

DC7 Appendix A: Transportation Projects - January 2019

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Planning Projects		
<p>City Wide Speed Management Plan</p> <p><i>Creating safer speeds for Tauranga where speeds and land use are misaligned or where high road safety benefits can be achieved</i></p>	<ul style="list-style-type: none"> • Preparation of procurement plan and Request for Proposal (RFP) is underway to secure professional services for the delivery of a city wide Speed Management Framework and Implementation Plan. 	<ul style="list-style-type: none"> • Due to internal resourcing matters, release of the RFP for professional services has been delayed.
<p>Tauranga Transport Model</p>	<ul style="list-style-type: none"> • Calibration of the Tauranga Transport Hybrid Aimsun Model is progressing. 	<ul style="list-style-type: none"> • Validate and peer review the new calibrated Transport Model. • Test enhancements to the new Transport Model. • Incorporate the cycling sub-model into the Transport Model.
<p>Parking Plan</p>	<p>Two work streams are underway.</p> <ul style="list-style-type: none"> • Work stream <i>One</i> - identification and gathering of evidence. The purpose being to identify: <ul style="list-style-type: none"> ○ key parking related issues/challenges facing Tauranga ○ the outcomes we want parking to deliver ○ the principles and interventions required to deliver the desired outcomes. • Work Stream <i>Two</i> is engagement with key stakeholders. A number of workshops with stakeholders has occurred in October and November. The purpose, to gather ideas and feedback. 	<ul style="list-style-type: none"> • Present the challenges, outcomes and principles/policies/interventions to key stakeholders in April or May 2019.
<p>National Bus Stop Guidelines</p>	<ul style="list-style-type: none"> • Staff have been invited to join the national public transport design guidelines reference group. • NZ Transport Agency is setting up the reference group. 	<ul style="list-style-type: none"> • The reference group to determine the following: <ul style="list-style-type: none"> • project objectives • how the reference group will function • the strategic priorities for the PT design guidelines project.
<p>National Safety Priority Programme</p>	<ul style="list-style-type: none"> • Staff have been invited to join the national safety steering group to provide leadership and insight to support the implementation of activities that deliver 	<ul style="list-style-type: none"> • The steering group is focusing on the delivery of the opportunities to: <ul style="list-style-type: none"> ○ expedite and provide leadership for speed management programmes

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	<ul style="list-style-type: none"> the GPS safety outcomes with a specific focus on improving local road safety. The National Safety Priority Programmes support the government's transport objectives of safety, mode shift, resilience and economic development. 	<ul style="list-style-type: none"> support councils to make best use of the new targeted enhanced funding assistance rates available for high-priority activities introduce a set of standard safety interventions over \$1m as pre-authorized treatments with no requirements for a business case and a simple local funding approval regime.

Multi Modal Projects		
Project	Current Update (key matters)	Next Steps and Identified Risks
<p>Arataki Corridor Improvements</p> <p><i>Project seeking to improve walking, cycling and public transport provision through the Arataki corridor.</i></p> <p><i>Temporary focus - measures to respond to Baylink construction</i></p>	<ul style="list-style-type: none"> Councillors endorsed implementation of the project at November 2018 Council meeting. Links Avenue bus lane installation finished. 	<ul style="list-style-type: none"> Cycleway detailed designs for Golf Road and Grenada Street completed. Detailed design of other aspects of project to progress.
<p>Cameron Road Corridor Improvements</p> <p><i>Project to improve public transport, walking and cycling provisions along Cameron Road.</i></p> <p><i>A staged rollout approach is to be taken.</i></p>	<ul style="list-style-type: none"> December 2018 Transport Committee endorsed the continuation of the project to preliminary design phase. Contract negotiations underway for the delivery of preliminary design work. 	<ul style="list-style-type: none"> Complete contract negotiations for preliminary design. Project will consider and assess options for report back to Council. Work closely with business owners along Cameron Road to understand concerns and identify risk mitigation opportunities associated with impact on roadside parking.
<p>Bus Interchange – Arataki</p>	<ul style="list-style-type: none"> Temporary bus interchange is operational. Confirmation received from BoPRC on the number of bus bays required in the medium to longer term. 	<ul style="list-style-type: none"> Discuss requirements for permanent interchange with Elected Members in a workshop forum. Council staff and Abley (consultants) to work with the community on designs to identify the best location, footprint, and layout for permanent interchange.

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		<ul style="list-style-type: none"> The cost estimate coming out of the design work will determine if a Point of Entry¹ funding discussion with the NZ Transport Agency (NZTA) is required.
Bus Interchange – City Centre	<ul style="list-style-type: none"> Draft report received outlining best locations. Revision of report by Abley to incorporate feedback received from Council staff. Durham Street construction includes future proofing option for an on-street interchange if this is considered the best option. A consultant is working on visualisations on the options to bring back to Council as part of the overall discussion. 	<ul style="list-style-type: none"> Report with proposed options to Elected Members for discussion in May 2019. Depending on the Transport Committee direction, the next step will be to progress with the business cases and more refinement of design work. Business cases for funding to be progressed based on a decision regarding location and best on / off-street options.
Cycle Programme <i>Creating Cycling Connections through delivery of the Cycle Plan</i>	<ul style="list-style-type: none"> In partnership with NZTA, trialling of new methodology for gathering analytics information for the development of walking and cycling networks is in progress. Scoping of business case with NZTA and key stakeholders, contingent on Point of Entry Business Case approvals, is in progress. Point of Entry for the business case to be submitted to NZTA for approval. 	<ul style="list-style-type: none"> Scope business case with NZTA and key stakeholders, contingent on Point of Entry business case approvals. Procurement of professional service suppliers to support delivery of the programme contingent on NZTA funding arrangements being finalised. 'Quick Win' programme finalised. Subject to approval of NZTA funding arrangements, delivery of programme commences.
Ngatai Road Improvements <i>Ngatai Safety and Cycling Improvements between Charles Street and Otumoetai Road Roundabout.</i>	<ul style="list-style-type: none"> Point of Entry for the business case approved by NZTA. 	<ul style="list-style-type: none"> Business case development to commence. Physical works planned for mid-2019 contingent on funding approvals. Community education and engagement initiatives commence.
Totara Street Corridor <i>Totara Street Corridor and Safety Improvements</i>	<ul style="list-style-type: none"> Funding associated with the railway crossing upgrades approved by NZTA. Funding agreements being finalised with KiwiRail. Wider Totara Street project deferred to 2020/2021. 	<ul style="list-style-type: none"> Railway crossing safety upgrade progressed to construction Cycleway proposal to be aligned with UFTI.

¹ . POINT OF ENTRY is the first step in the NZ Transport Agency's Business Case Approach (BCA),

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Projects - General		
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<p>Domain Road</p> <p><i>Road upgrading and safety improvements between Papamoa Beach Road and Tara Road</i></p>	<ul style="list-style-type: none"> Contract TC15/18 Domain Road Upgrading has been awarded to Higgins Contractors Ltd. Stage 1: Works programmed to commence February 2019 with improvements at Papamoa Beach Road roundabout, reconstruction of the road between Papamoa Beach Road and Gravatt Road and additional stormwater culverts being added at Wairakei Drain. Stage 2: Works programmed to commence mid-2019 with reconstruction and widening of the carriageway between Gravatt Road and The Gardens Drive, new shared footpath/cycleways, new traffic signals at Doncaster Drive, new streetlights, landscaping, and a new signalised pedestrian/cyclist crossing by the Wairakei drain. Preloading to prepare for road widening and relocation of utility services between The Gardens Drive and Tara Road is dependent on resolution of potential development of rural land in this location. 	<ul style="list-style-type: none"> Currently several proposed developments for land adjacent Domain Road between Tara Road and The Gardens Drive. The progression of these may affect the current road design and programme for delivery of Stage 3 works - reconstruction of the road and associated services between The Gardens Drive and Tara Rd. Ongoing negotiation with the developers of No. 2 Domain regarding undergrounding of overhead power lines.
<p>Fifteenth Avenue</p> <p><i>Area wide safety and mode share improvements</i></p>	<ul style="list-style-type: none"> Stage 1 works due to commence February/March 2019 with a new southbound traffic lane between Fraser and Burrows Streets, traffic lights at Burrows Street/15th Avenue intersection, and closure of Turret Road slip lane. Stage 1A works are due to commence mid-2019 as further traffic modelling and analysis is required to determine the most appropriate designs for traffic lights at the 13th Avenue/Fraser Street and 17th Avenue/Fraser Street intersections. Stage 2 works are likely to be delivered after 2020, once the Baylink Project is completed. This work includes carpooling and bus lanes, more pedestrian and cycling facilities. 	<ul style="list-style-type: none"> Complete Stage 1A modelling and finalise designs for traffic lights at the 13th Avenue/Fraser Street and 17th Avenue/Fraser Street intersections. Commence detailed designs for Stage 2 works in 2019. Receive funding approval from NZTA.

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	<ul style="list-style-type: none"> Business case for funding is being reviewed by NZTA. 	
<p>Hairini Causeway/Turret Road</p> <p><i>Upgrade the corridor to a multi-modal route</i></p>	<ul style="list-style-type: none"> Investigations into the viability of a tidal flow regime on Hairini Bridge and Turret Road, as well as the costs and limitations for 3-laning and 4-laning both are continuing. Pile capacity investigations for the Hairini Bridge completed. Risk assessment activities, including planning and consenting matters, in respect of Turret Road and Hairini Bridge/causeway upgrading are completed. Route selection assessment and risk profiling being undertaken. 	<ul style="list-style-type: none"> Route selection assessment to be completed. Complete risk assessment activities. Complete traffic modelling and analysis of various options, with particular focus on 3 lane tidal flow. Assess resilience considerations and impacts on design options.
<p>Harington Street Carpark</p> <p><i>New car park building and central city bike hub</i></p>	<ul style="list-style-type: none"> Foundation and basement floor slabs and precast panel walls 75% complete. Structural Steel erection commenced and up to level 5 on the Harington Street side of the building. 	<ul style="list-style-type: none"> Complete basement construction. Commence intermediate level floor formwork and start placing structural concrete to intermediate floors.
<p>LED Streetlights Upgrade</p> <p><i>Replace existing streetlights with LED luminaires.</i></p>	<ul style="list-style-type: none"> The physical works tender has closed. A Target Cost Alliance model is being investigated, which may reduce project risks and costs. This will require signoff by NZTA once developed. A cost report was considered and approved by Council in October. 	<ul style="list-style-type: none"> Approve and sign Alliance contract with physical works preferred supplier. Commence roll out of LED luminaires.
<p>Greerton Village Safety Improvements</p> <p><i>A project to improve the safety and amenity within Greerton Village.</i></p>	<ul style="list-style-type: none"> Project substantially completed. Post construction safety audit received and being reviewed. Petition against the project, which will be received by the Transport Committee on 26 February 2019. Post construction community engagement process review underway. 	<ul style="list-style-type: none"> Implement agreed recommendations from post construction safety audit. Monitor traffic flows, traffic volumes and crash data.

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Park n Ride Study <i>Investigate feasibility of Park n Ride in Tauranga</i>	<ul style="list-style-type: none"> Draft outline of Park n Ride Study underway. 	<ul style="list-style-type: none"> Commence work on an implementation strategy. Provide Elected Members with an overview of measures that would need to be undertaken to make a Park n Ride in Tauranga.
NZTA Funding <i>Risk associated with receiving NZTA support funding for key transport projects.</i>	<ul style="list-style-type: none"> Working with NZTA on numerous business cases in order to secure funding for transport projects. Business case process is very time consuming for both TCC and NZTA staff. Only a few business cases have been signed off by NZTA, therefore majority of funding for transport projects still not secured. 	<ul style="list-style-type: none"> Continue to work with NZTA on detailed business cases. Risk of certain projects not receiving funding in a timely manner, or not at all.

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NZ Transport Agency Projects		
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Barkes Corner <i>Traffic signal metering system</i>	<ul style="list-style-type: none"> The 'green light' aspect was removed from the signals New system of signals is based on Austroads standard New system commenced 12 Dec 2018. Early indications are positive. No issues so far. 	<ul style="list-style-type: none"> The new system will be trialled for up to 18 months. Data on journey times to be collected throughout the trial period.
SH29 / Cambridge Road intersection <i>Possible traffic signals</i>	<ul style="list-style-type: none"> Completed investigation into possible traffic signals options. Checking costings for options. 	<ul style="list-style-type: none"> Re-evaluation of Tauriko West Network Connections may affect approach to next steps. Planning to hold public open days in March/April then develop preferred alignment in May. Await direction from TWNC.
SH2 Elizabeth Street roundabout <i>Traffic signal metering system</i>	<ul style="list-style-type: none"> Under the same Gazette/trial as Barkes roundabout. Finalising a power supply issue before remaining works commence 	<ul style="list-style-type: none"> Traffic lights will be installed on the SH2 northbound approach to improve the traffic flow in the morning peak. The SH2 Elizabeth Street lights are expected to be activated early March subject to monitoring of Barkes roundabout through February The new system will be trialled for up to 18 months. Data on journey times will be collected throughout the trial period.
Maungatapu Underpass/Hairini <i>Road layout modifications</i>	<ul style="list-style-type: none"> NZTA and TCC staff are working through technical matters, including various traffic modelling scenarios to find appropriate transport solutions for the area, including cycle safety measures. Traffic model testing is complete and processing of road layout modification scenarios are in progress. 	<ul style="list-style-type: none"> Following analysis and discussion of model results, formal decision on final solution needs to be confirmed by the Transport Agency and Tauranga City Council including Transport Committee.
SH2 Hewletts Road <i>Investigation into High Occupancy Vehicle Lane (HOV)</i>	<ul style="list-style-type: none"> Further investigation regarding HOV lane is in progress 	<ul style="list-style-type: none"> Evaluating monitoring technologies to ensure whatever is introduced works effectively. Recognised challenge is how to keep cyclists safe in the shared lane. Investment may be required to improve the cycle network in this area prior to HOV.