



Your Update On The Tauranga Eastern Corridor

TAURANGA EASTERN MOTORWAY

Transit New Zealand would like to update you on progress on the State Highway 2 Tauranga Eastern Motorway. We know it has been some time, and we have been working on improving our knowledge of the design, risks and costs for this project.

The Tauranga Eastern Motorway is part of a comprehensive transport network – the Tauranga Eastern Corridor – which will

service existing and future inter-regional traffic in the Bay, as well as urban growth in Papamoa East, the largest growth area of the Western Bay of Plenty sub-region.

This is the largest transport project ever planned in the Bay of Plenty, and one of the largest in New Zealand. It will improve efficiency of the transport corridor for Rotorua and eastern Bay of Plenty, and implement an effective transport network to serve the major SmartGrowth urbanisation area of Papamoa.



Part of the route for the Eastern Corridor.

What Will This Project Look Like?

Originally the Tauranga Eastern Motorway was planned as two projects, one from Te Maunga to Domain Rd and the second from Domain Rd to Paengaroa. Transit has combined these two projects and together they will be almost 23 km long from Te Maunga junction to Paengaroa.

There will be interchanges at Domain Rd, and when required by the developments to serve the growth areas at Papamoa, (near the Kaituna River) and for the proposed Rangiuru Business Park. Transit is also considering an interchange at Sandhurst Drive.

Transit is responsible for the Tauranga Eastern Motorway, which is a key component of the Tauranga Eastern Transport Corridor. State Highway 2 - the major road access to Tauranga from the east (Te Puke, Whakatane, Opotiki, Gisborne) and south from Rotorua and Taupo - is the main route for trucks heading to the Port of Tauranga from Rotorua and the eastern Bay of Plenty. The highway connects the economically important central plateau forestry industry with the Port of Tauranga for export.

Currently, traffic on State Highway 2 is around 17,000 vehicles a day, and the road has a high crash rate. Traffic often moves slowly, and there's no room for growth. Traffic through Te Puke's central business district is very heavy, and makes driving difficult for locals as well as creating safety concerns in the main street.

The planned motorway will take regional traffic out of Te Puke. It will also provide the 'backbone' for a balanced transport network to support the major growth outlined in SmartGrowth plans for the region. In addition to the motorway there will be a network of local roads which will support local traffic movements and provide access for public transport, which is an important element of the planned transport network.

Papamoa Coastal area is planned to become a city the size of Nelson with a population of around 40,000 by 2050. A staged urbanisation programme which includes residential, commercial and industrial development is planned at Papamoa East, and

Below: The proposed route of the Tauranga Eastern Motorway.



the Rangiuuru industrial park is planned near Paengaroa. These developments will allow for residents to live, work and play in the area, reducing commuter travel.

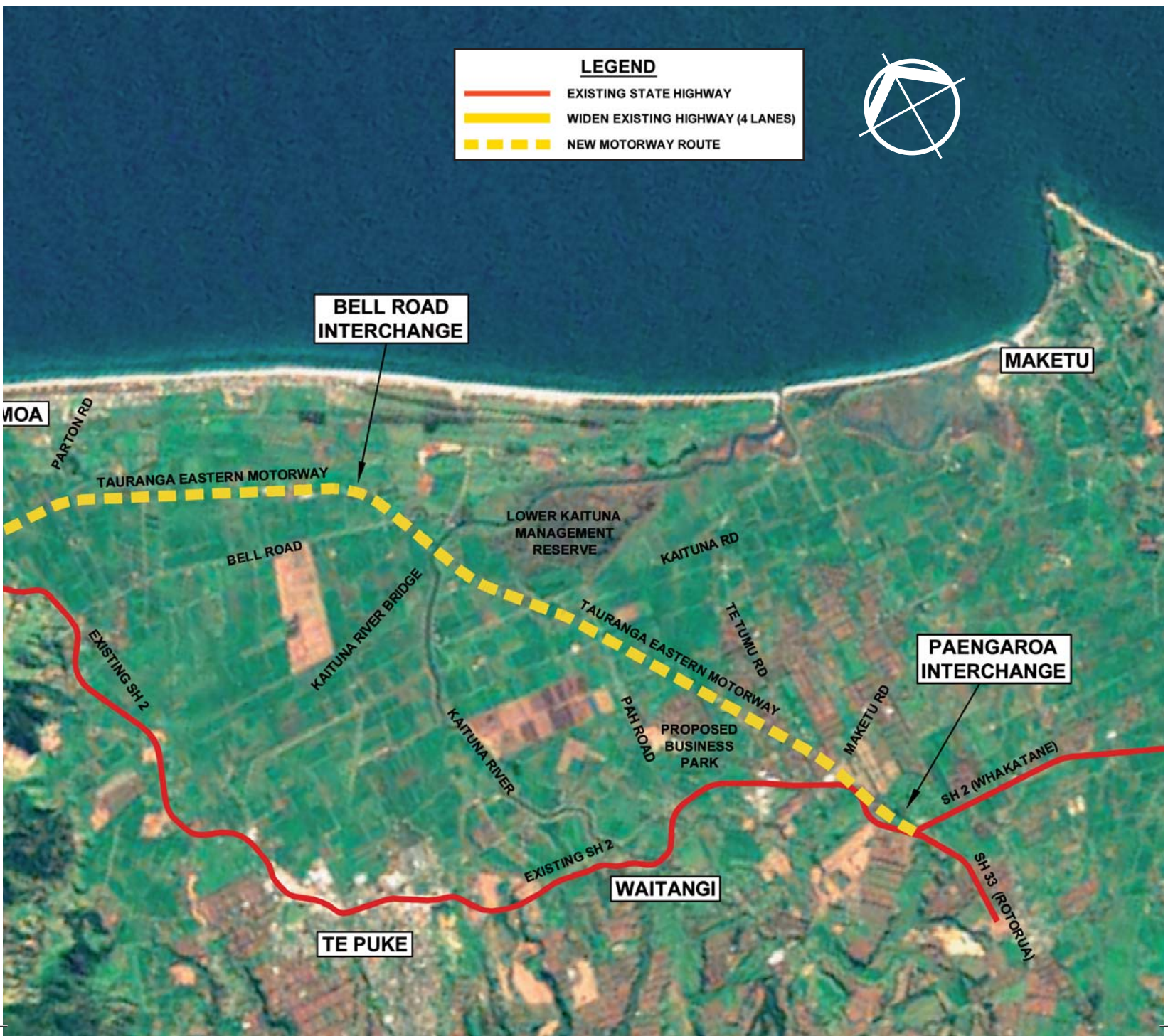
Transit is working with its SmartTransport partners - Tauranga City Council, Western Bay of Plenty District Council and Environment Bay of Plenty - who are all signatories to a plan for an 'integrated balanced transport network'. This means a network that will provide different types of roads, so that short local trips won't need to be made on the motorway. The network will also provide for cyclists, pedestrians and bus routes, as well as private motorists and heavy transport.

The supporting network of existing and new roads will be developed and upgraded by local councils and developers.

Timeline - Tauranga Eastern Motorway

Design funds for this project are provided for within Transit's five year plan. A Construction start within 10 years is indicated in Transit's 10 year forecast, subject to the agreement of a funding plan.

- Secondary investigation/preliminary design: Mid 2006 – end 2007
- Specimen design (subject to funding): Early 2008 – mid 2009
- Construction: Beyond 2009, and subject to funding





How Will It Be Funded?

Funding for the project is likely to come from a range of sources and the project will be staged over time to meet growing traffic demands.

Because this project is to meet the needs of development as well as inter-regional traffic, it will require funding from other sources to supplement funds from the traditional National Land Transport Fund. These may include a significant share of Bay of Plenty regional transport funding, a Crown Grant and local councils through rates, as well as contributions from developers (such as Development Impact fees and developers building or paying for things like interchanges). Tolling is also an option to provide revenue.

The SmartTransport partners have been working together to get a better understanding of the costs and risks of developing a package of transport activities to integrate with and complement proposed land use changes. SmartTransport will produce an integrated funding package, not just for the motorway, but to make sure there is funding in place for all elements of an integrated balanced transport network. This will need to be agreed by the region through the Regional Land Transport Committee.

Where We're At Now

We have undertaken preliminary design work, and are working on developing how the project will be phased.

We need to decide what parts of the project may be needed immediately and what can be delayed, which will save costs. For instance, do we need all the interchanges to be built now, or can some wait until there is increased demand from the ongoing development? Does it need to be a four lane motorway now, or can we provide a two lane highway now and widen it to the full four lane motorway at a later date?

Once we get the phasing and funding package together, we can move into detailed design before calling for tenders for construction.

We will continue to keep you informed. You will have an opportunity to comment on the project through the normal consulting process under the Resource Management Act.

FREQUENTLY ASKED QUESTIONS:

1. When is the Tauranga Eastern Corridor going to be built?

Construction is indicatively shown to commence within 10 years in Transit's 10 Year Forecast, but the actual start date will depend on a number of factors including agreement on a funding plan.

2. Will the road be tolled?

This is an option to assist with the 'funding package'. The use of tolls and funds from other sources such as developers funding and rates will allow this project to proceed faster.

3. Who is paying for this project?

Transit, with funds from Land Transport New Zealand, is undertaking the preliminary design work. SmartTransport partners are working with Transit and Land Transport NZ on a joint integrated funding package, which will need to be agreed by the region, to put funding in place for all parts of the integrated balanced transport network.

4. What sort of landscaping will be provided?

The designation conditions require the implementation of a comprehensive landscape plan which will include appropriate planting and design features.

5. How are the effects of the project being managed to protect the environment and residential properties?

The project includes "quiet seal" near residential areas and the Kaituna Wildlife Reserve, along with 'noise bunds' (earth mounds on the roadside which contain road noise). A lot of work is being done to preserve the Kaituna Wildlife Reserve, and we have already begun monitoring to better understand the movement of groundwater in this area. Significant stormwater management work will be done around this area too.

6. Will the man-made drains in the Kaituna drainage scheme still operate?

Yes, they will work just as they have done.

Contact

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