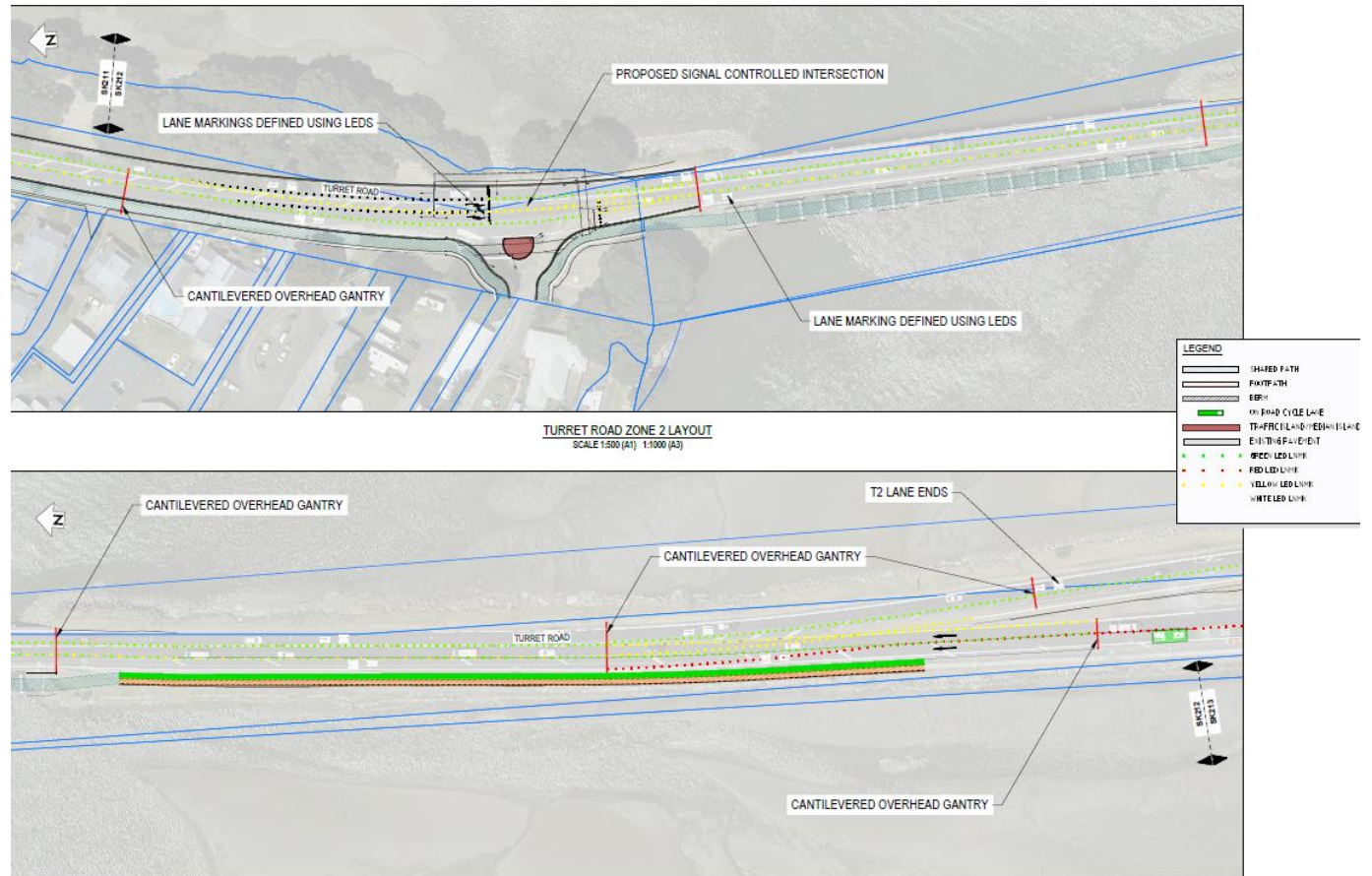
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Fraser St to Burrows St



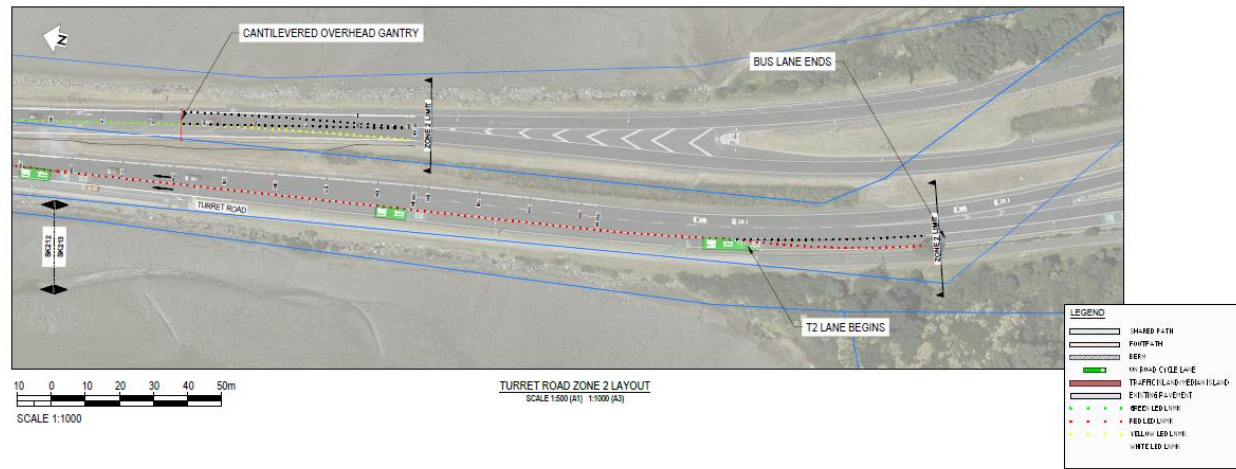
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Turret Road and Hairini Bridge



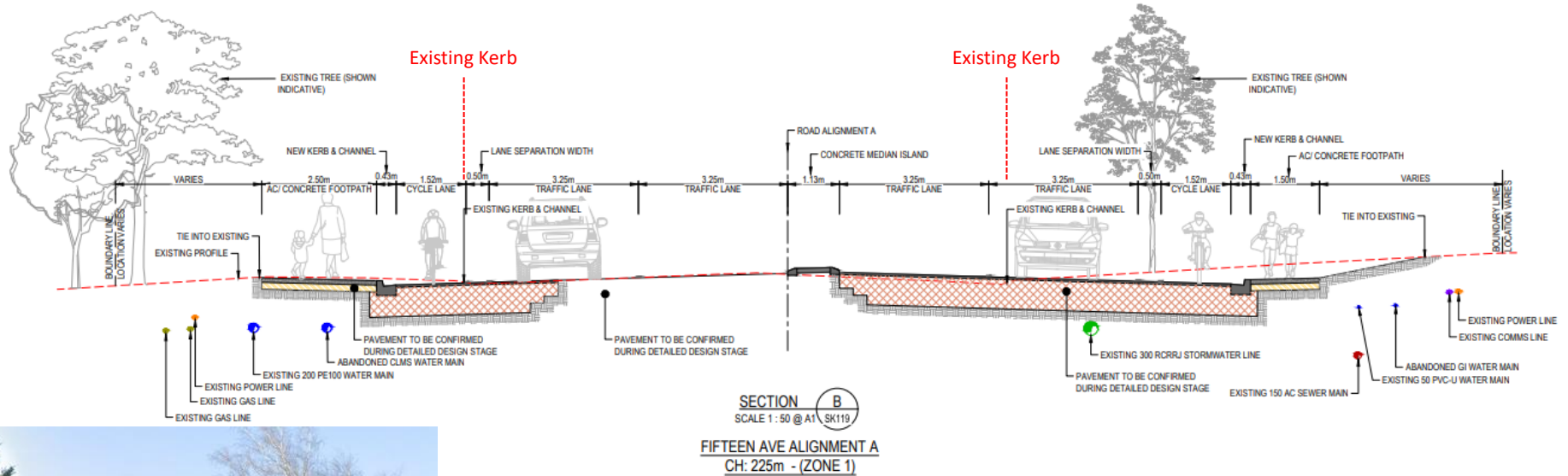
Concept Design

Turret Road and James Cook Dr Intersection



Proposed Cross-Section Fifteenth Avenue

Cross-section Fifteenth Ave beside Devonport Rd including services and pavement



Fifteenth Avenue currently between Cameron Rd and Devonport Rd

Proposed Cross-section Hairini Bridge 3lanes + shared path clip-on

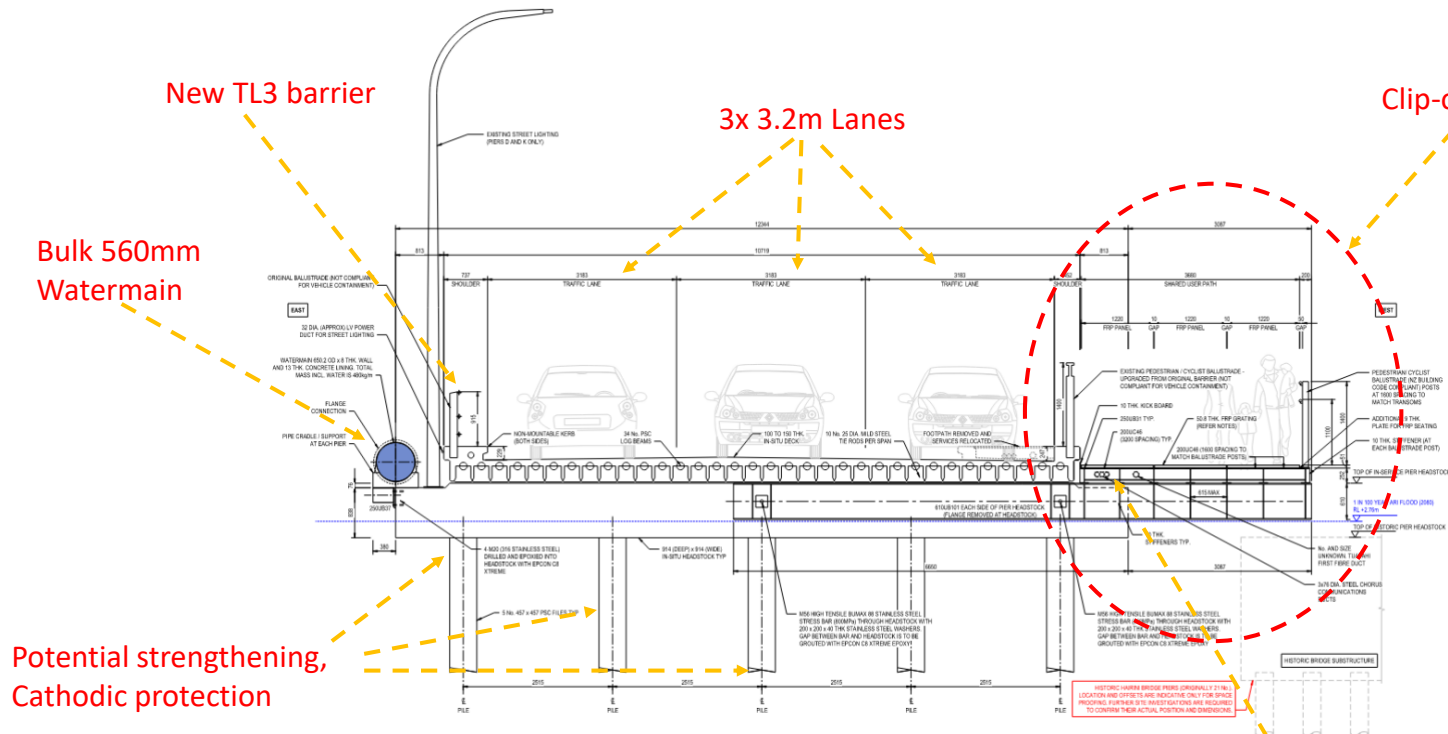
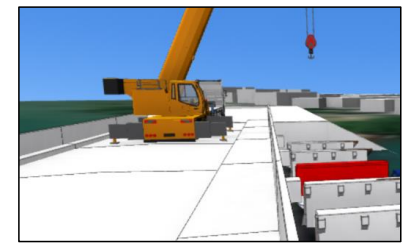


Figure 12 SUP Option 1 – Typical Elevation

Hairini Bridge profile



Concept of clip-on construction



Cost Estimate & Key Risks

Financials

For the Fifteenth Ave to Welcome Bay project the current total cost estimate range is:

- Base Estimate - \$100m
- P50 Expected Estimate - \$128m
- P95 Estimate - \$169m

Key Risks

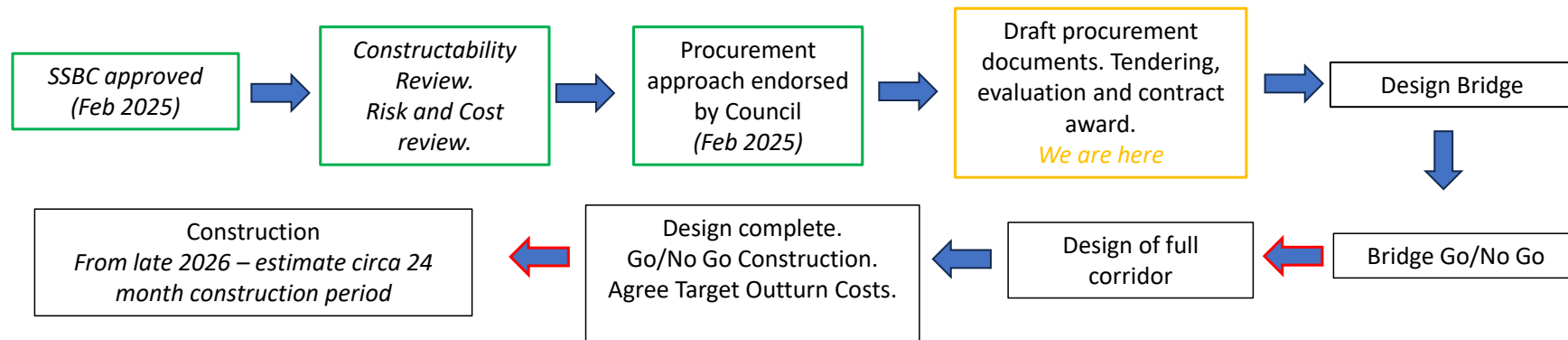
- Hairini Bridge structural and seismic capacity. Go/No-Go gate or potential requirement for additional strengthening.
- NZTA implementation funding approval gate
- Balancing construction disruption vs delivery efficiency
- Stakeholder and public buy-in
- Utilities alterations, site constraints (width) and coordination

Project Estimate - Form C		DBE		
Project Name: 15th Ave to Welcome Bay Hybrid Stage 1(Cameron to SH29A onramps incl Bridge)		Detailed Business Case Estimate		
Item	Description	Base Estimate	Contingency	Funding Risk
A	Nett Project Property Cost	0	0	0
Project Development Phase				
B	Total Project Development	4,000,000	0	
Pre-Implementation Phase				
C	Total Pre-Implementation	7,833,105	2,193,269	2,807,385
Implementation Phase				
Implementation Fees				
- Consultancy Fees		5,091,518		
- Client-Managed Costs		2,741,587		
- Consent Monitoring Fees				
Sub Total Base Implementation Fees		7,833,105	2,741,587	3,701,142
Physical Works				
D1	Environmental Compliance	805,895.6		
D2	Earthworks	308,527.1		
D3	Ground Improvements	0.0		
D4	Drainage	4,844,275.1		
D5	Pavement and Surfacing	7,337,009.2		
D5A	Pavement Rehab	8,272,283.8		
D6	Bridges / Structures	10,489,494.8		
D7	Retaining Walls	182,231.2		
D8	Traffic Services	5,820,977.9		
D9	Utility Services	2,639,403.0		
D9A	Waters Scope	14,173,998.6		
D10	Landscaping	636,592.5		
D11	Traffic Management and Temporary Works	5,214,109.5		
D12	Preliminary and General	11,082,722.9		
D13	Offsite Overheads and Profit	8,523,524.3		
Sub Total Base Physical Works		80,331,045	23,000,000	35,000,000
D	Total for Implementation Phase	88,164,150	25,741,587	38,701,142
E	Project Base Estimate (A+B+C+D)	99,997,254		
F	Contingency (Assessed / Analysed) (A+B+C+D)		27,934,856	
G	Project Expected Estimate (E+F)		127,932,110	
Nett Project Property Cost Expected Estimate			0	
Project Development Phase Expected Estimate			4,000,000	
Pre-Implementation Phase Expected Estimate			10,026,374	
Implementation Phase Expected Estimate			113,905,737	
H	Funding Risk (Assessed / Analysed) (A+B+C+D)			41,508,527
I	95 th Percentile Project Estimate (G+H)			169,440,637

Project Next Steps

The key next steps for the project are:

- **Feb-July '25** - Prepare Procurement documentation, Tender & Evaluate
- **Aug '25** - Contract Award to Design/Constructor consortium
- **Aug '25** - Begin detailed design. Hairini bridge structural assessment is Step 1
- **End '25** – Go/No Go stage for Bridge. (Pass; Realise strengthening risk; Fail and No-Go due to bridge load requirements)
- **Late '25** – Community Engagement to facilitate design – Part 1
- **Early 26** – Start Design of all other work
- **Mid 26** – Community Engagement on preferred design – Part 2
- **End 26/Early27** – Go/No Go Construction (confirm scope = budget). Construction start



What are we worried about ?

Key project challenges:

1. Managing Network Disruption During Construction

- There are construction options which will be considered seeking to balance construction time/cost efficiency with network disruption.
- Wider network disruption is a key consideration with mitigation options being considered
- Need to seek and maintain awareness of other works/projects potentially planned in similar timeframe which could impact the network and assess options for delivery staging

2. Stakeholder buy-in – maintaining social and community license to operate

- Extensive engagement and communication is planned to support engagement with local residents and businesses (particularly regarding access both during construction and operation phases) and the wider community
- Managing open work faces will be a key consideration

3. Bridge structural and seismic capacity

- Structural life of bridge

4. Behaviors around operation after opening

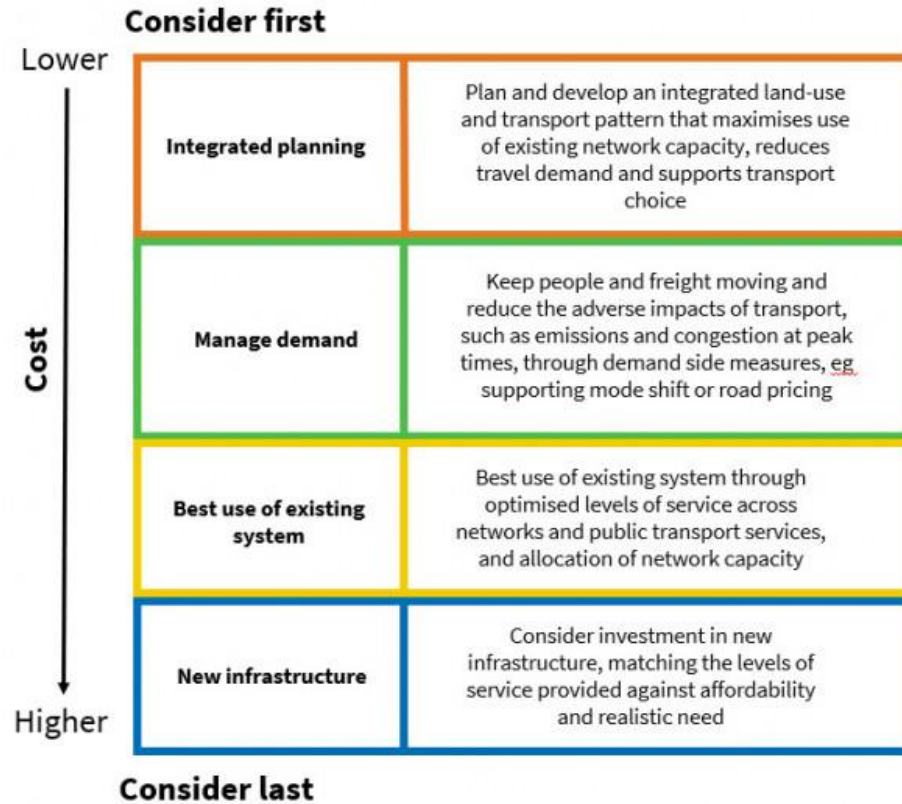
- Particularly for the tidal flow, this will be a new type of operation which will require education

5. Affordability

- Staged approval process through hold points and stage gates
- Potential for additional scope requirements (utility relocations / pavement rehabilitation etc)
- Create a value for money and optimisation culture within the delivery team to seek cost efficiency opportunities

6. Environmental Effects and Statutory Requirements

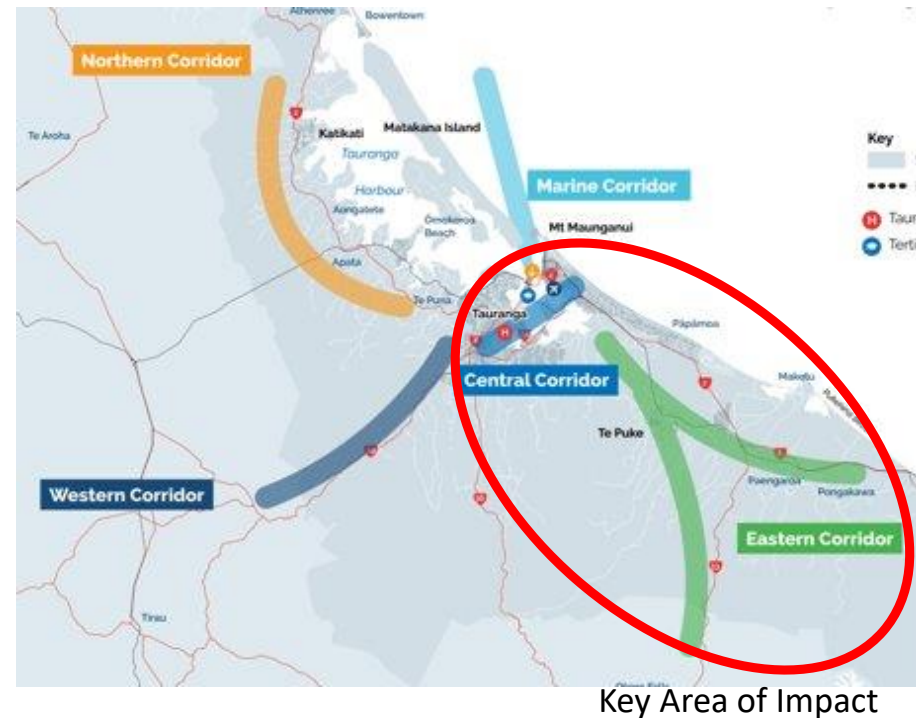
Intervention Hierarchy



Managing the network through disruption

- What transport network users is this disruption likely to affect
- Managing expectations
 - Traffic modeling
 - Congestion communication
- Traffic Operations Centre
 - Control of traffic signals
 - Incident management
 - *Squeezing the most out of the system*

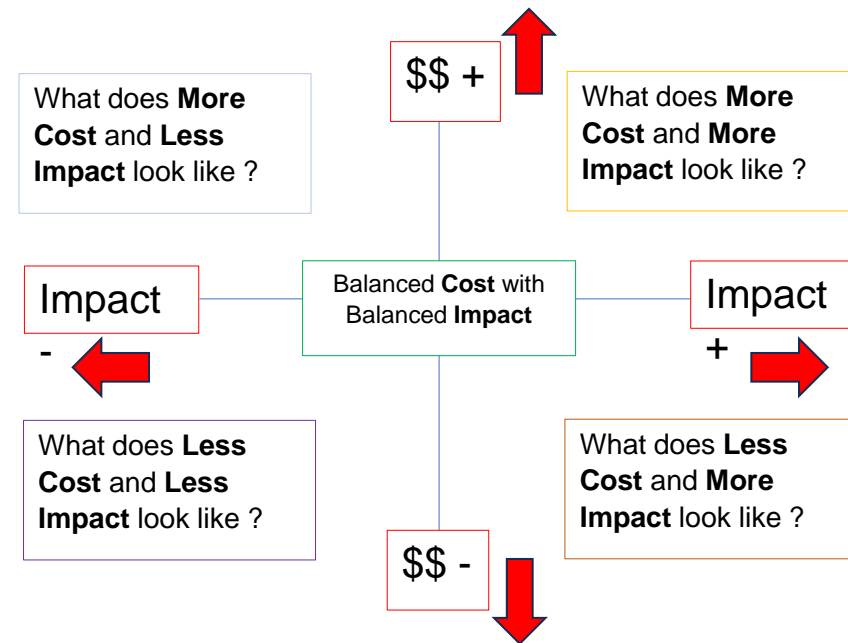
UFTI Movement Corridors



Network Disruption – On Route

Construction method dependent, this is the benefit of an Early Contractor Involvement process. Options which will be assessed include:

- Closing sections of the site to through traffic could enable faster and cheaper construction.
- Making use of periods of lower demand for closures (i.e. December/ January)
- Targeted opportunities for night works



Disruption and Construction Staging Options

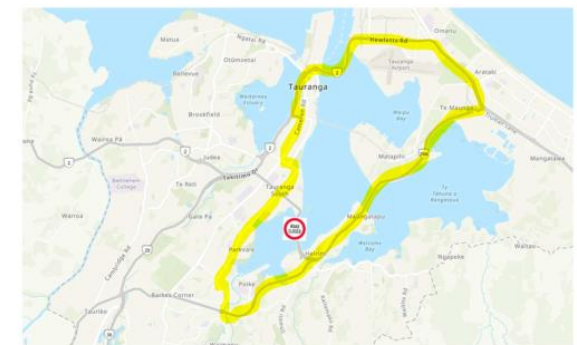
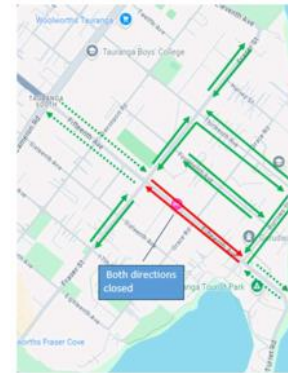


Construction zones and stage areas are to be further assessed.

To be further broken into

- Westbound and Eastbound traffic;
- 1 and 2way traffic;
- link closures (intersection to intersection) with diversions.

- Consider disruption impact of link and adjacent landuse/area vs delivery programme/cost

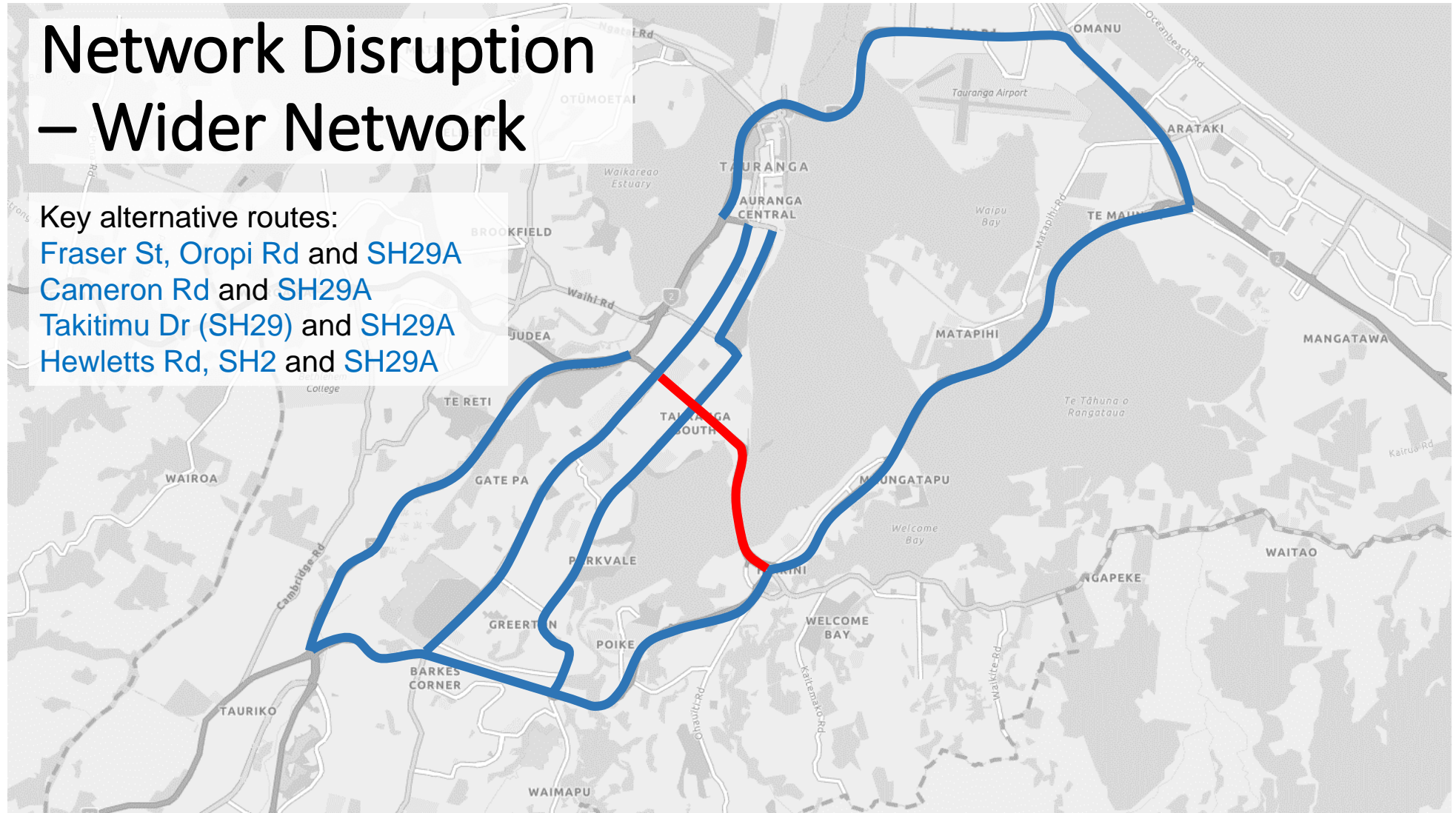


Link closures and diversion examples from Nov24 Constructability Review.

Network Disruption – Wider Network

Key alternative routes:

- Fraser St, Oropi Rd and SH29A
- Cameron Rd and SH29A
- Takitimu Dr (SH29) and SH29A
- Hewletts Rd, SH2 and SH29A

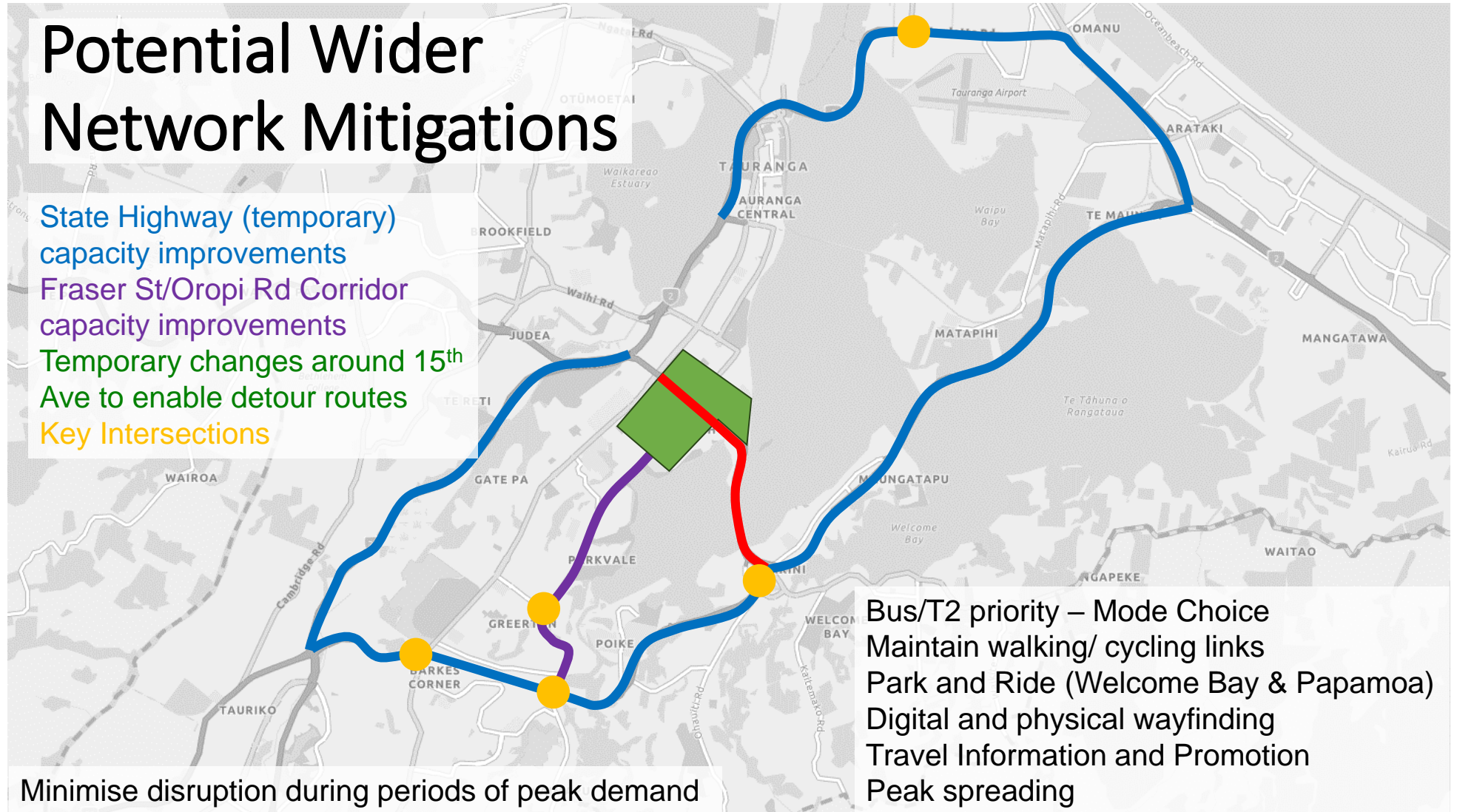


Network Disruption – Wider Network

- Additional expected disruption on alternative routes in similar timeframes
 - Fraser St Water Renewals
 - Oropi Road Water Renewals
 - Hewletts Rd 'T3'
 - Tauranga Northern Link (TNL) Stage 1
 - PowerCo upgrades and renewals
 - Land development and building works along the corridors
 - Potential Cameron Road Stage 2

Potential Wider Network Mitigations

- State Highway (temporary) capacity improvements
- Fraser St/Oropi Rd Corridor capacity improvements
- Temporary changes around 15th Ave to enable detour routes
- Key Intersections



- Bus/T2 priority – Mode Choice
- Maintain walking/ cycling links
- Park and Ride (Welcome Bay & Papamoa)
- Digital and physical wayfinding
- Travel Information and Promotion
- Peak spreading

