



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.*

**Marty Grenfell
Chief Executive**

Order of Business

1 Business..... 4

1.1 Cameron Road Stage 2 - Concept Options Workshop 4

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

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 – 31st July 2025



Agenda

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



Context and Background

Key messages:

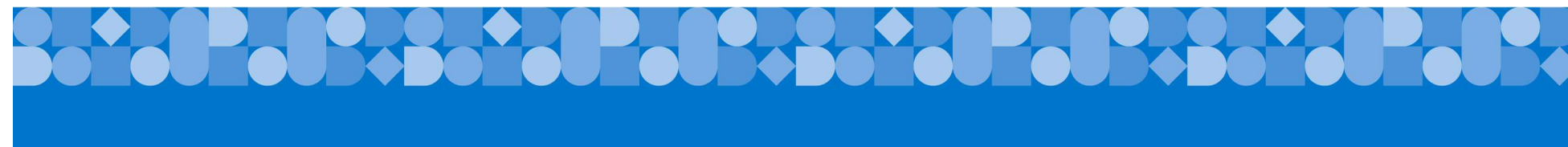
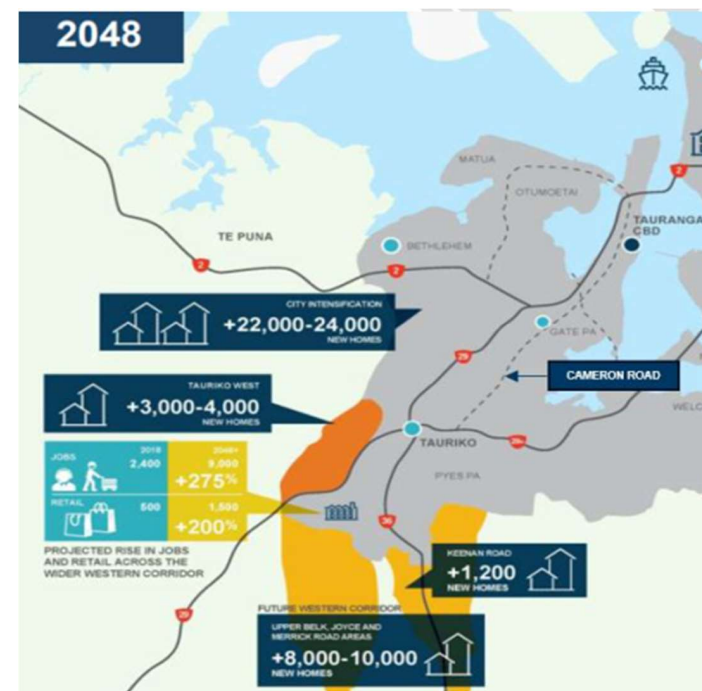
SmartGrowth Partners have approved the delivery of the Urban Form and Transport Initiative (UFTI) Connected Centres Programme, an integrated land use and transport programme which outlines the need over the next 30 to 70+ years to accommodate approximately:

- 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:

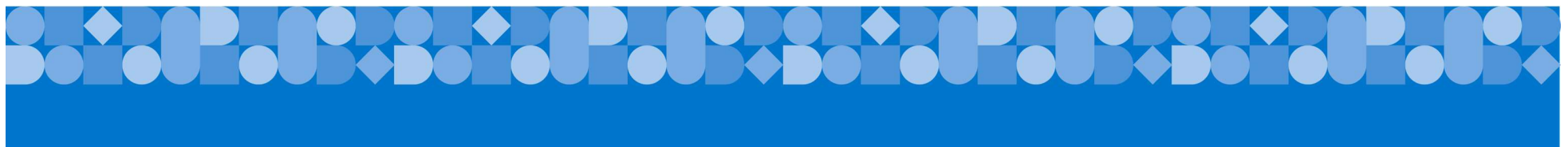
- Cameron Road is a key route and destination connecting the city centre, primary and secondary schools, businesses, residential areas, public spaces, and the hospital.
- Key arterial link between the recently completed Cameron Road Stage 1 project and the planned SH29/SH29A upgrade project
- The project 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)

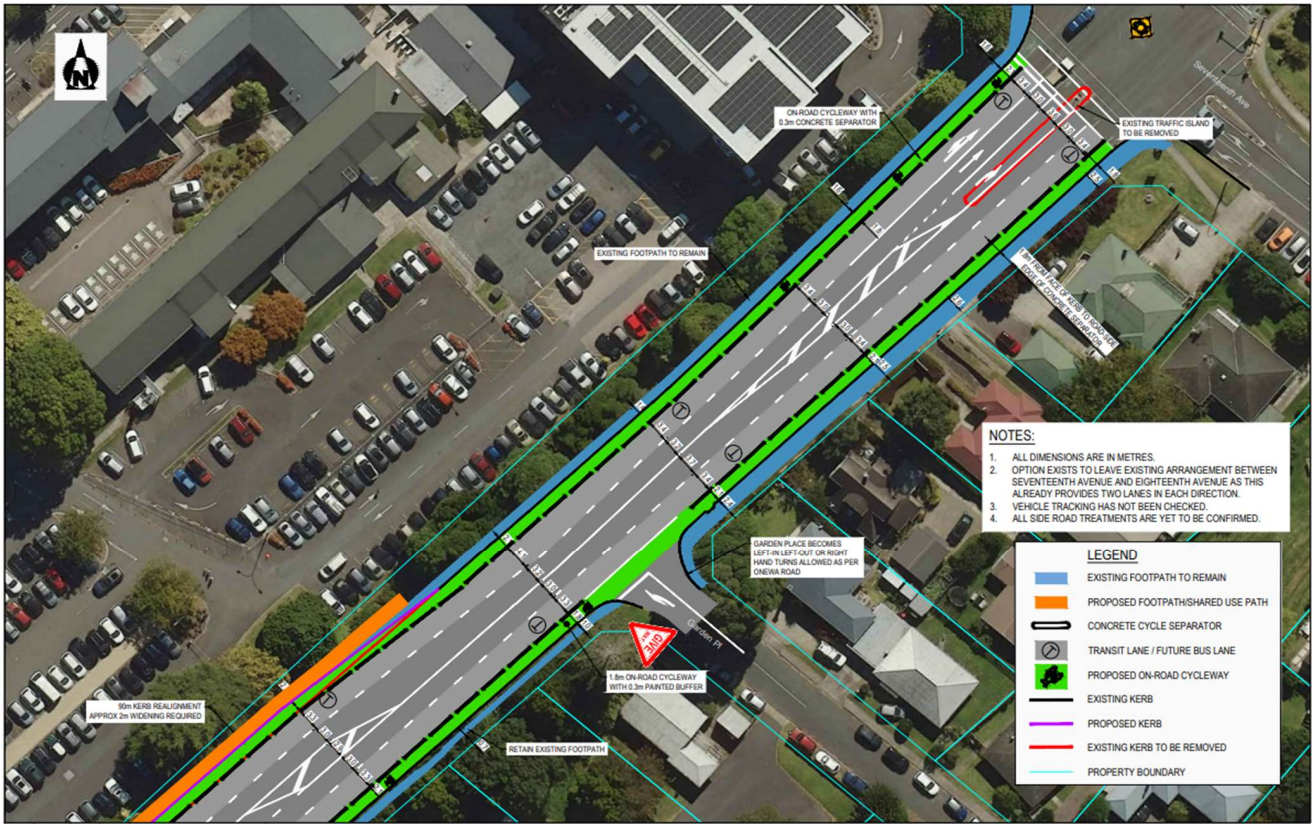
Current Available Funding Stack (\$M)		Notes
IAF	\$ 56.6	Total apportioned to CRS2 project. NIFFCo (IAF fund administrator) have signalled that funding is at risk unless: <ul style="list-style-type: none"> ○ Provide certainty that TCC is committed to delivering the project by 30th June 2030. ○ Provide evidence that project will deliver intended housing outcomes. ○ Evidence a credible delivery timeline.
IFF	\$ 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.
DCs	\$ 20.0	Finance confirmed to work to this figure at present
Total	\$ 96.6	

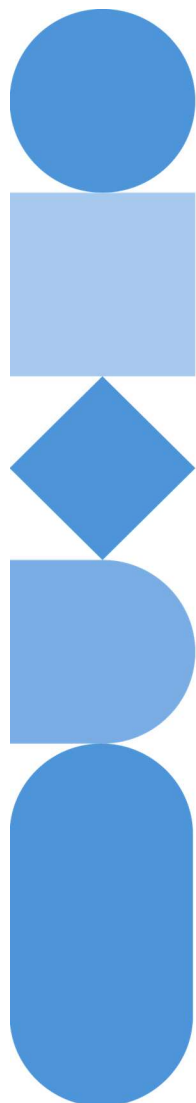
Note: This funding stack excludes the additionally separately budgeted \$86.7m to deliver corridor 3-waters upgrades – however it is anticipated these works would be delivered as part of the Cameron Road Stage 2 project (total project \$183.3m).





Emerging Recommended Corridor Option (excl. Greerton) – Hybrid





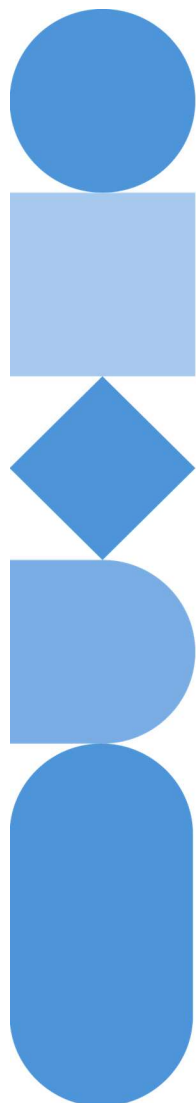
Emerging Recommended Corridor Option (excl. Greerton) – Hybrid

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



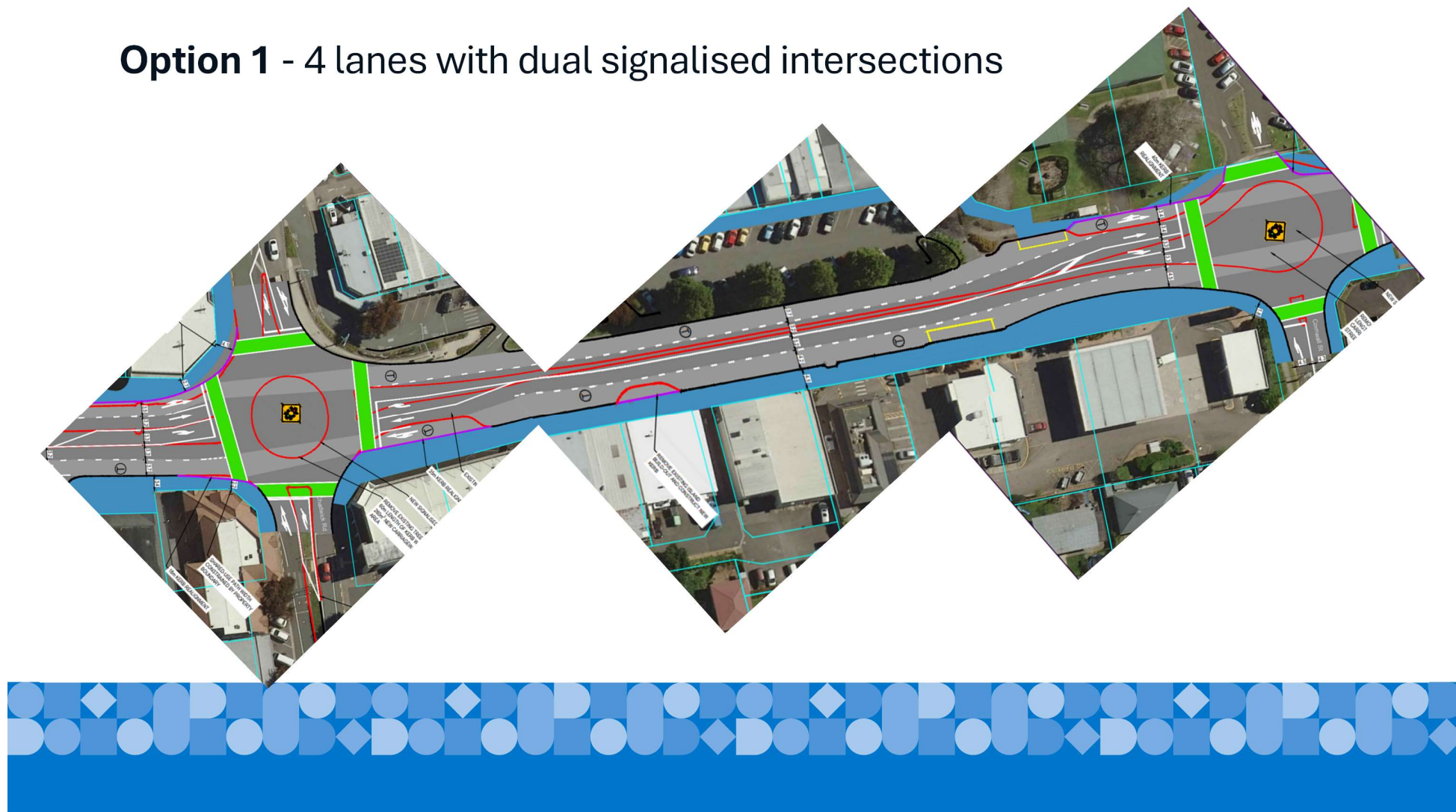
Greerton Village Options

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

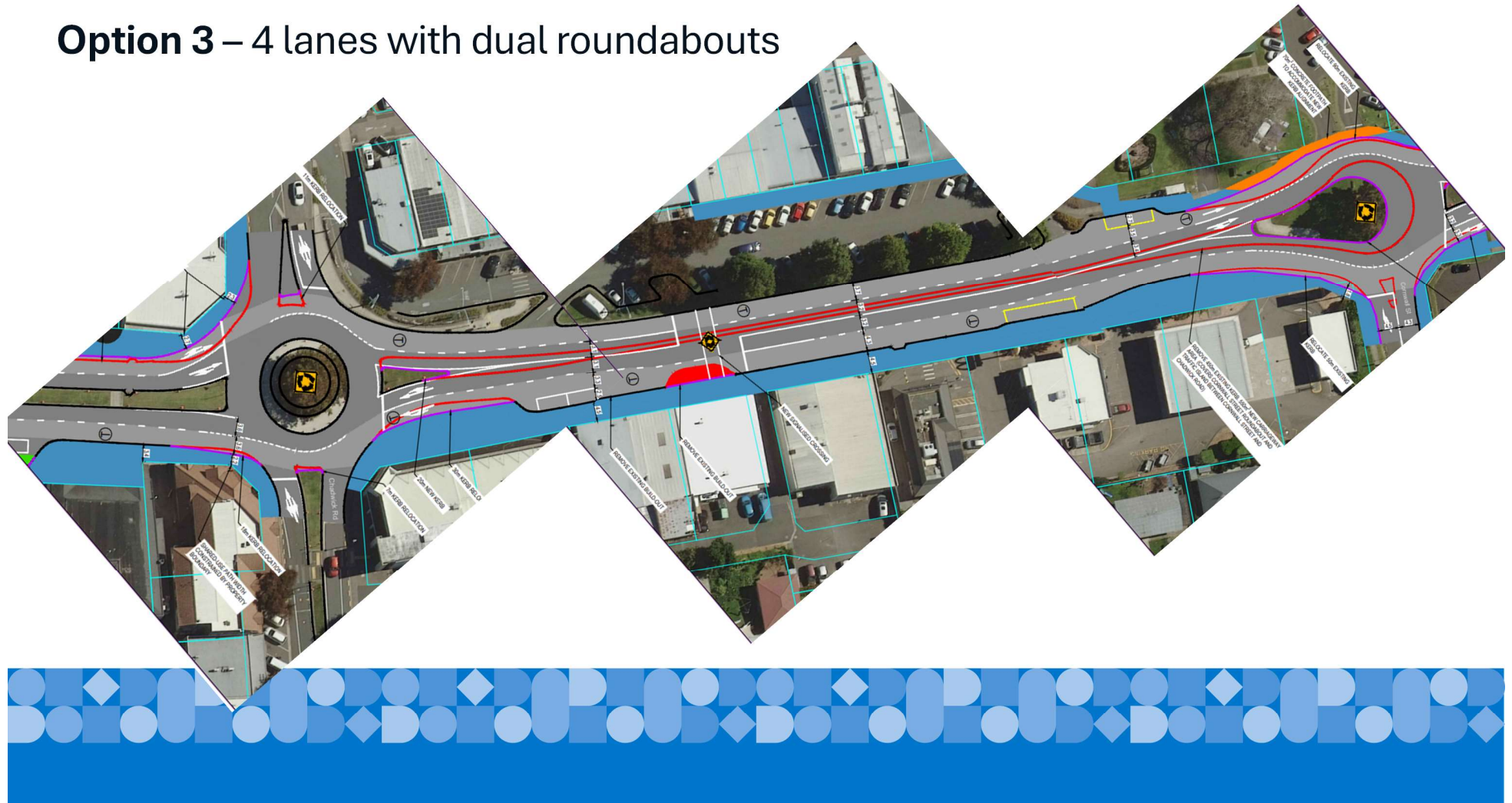
Option 1 - 4 lanes with dual signalised intersections

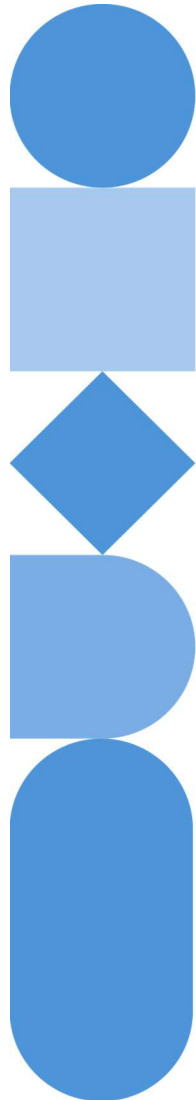


Option 2 – 2 lanes with separated cycle lanes



Option 3 – 4 lanes with dual roundabouts





Greerton Village Options

Summary of scope and outcome benefits

Option 1 - 4 lanes with dual signalised intersections

- Prioritising a 4-lane carriageway through the route
 - Initially with assumed peak period clearways for transit lanes and parking 'off peak'
 - Future proofed for dedicated transit or bus lanes
- Signalised junctions safer than roundabouts

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

- Uni-direction separated cycle lanes through village
- Reduced construction work through kerb/median retention
- Retention of all existing trees

Option 3 – 4 lanes with dual roundabouts

- Prioritising a 4-lane carriageway through the route
 - Initially with assumed peak period clearways for transit lanes and parking 'off peak'
 - Future proofed for dedicated transit or bus lanes

Key constraints and compromises

Option 1 - 4 lanes with dual signalised intersections

- Restrictions to existing on street parking in peak periods
- No separated cycle facility through village
- Trees to be removed at roundabouts
- Limited budget for 'place' enhancements and cultural artwork

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

- No future proofing for Transit/Bus lanes
 - Buses would require 'bus jumps' for priority
- Most on street parking removed for cycle lane
- Cycle lanes on roundabouts not preferred
- Limited budget for 'place' enhancements and cultural artwork

Option 3 – 4 lanes with dual roundabouts

- Restrictions to existing on street parking in peak periods
- No separated cycle facility through village
- Limited budget for 'place' enhancements and cultural artwork

Cost Assessments

Option	Description	Expected forecast outturn cost (inflated)	Residual contingency to \$96.6m funding stack
1	Hybrid corridor + Greerton 4-lanes with dual signalised intersections	\$95.4m	+\$1.2m
2	Hybrid corridor + Greerton 2-lanes with separated uni-directional cycle lanes	\$88m	+\$8.6m
3	Hybrid corridor + Greerton 4-lanes with dual roundabouts	\$90.8m	+\$5.8m

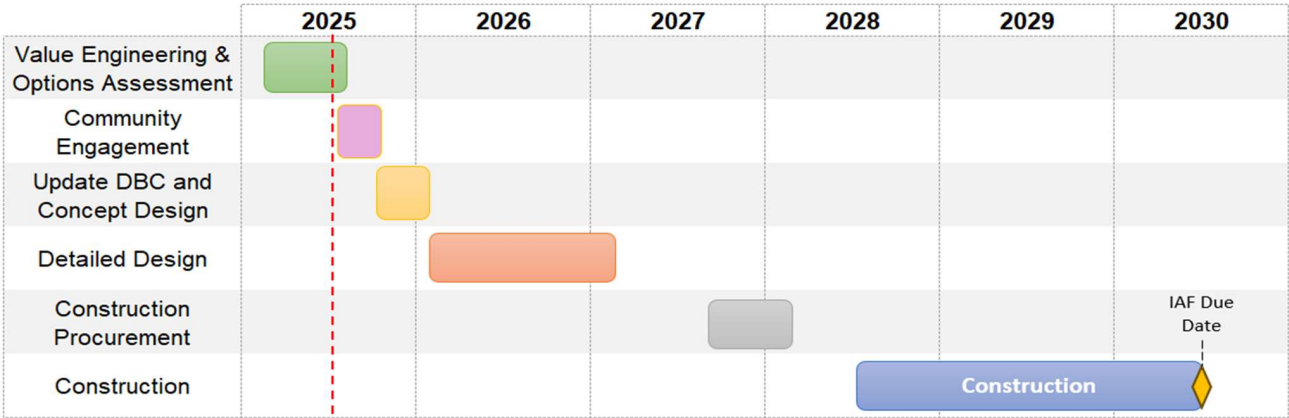
Note: This funding stack excludes the additionally separately budgeted \$86.7m to deliver corridor 3-waters upgrades – however it is anticipated these works would be delivered as part of the Cameron Road Stage 2 project (total project available funding \$183.3m).

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Next Steps

- A report will be presented to Council on 26th August 2025. It is proposed recommendations will include:
 - That Council commit to delivery of the Cameron Road Stage 2 project by June 2030 to enable housing outcomes consistent with the IAF funding agreement; and
 - That Council endorse to progress to community engagement to seek feedback on the ‘hybrid’ concept for the corridor and 3 options through the Greerton Town Centre.
- The overall proposed project indicative timeline is as below:

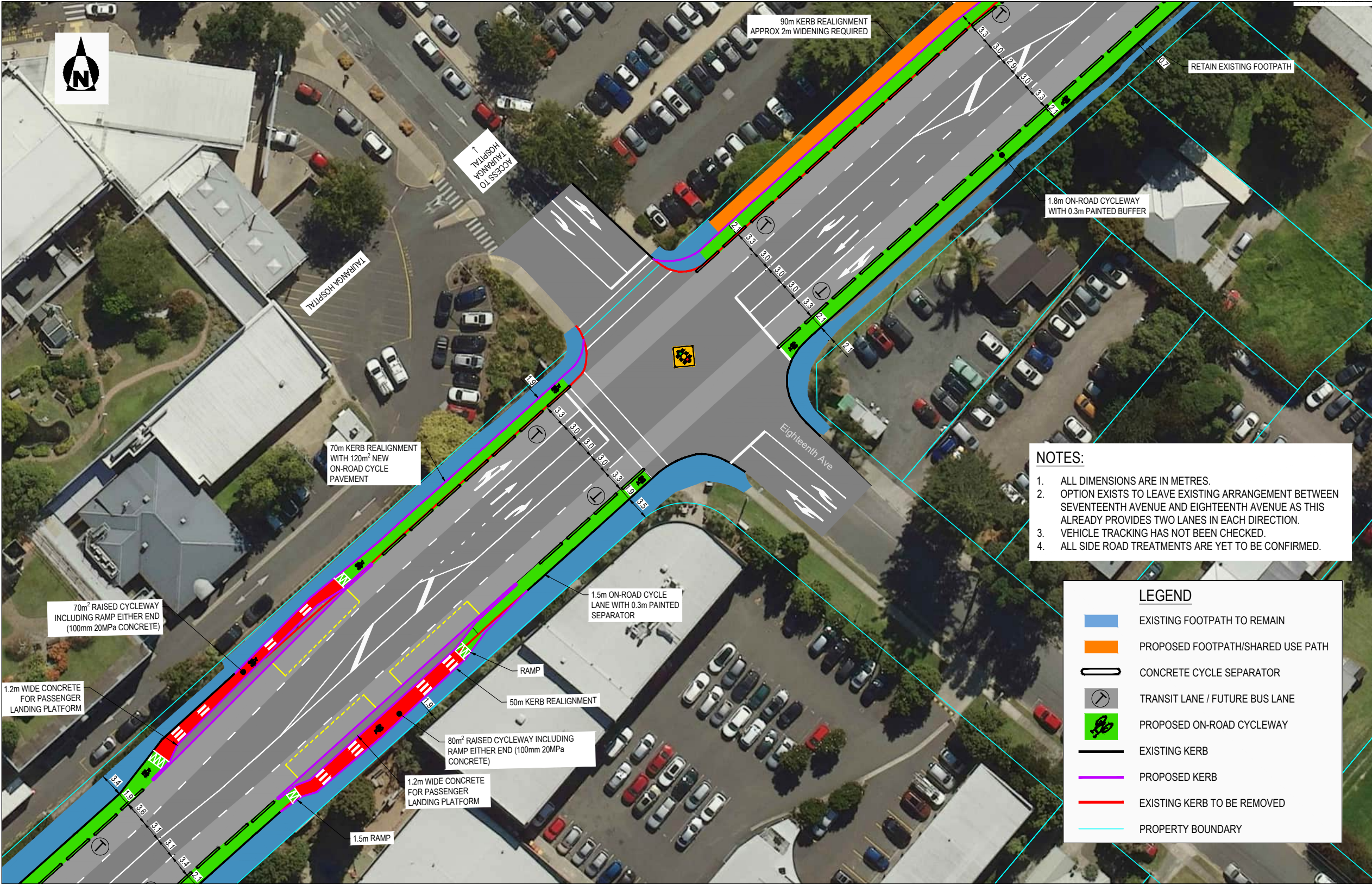






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A	12.08.25	LD	ROK	DRAFT

CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 1: SEVENTEENTH AVE TO GARDEN PLACE



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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 2: GARDEN PLACE TO EIGHTEENTH AVENUE



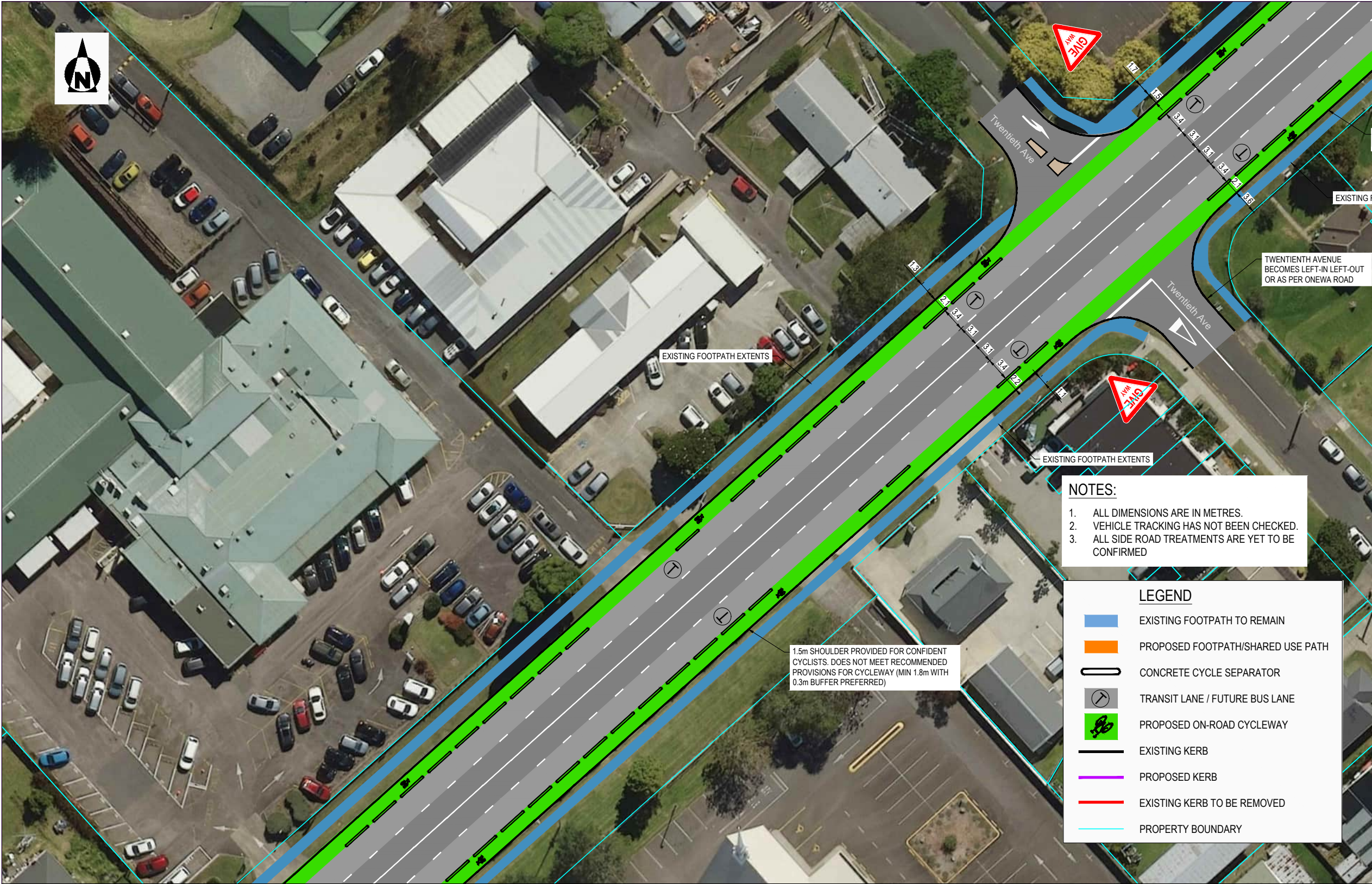
- NOTES:
- 1. ALL DIMENSIONS ARE IN METRES.
 - 2. VEHICLE TRACKING HAS NOT BEEN CHECKED.
 - 3. ALL SIDE ROAD TREATMENTS ARE YET TO BE CONFIRMED

LEGEND

- EXISTING FOOTPATH TO REMAIN
- PROPOSED FOOTPATH/SHARED USE PATH
- CONCRETE CYCLE SEPARATOR
- TRANSIT LANE / FUTURE BUS LANE
- PROPOSED ON-ROAD CYCLEWAY
- EXISTING KERB
- PROPOSED KERB
- EXISTING KERB TO BE REMOVED
- PROPERTY BOUNDARY

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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 3: NINETEENTH AVENUE



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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 4: TWENTIETH AVENUE



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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 5: TWENTYFIRST AVENUE

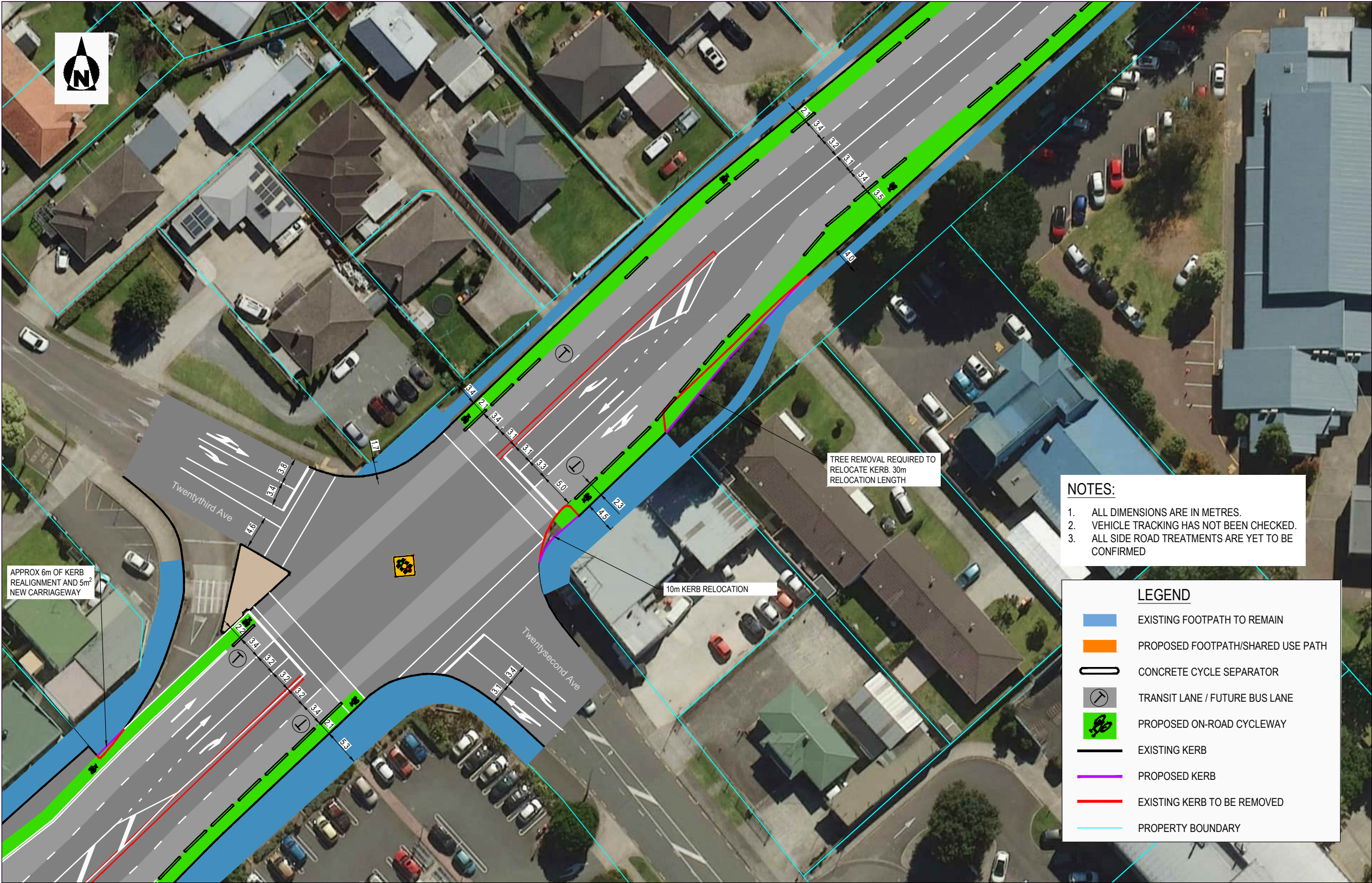


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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 6: TAURANGA GIRLS COLLEGE

1:500 @ A3





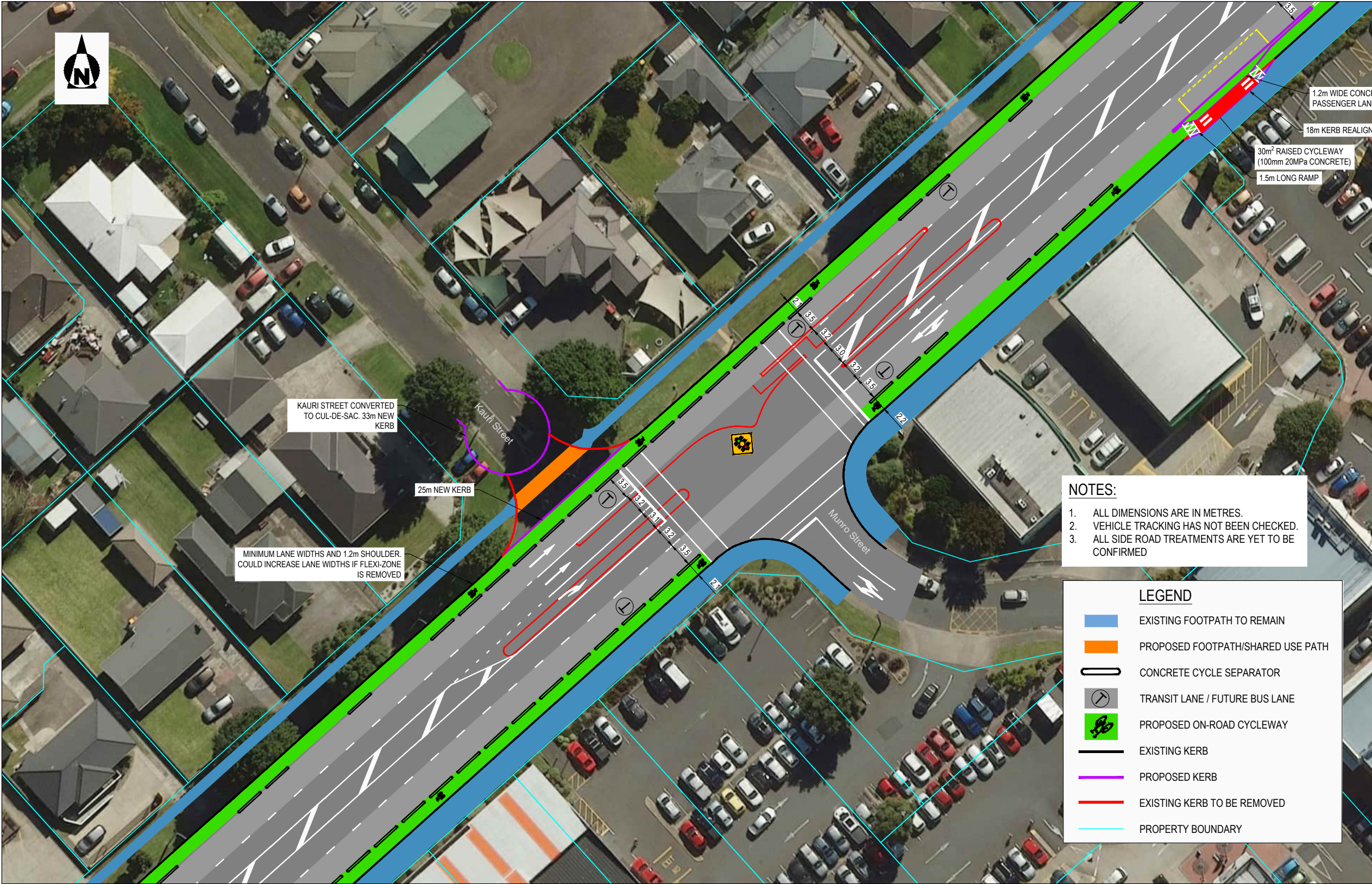
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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 7: TWENTYSECOND AVENUE



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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 8: GATE PA SHOPS



- NOTES:**
- 1. ALL DIMENSIONS ARE IN METRES.
 - 2. VEHICLE TRACKING HAS NOT BEEN CHECKED.
 - 3. ALL SIDE ROAD TREATMENTS ARE YET TO BE CONFIRMED

LEGEND

- EXISTING FOOTPATH TO REMAIN
- PROPOSED FOOTPATH/SHARED USE PATH
- CONCRETE CYCLE SEPARATOR
- TRANSIT LANE / FUTURE BUS LANE
- PROPOSED ON-ROAD CYCLEWAY
- EXISTING KERB
- PROPOSED KERB
- EXISTING KERB TO BE REMOVED
- PROPERTY BOUNDARY

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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 9: KAURI STREET AND MUNRO STREET

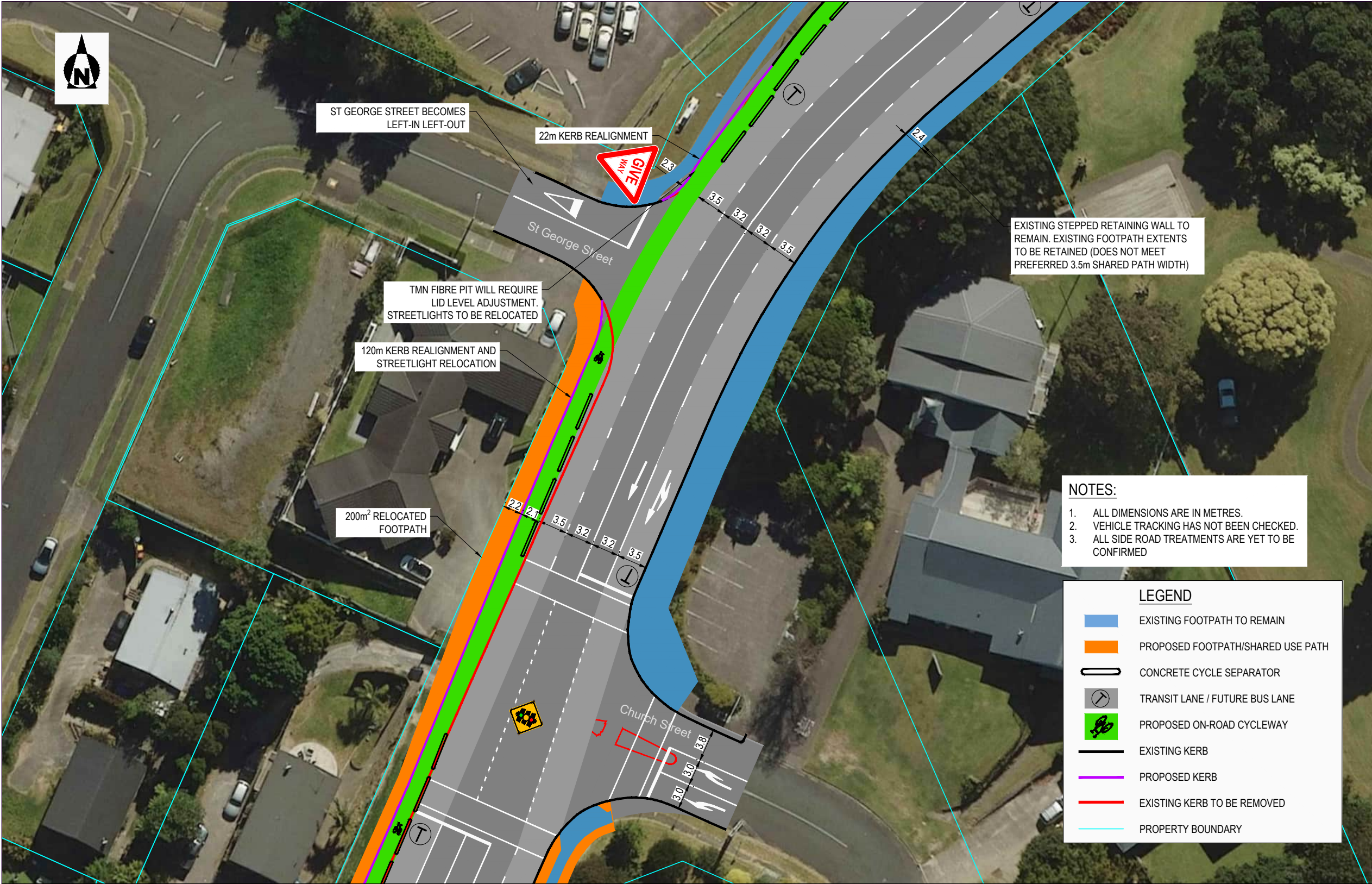


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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 10: GATE PA PARK

1:500 @ A3





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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 11: CHURCH STREET



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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 12: SOUTH OF CHURCH STREET



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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 13: TE PO ROA



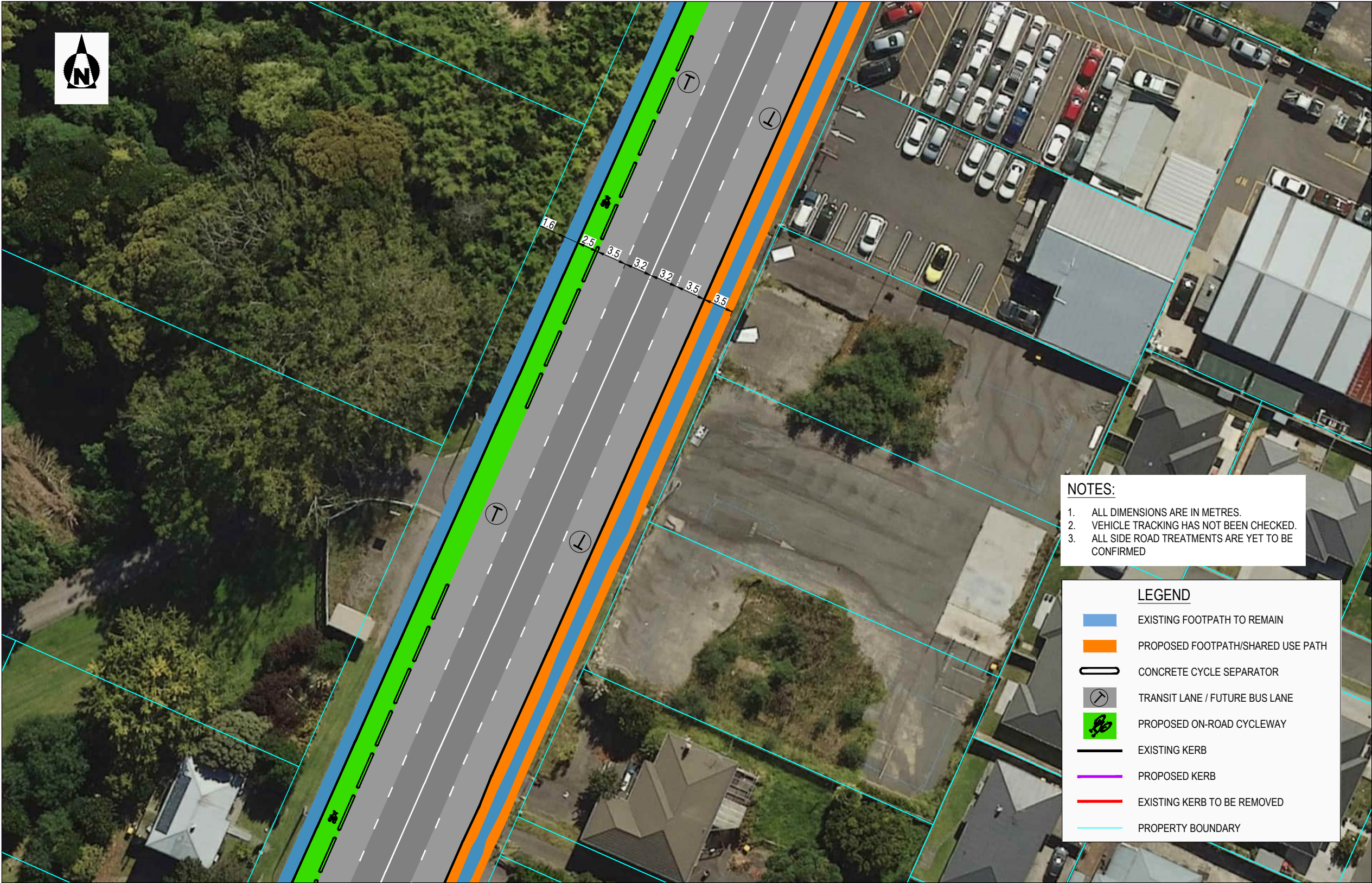
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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 14: BUNNINGS



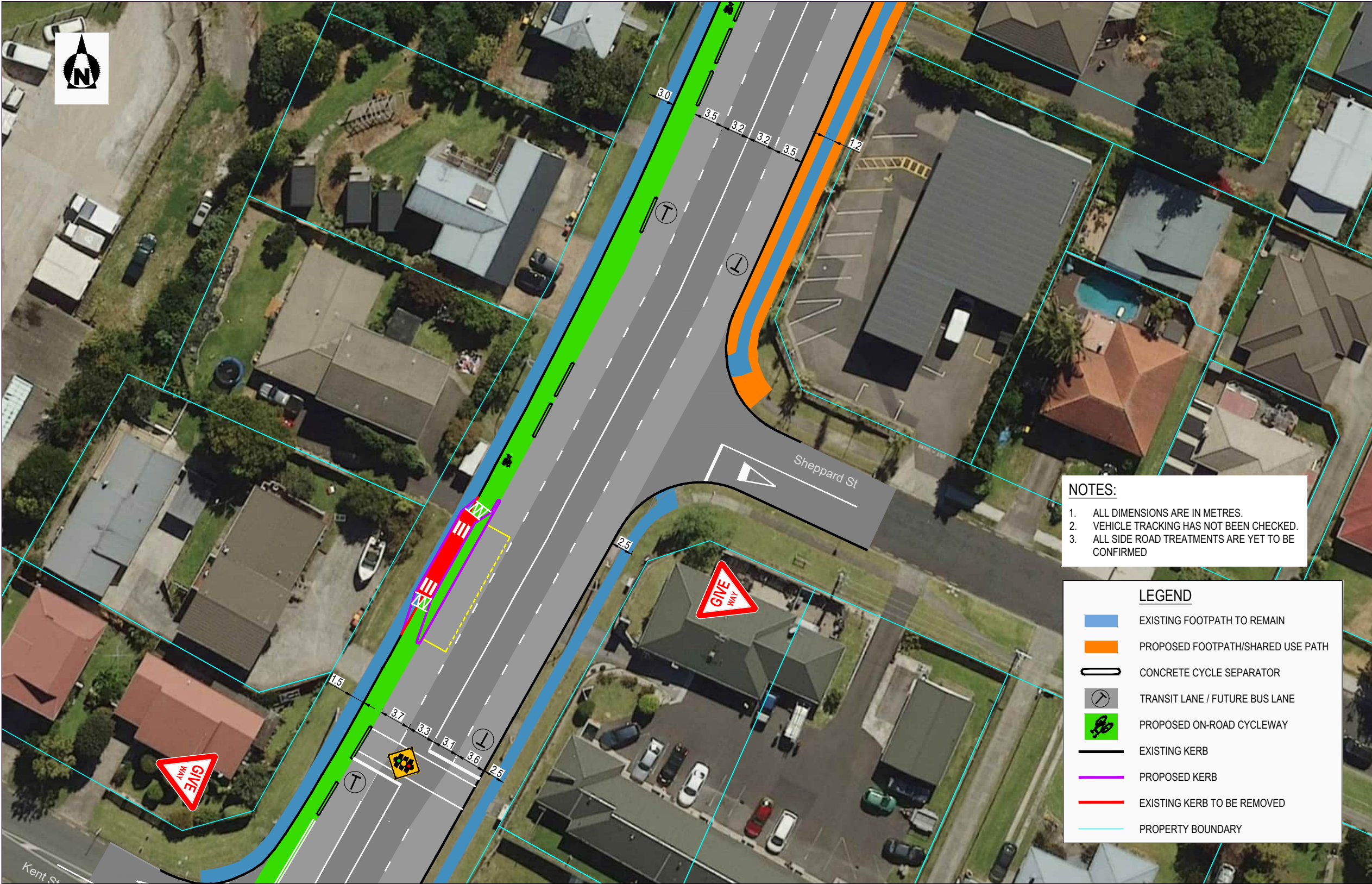
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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 15: SOUTH OF BUNNINGS



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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 16: AUTO SHOP



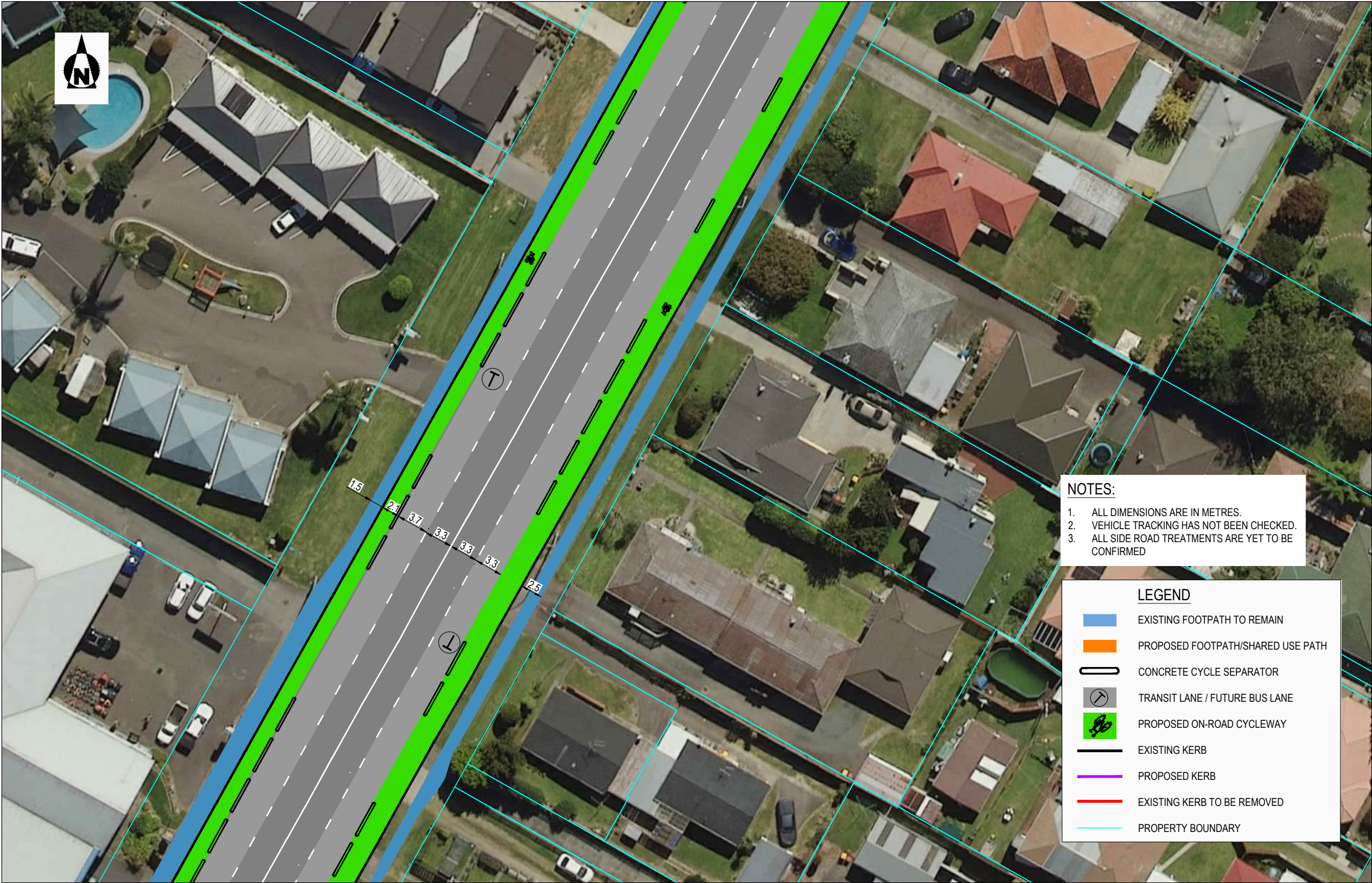
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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 17: SHEPPARD STREET



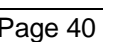
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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 18: KENT STREET



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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 19: KENT STREET SOUTH





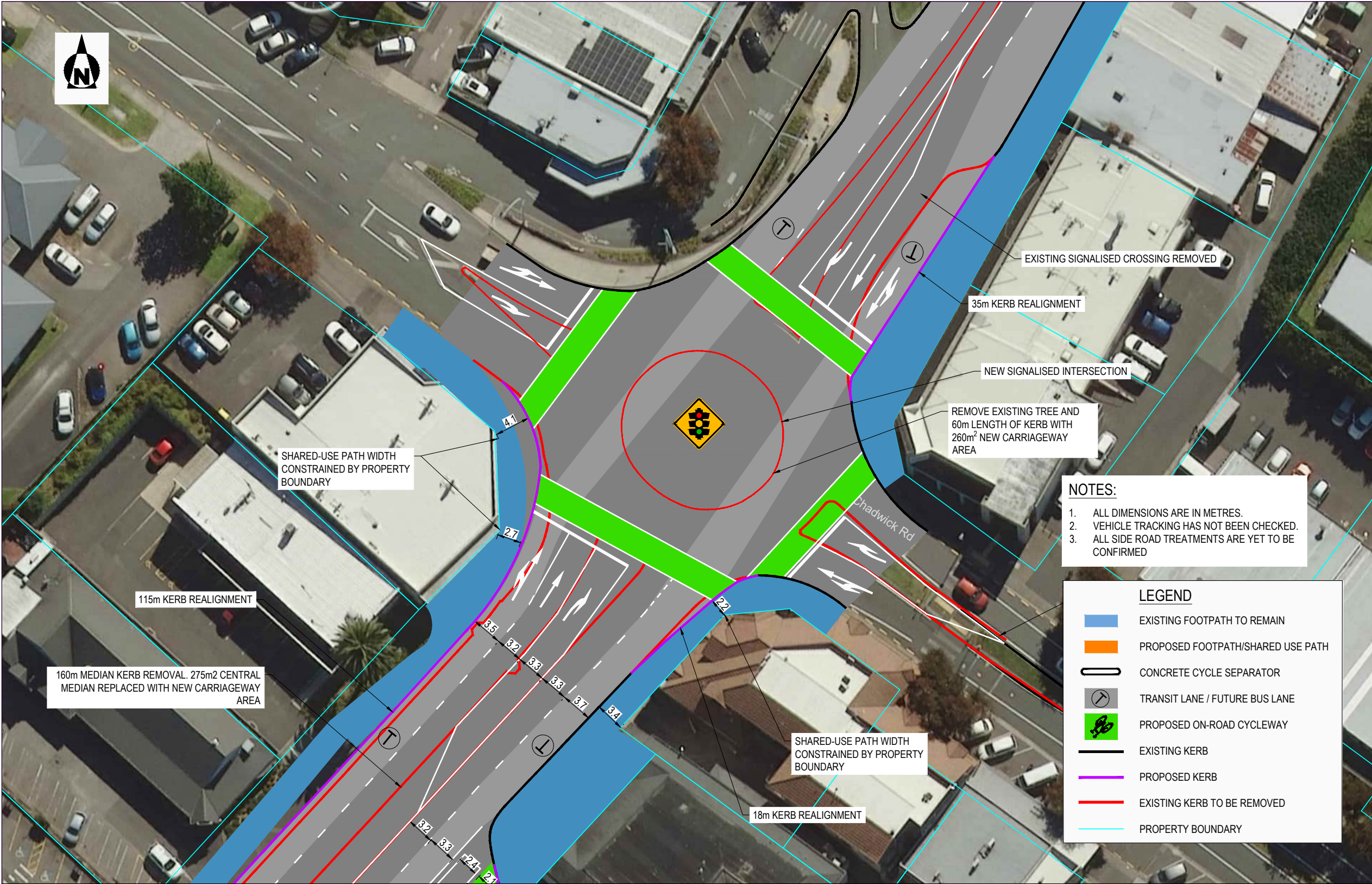
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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 21: GREERTON



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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 22: GREERTON CROSSING



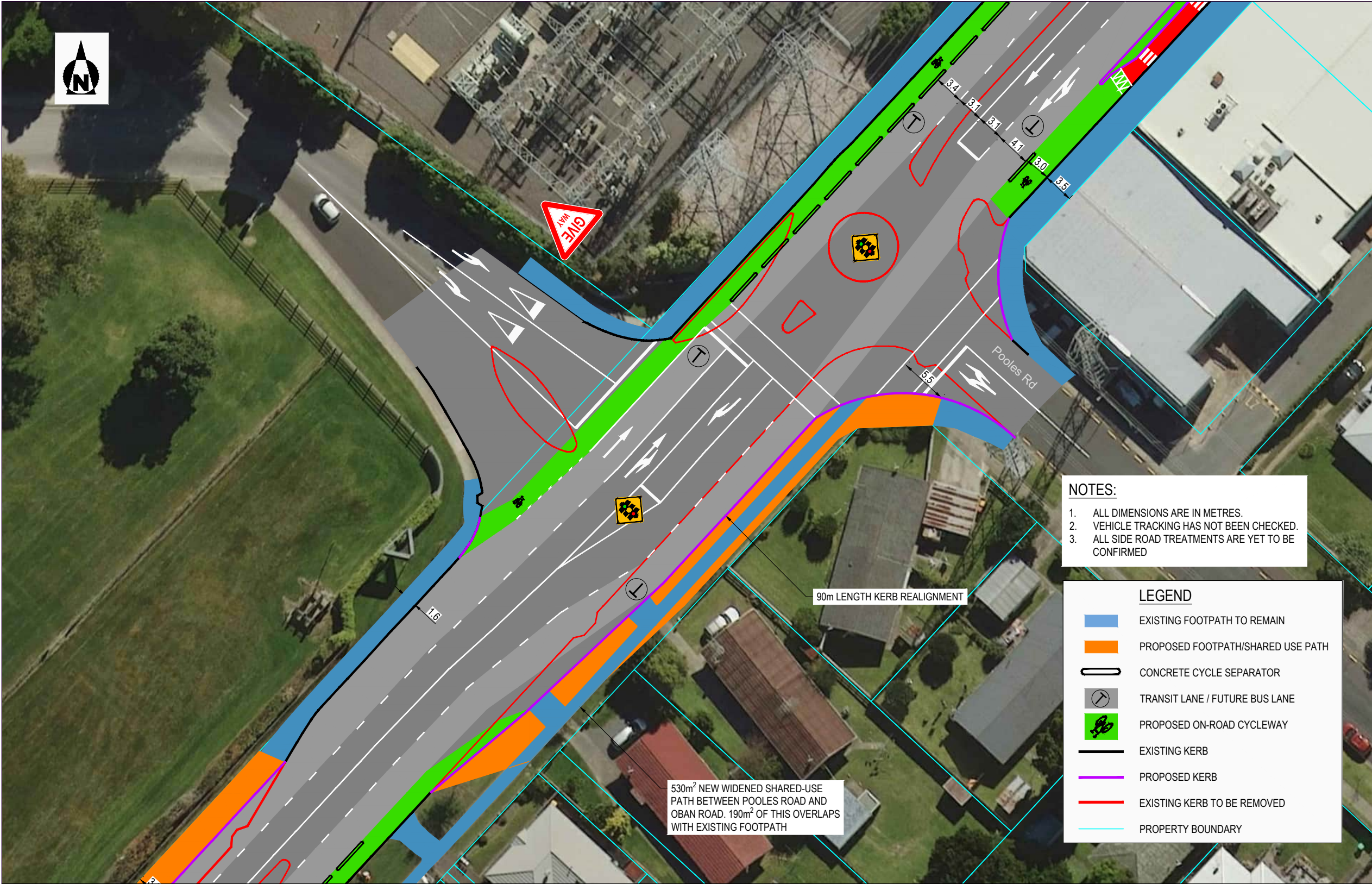
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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 23: CHADWICK ROAD



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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 24: FRESH CHOICE



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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 25: POOLE ROAD



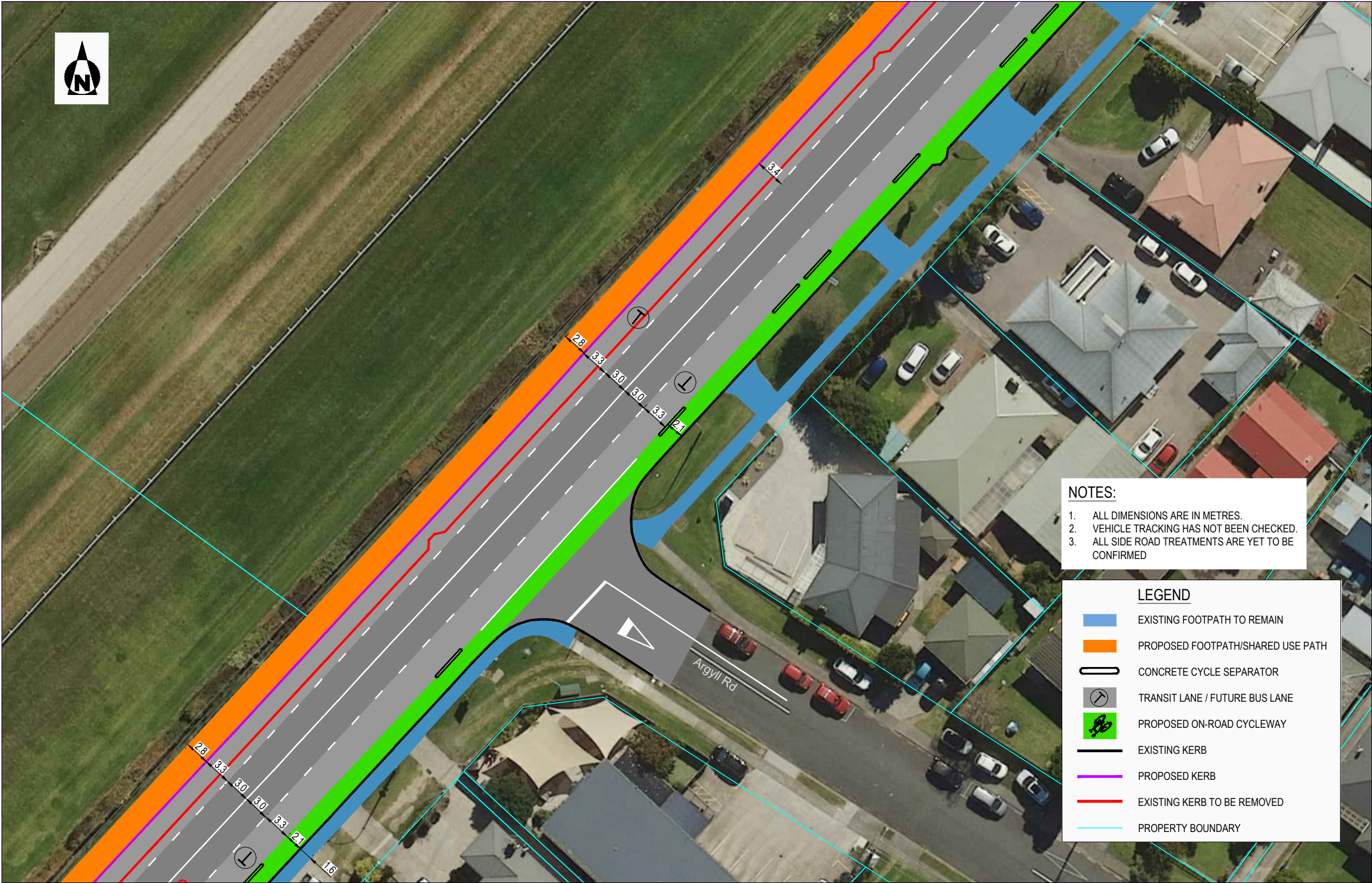
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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 26: OBAN ROAD



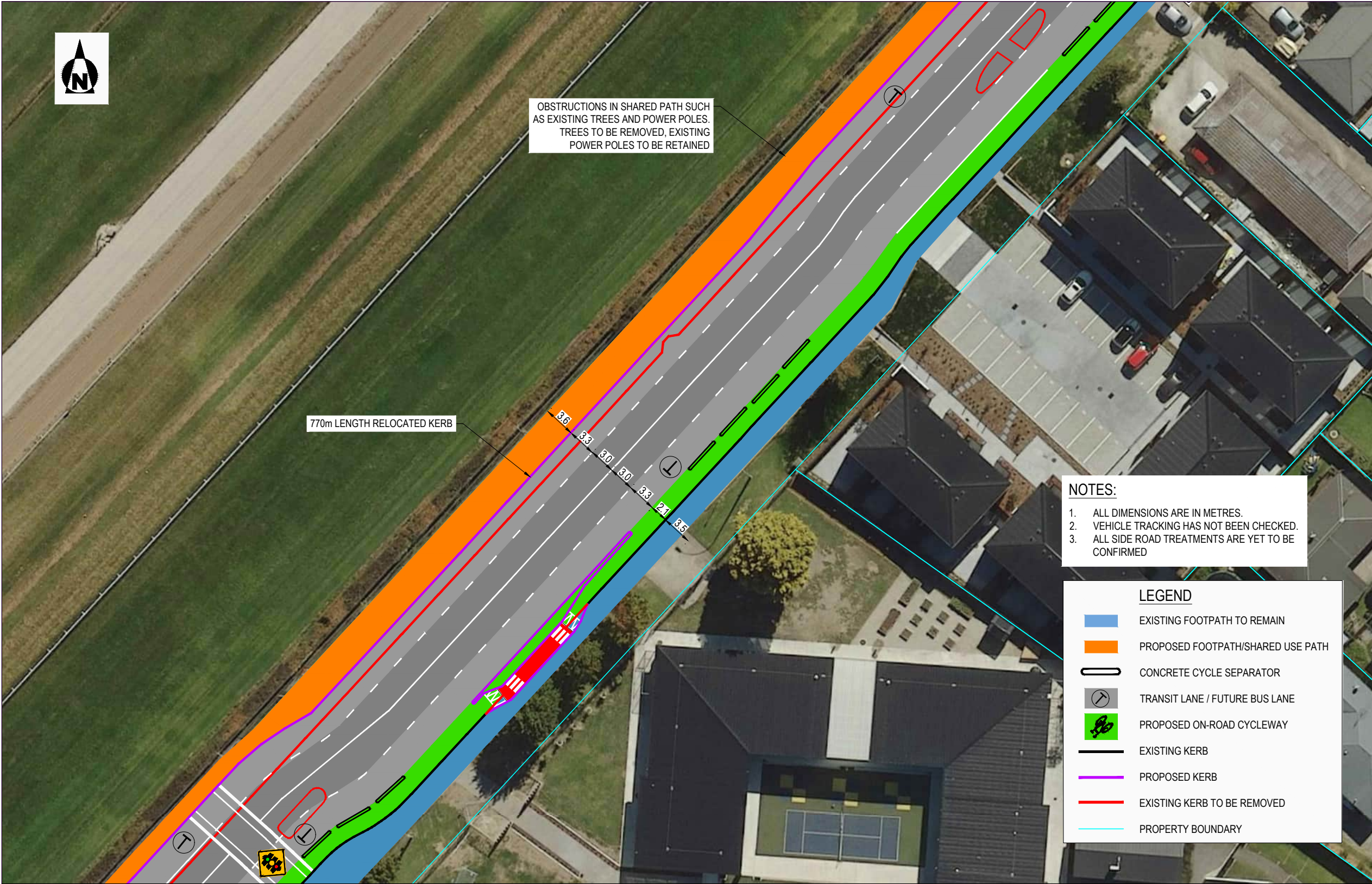
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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 27: MAITLAND STREET



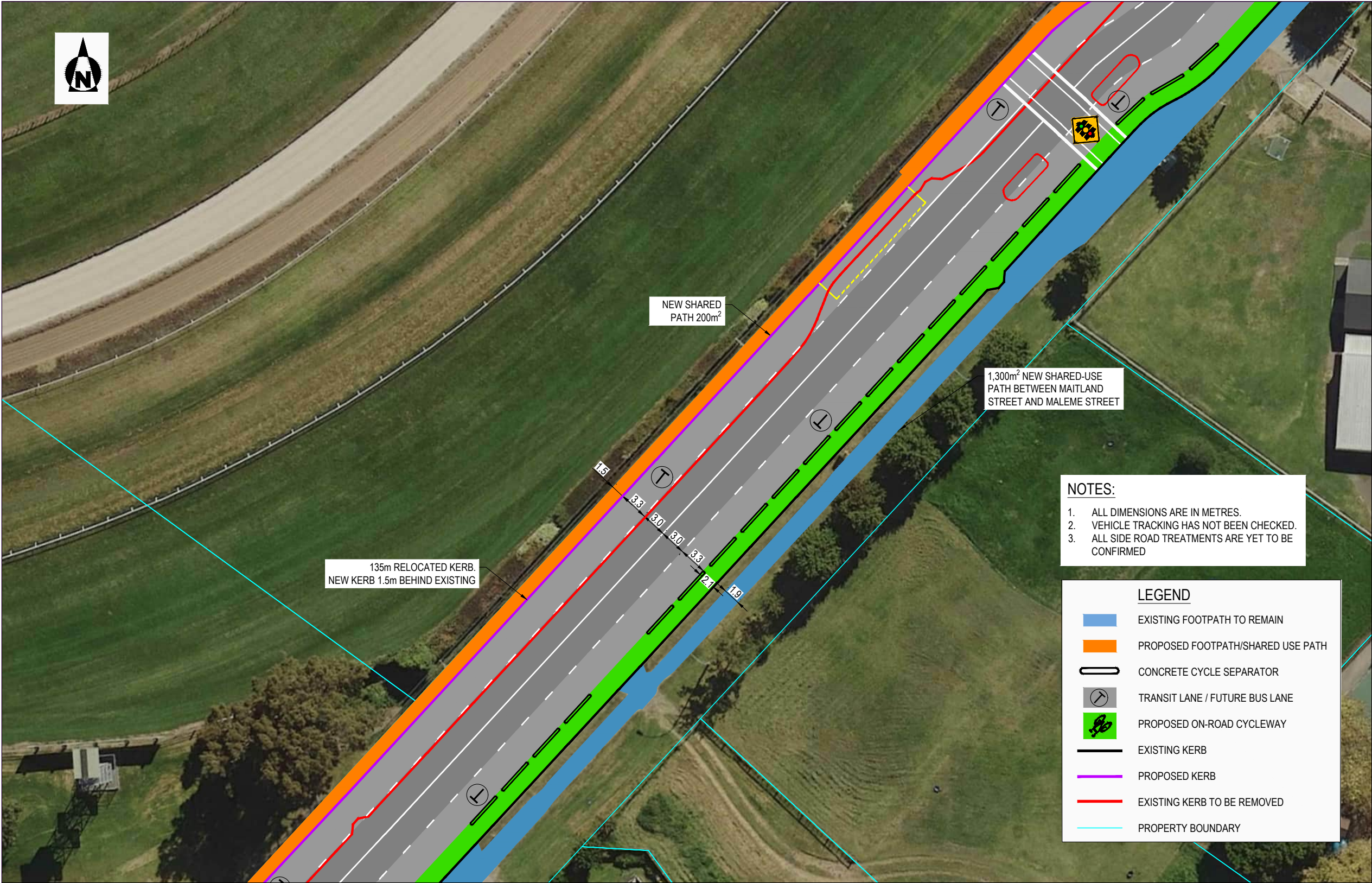
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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 28: ARGYLL ROAD



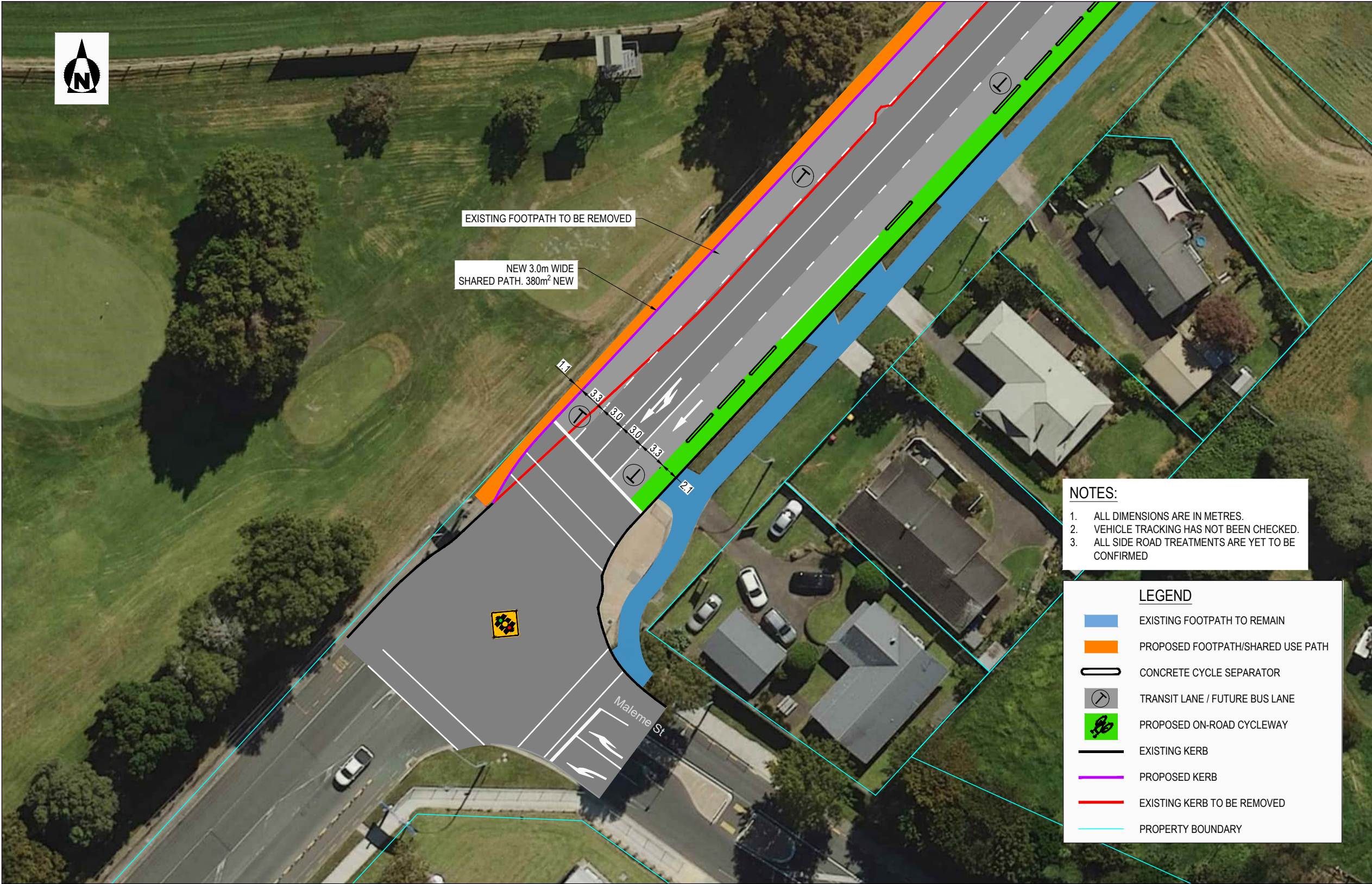
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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 29: GREENPARK SCHOOL



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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 30: GREENPARK SCHOOL FIELD



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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 31: MALEME STREET



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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 20: CORNWALL STREET



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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 21: GREERTON



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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 22: GREERTON CROSSING



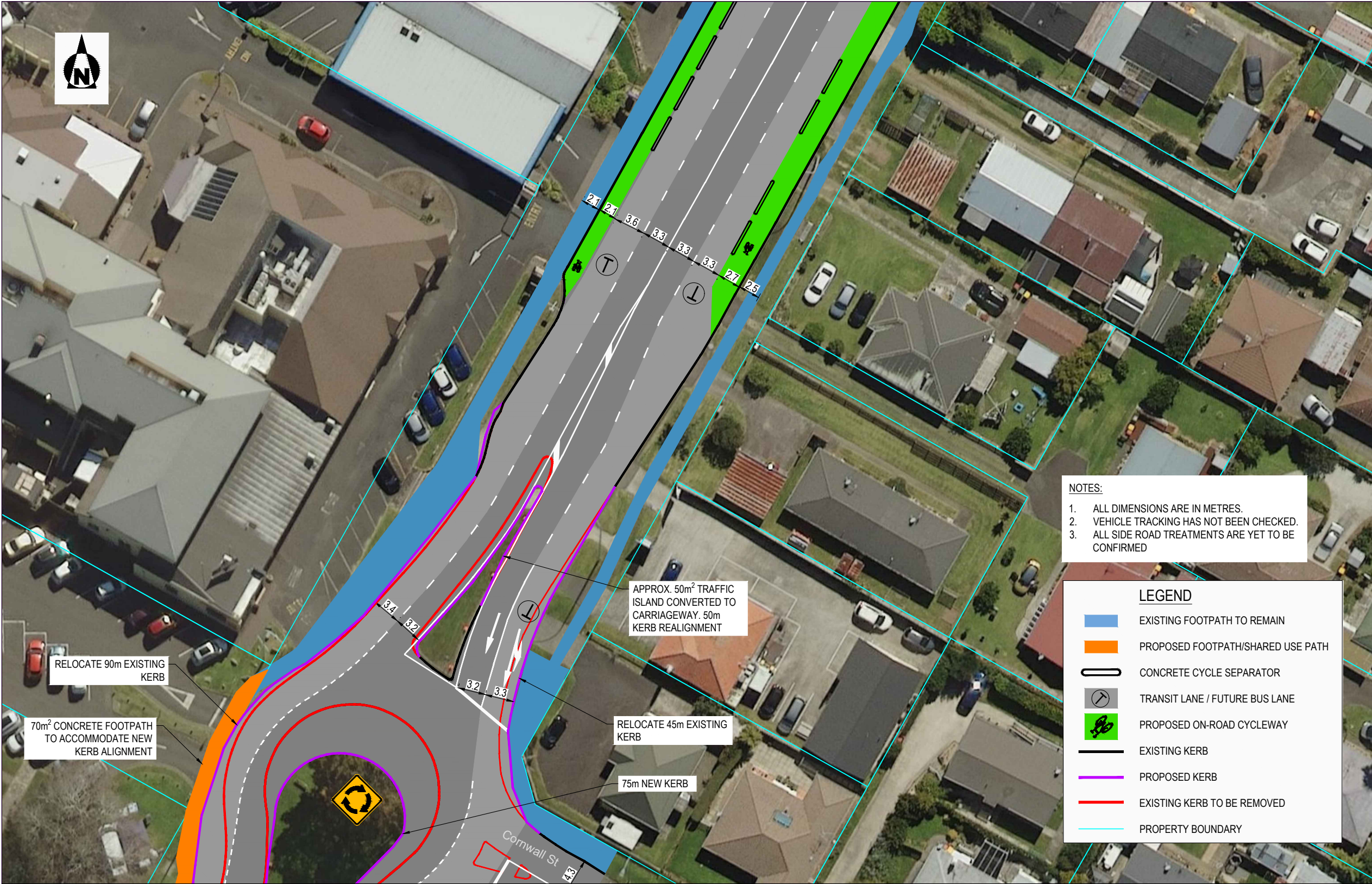
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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 23: CHADWICK ROAD



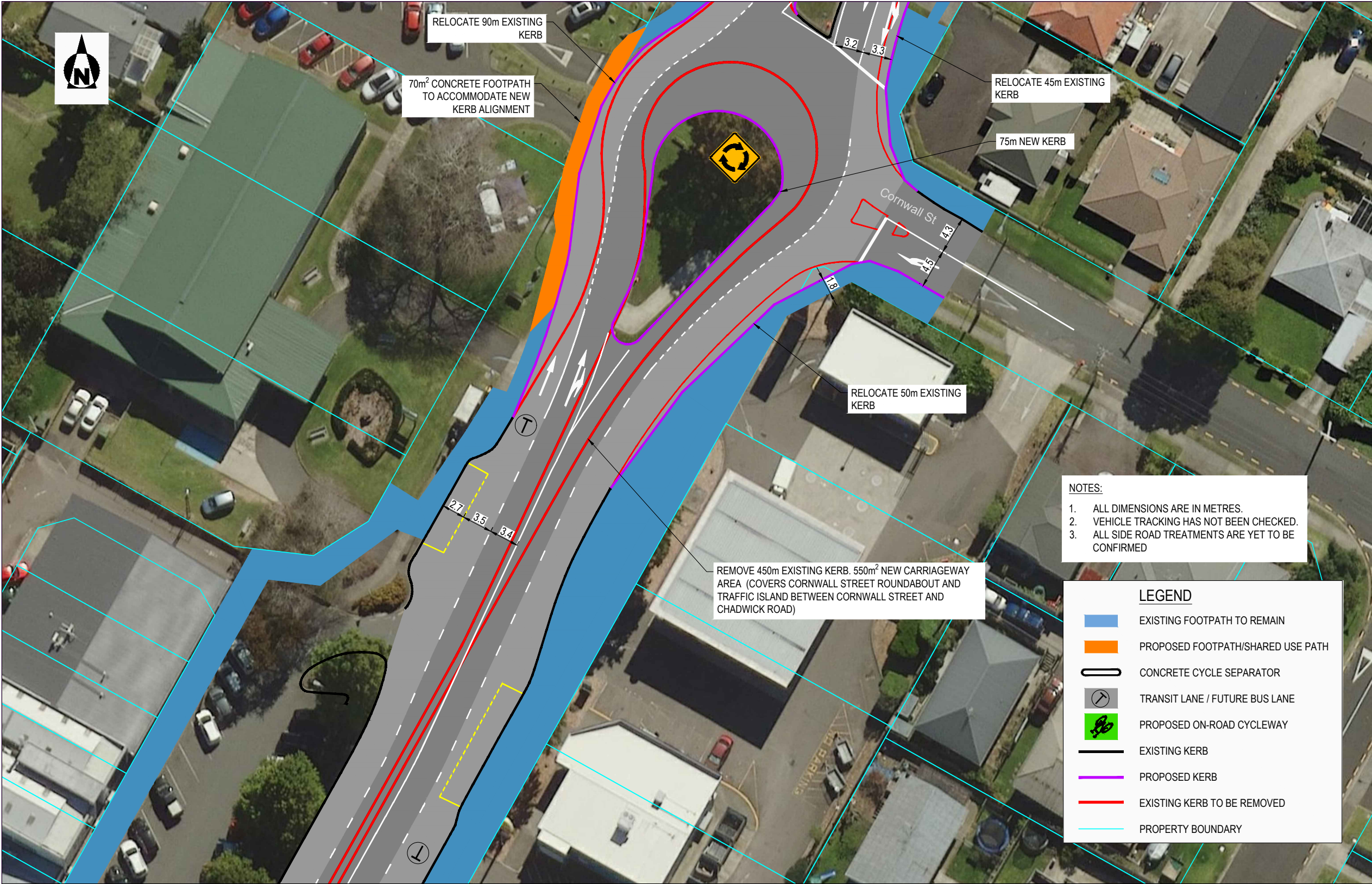
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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 24: FRESH CHOICE



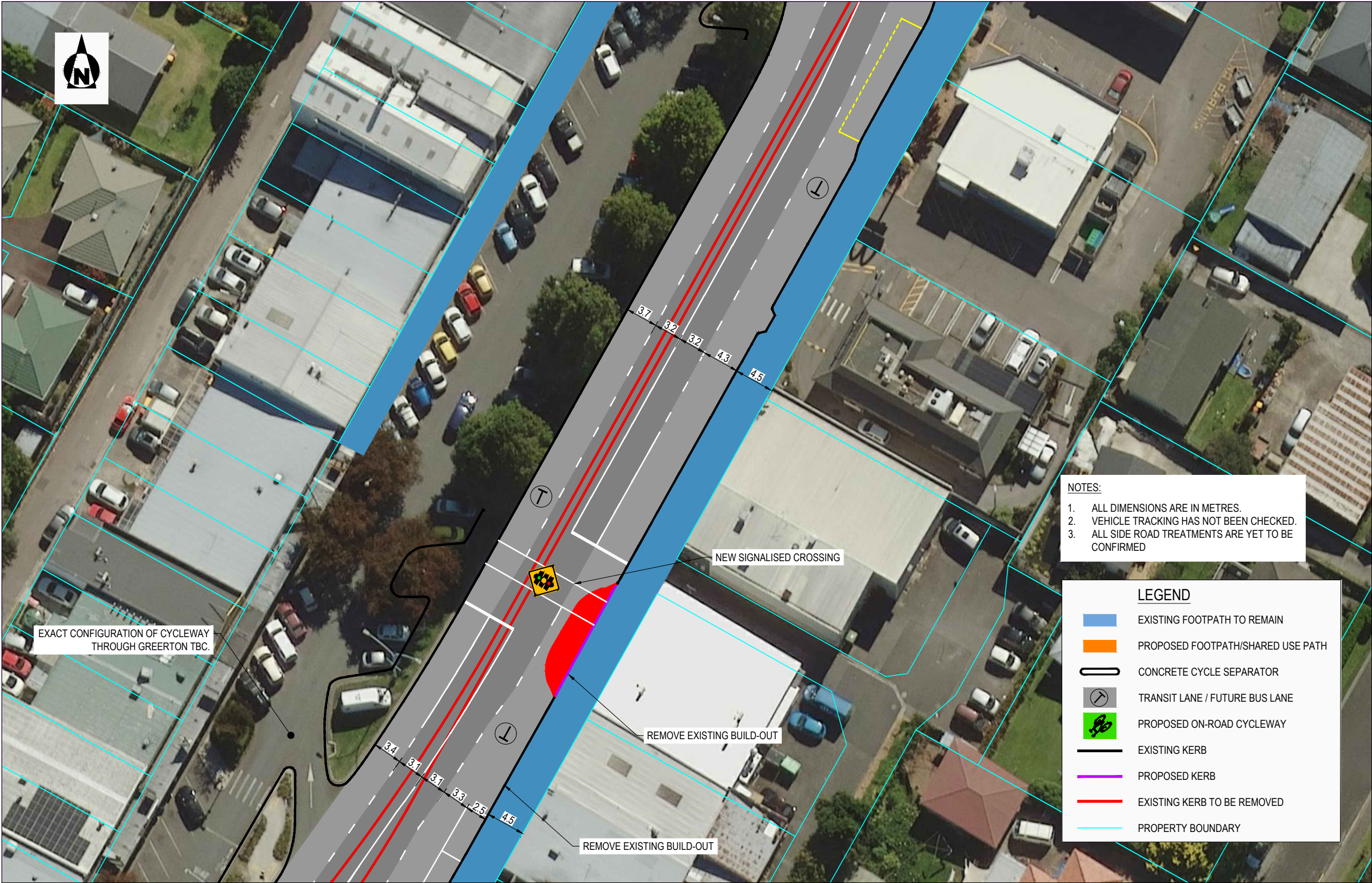
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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 20: CORNWALL STREET



REV	DATE	DRN	CHK	DESCRIPTION
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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 21: GREERTON



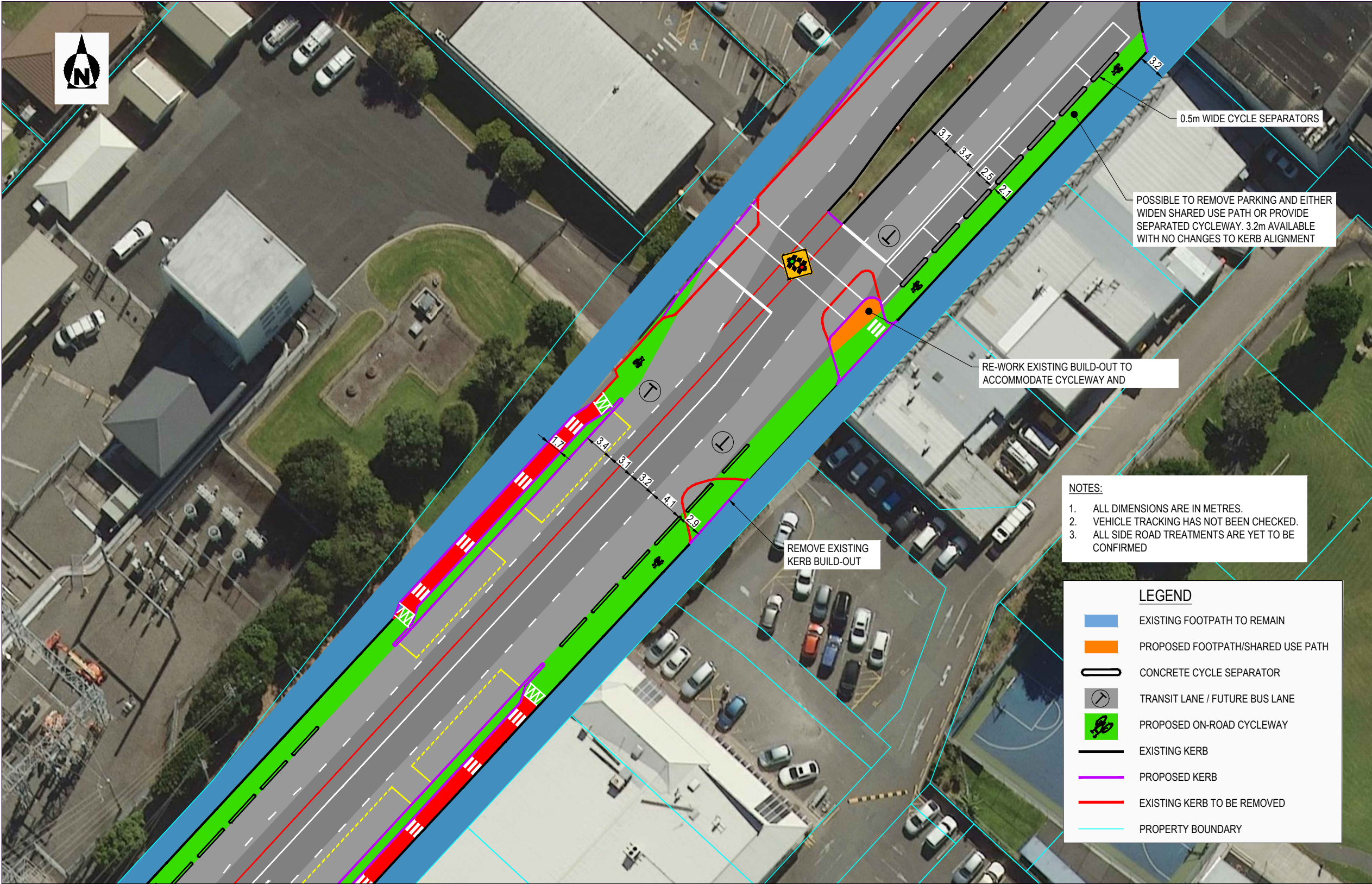
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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 22: GREERTON CROSSING



REV	DATE	DRN	CHK	DESCRIPTION
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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 23: CHADWICK ROAD



REV	DATE	DRN	CHK	DESCRIPTION
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CAMERON ROAD STAGE 2
OPTION 3 - TRANSIT AND CYCLE
SHEET 24: FRESH CHOICE

