



# AGENDA

## City Future Committee Workshop meeting Thursday, 31 July 2025

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

**Date:** Thursday, 31 July 2025

**Time:** 9:00 AM Cameron Road Stage 2

**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](http://www.tauranga.govt.nz).*

**Marty Grenfell**  
Chief Executive



## Order of Business

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## 1 BUSINESS

### 1.1 Cameron Road Stage 2 - Concept Options Workshop

**File Number:** A18598539

**Author:** Chris Barton, Programme Director: Major Projects  
Richard O Kane, Senior Project Manager

**Authoriser:** Nic Johansson, General Manager: Infrastructure

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## Workshop information

### Purpose of workshop

1. To provide the City Futures Committee an update on the concept design development options that were presented in the 12th June '25 workshop and seek further feedback on design options in advance of planned report to 26 August Council meeting.

### Background information

2. The Cameron Road Stage 2 project is a key strategic project to enable and support planned intensification of the Te Papa peninsula and continued development of the Western Corridor.
3. The City Futures Committee have previously requested staff investigate value for money delivery options for the Cameron Road Stage 2 project.
4. Following on from a previous workshop on 12 June 2025 where Committee noted a preference for a full corridor (from Seventeenth Avenue to Barkes Corner) value engineered option, further design development has progressed including development of an updated corridor concept option and sub-options through Greerton Village.
5. A summary of the design options are included in the attached presentation and concept option drawings.

### Issues





6. A key component of the project funding is a crown grant of \$56.6m as part of the Infrastructure Acceleration Fund (IAF). Administration of the IAF funding agreement has recently transferred from Kainga Ora to the newly established National Infrastructure Funding and Financing Agency (NIFFCo). NIFFCo have advised that reviews of current funding agreements are underway, with a high likelihood of funding commitments being reviewed for projects which there is no current clear commitment to complete works to accelerate intended housing outcomes.

### Next steps

7. It is proposed that a report will be presented to the 26 August Council meeting recommending:

- (a) a commitment to deliver the Cameron Road Stage 2 project by June 2030 to enable housing outcomes consistent with the IAF funding agreement; and
  - (b) endorsement to progress to community engagement based on the emerging 'hybrid' concept for the corridor, with 3 options through the Greerton Town Centre.
8. Subject to endorsement the overall project remains on track for construction to be completed by June 2030.

### Attachments

1. **Cameron Road Stage 2 - Elected Member Workshop Presentation - 31 July 2025 - A18598728** [↓](#) 
2. **Cameron Road Stage 2 - Concept Option 1 - Hybrid Corridor + Greerton 4-Lanes with Signals - A18598531** [↓](#) 
3. **Cameron Road Stage 2 - Concept Option 2 - Hybrid Corridor + Greerton 2-Lanes with Roundabout - A18598532** [↓](#) 
4. **Cameron Road Stage 2 - Concept Option 3 - Hybrid Corridor + Greerton 4-Lanes with Roundabout - A18598533** [↓](#) 



## Cameron Road Stage 2

City Futures Committee Workshop – 31<sup>st</sup> July 2025



## Agenda

- Project Background & Context
- Direction from 12<sup>th</sup> June Workshop
- Funding Update
- Emerging Preferred Corridor Option
- Greerton Village Options
- Cost Estimates
- Next Steps – Council Report



# Context and Background

## Key messages:

SmartGrowth Partners have approved the delivery of the Urban Form and Transport Initiative (UFTI) Connected Centres Programme, an integrated land use and transport programme which outlines the need over the next 30 to 70+ years to accommodate approximately:

- 200,000 additional people
- 95,000 new homes
- 2 million additional transport movements per day across the Western Bay of Plenty sub-region through a network which is already at capacity.

The Cameron Road Stage 2 project is a key enabler to planned Te Papa peninsula housing intensification and Western Corridor growth:

- Cameron Road is a key route and destination connecting the city centre, primary and secondary schools, businesses, residential areas, public spaces, and the hospital.
- Key arterial link between the recently completed Cameron Road Stage 1 project and the planned SH29/SH29A upgrade project
- The project aims to maximise the people movement function of Cameron Road to enable intensification of housing along the peninsula.

## Growth Areas:



# Direction from previous workshop

- Five '*Value for Money*' options presented
- Preferred options:
  - Full length Value Engineering plus cycle facility (VE+), and
  - Full length Value Engineering within existing kerblines (VEB)
- Supported further development of preferred options, along with a 'Hybrid' option.
- Supported further independent cost assessment to be completed



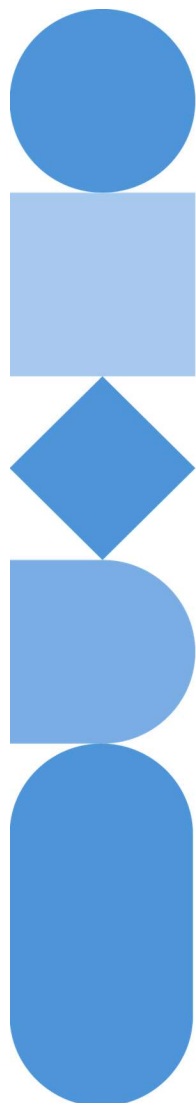
# Funding Update (Transport Elements)

Current Available Funding Stack (\$M)		Notes
<b>IAF</b>	\$ 56.6	Total apportioned to CRS2 project. NIFFCo (IAF fund administrator) have signalled that funding is at risk unless: <ul style="list-style-type: none"> <li>○ Provide certainty that TCC is committed to delivering the project by 30th June 2030.</li> <li>○ Provide evidence that project will deliver intended housing outcomes.</li> <li>○ Evidence a credible delivery timeline.</li> </ul>
<b>IFF</b>	\$ 20.0	\$20 currently assigned to CRS2. Circa \$7.5m of unallocated funding remains in the IFF budget to support identified projects, which could potentially be assigned to CRS2.
<b>DCs</b>	\$ 20.0	Finance confirmed to work to this figure at present
<b>Total</b>	<b>\$ 96.6</b>	

Note: This funding stack excludes the additionally separately budgeted \$86.7m to deliver corridor 3-waters upgrades – however it is anticipated these works would be delivered as part of the Cameron Road Stage 2 project (total project \$183.3m).







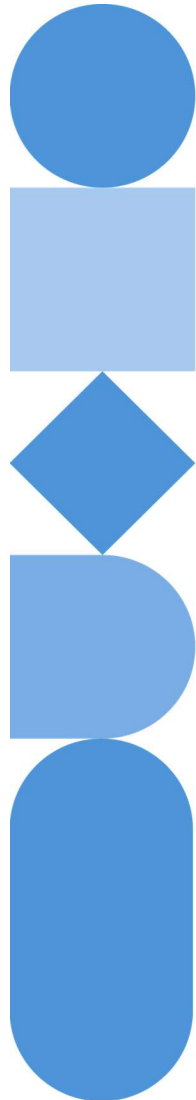
## Emerging Recommended Corridor Option (excl. Greerton) – Hybrid

### Summary of scope

- Prioritising a 4-lane carriageway through the route
  - Initially assumed to operate with peak period transit lanes with ‘off peak’ parking
  - Future-proofed for full-time transit or bus lanes as required
- Dedicated separated ‘uni-directional’ cycle route along majority of corridor to promote safer cycling
- Road fully resurfaced and remarked
- Raised bus ‘landings’ at bus stops for safety
- Retains right turn facilities at major signalised junctions
- Generally within existing ‘kerb to kerb’ – with localised widening where required.

### Key constraints and compromises

- Compromises median for right turn movements into side streets and driveways
- Shared paths in sections where corridor width does not facilitate 2 separated cycle lanes
- Limited budget for community ‘place’ enhancements and cultural artwork
- Restrictions to existing on street parking in peak periods



## Greerton Village Options

**Option 1 – 4 lanes with dual signalised intersections**

**Option 2 – 2 lanes with separated uni-directional cycle lanes**

**Option 3 – 4 lanes with dual roundabouts**



































































































