

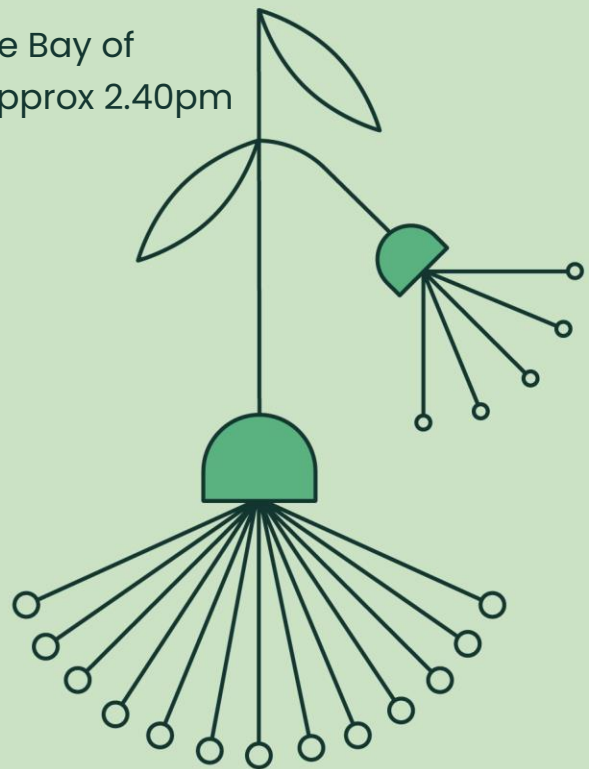
Mā tō tātou takiwā
For our District

Council

Te Kaunihera

CL23-10

Tuesday, 27 June 2023, On conclusion of the Bay of Plenty Regional Council meeting starting approx 2.40pm
Bay of Plenty Regional Council Chambers,
1 Elizabeth Street, Tauranga



Council

Membership:

Chairperson	Mayor James Denyer
Deputy Chairperson	Deputy Mayor John Scrimgeour
Members	Cr Tracey Coxhead Cr Richard Crawford Cr Grant Dally Cr Murray Grainger Cr Anne Henry Cr Rodney Joyce Cr Margaret Murray-Benge Cr Allan Sole Cr Don Thwaites Cr Andy Wichers
Quorum	Six (6)
Frequency	Six weekly

Role:

The Council is responsible for:

- Ensuring the effective and efficient governance and leadership of the District.
- Ensuring that all functions and powers required of a local authority under legislation, and all decisions required by legislation to be made by local authority resolution, are carried out effectively and efficiently, either by the Council or through delegation.

Power to Act:

To exercise all non-delegable functions and powers of the Council including, but not limited to:

- The power to make a rate;
- The power to make a bylaw;
- The power to borrow money, purchase, or dispose of assets, other than in accordance with the Long Term Plan;
- The power to adopt a Long Term Plan, a Long Term Plan Amendment, Annual Plan or Annual Report and to receive any related audit report;
- The power to appoint a chief executive;
- The power to adopt policies required to be adopted and consulted on under the Local Government Act 2002 in association with the Long Term Plan or developed for the purpose of the Local Governance Statement;

- The power to adopt a remuneration and employment policy;
- The power to approve or change the District Plan, or any part of that Plan, in accordance with the Resource Management Act 1991;
- The power to approve or amend the Council's Standing Orders;
- The power to approve or amend the Code of Conduct for Elected Members;
- The power to appoint and discharge members of committees;
- The power to establish a joint committee with another local authority or other public body;
- The power to make a final decision on a recommendation from the Parliamentary Ombudsman where it is proposed that Council not accept the recommendation.
- To exercise all functions, powers and duties of the Council that have not been delegated, including the power to compulsorily acquire land under the Public Works Act 1981.
- To make decisions which are required by legislation to be made by resolution of the local authority.
- To authorise all expenditure not delegated to officers, Committees or other subordinate decision-making bodies of Council, or included in Council's Long Term Plan or Annual Plan.
- To make appointments of members to Council Controlled Organisation Boards of Directors/ Trustees and representatives of Council to external organisations.
- To monitor the performance of and make decisions on any matters relating to Council Controlled Organisations (CCO), including recommendations for modifications to CCO or other entities' accountability documents (i.e. Letter of Expectation, Statement of Intent), including as recommended by the Strategy and Policy Committee.
- To approve joint agreements and contractual arrangements between Western Bay of Plenty District Council and Tauranga City Council and/or any other local authority including the requirement to review the terms of any such agreements or contractual arrangements.
- To approve the triennial agreement.
- To approve the local governance statement required under the Local Government Act 2002.
- To approve a proposal to the Remuneration Authority for the remuneration of Elected Members.
- To approve any changes to the nature and delegations of Committees.

Procedural matters:

Approval of elected member training/conference attendance.

Mayor's Delegation:

Should there be insufficient time for Council to consider approval of elected member training/conference attendance, the Mayor (or Deputy Mayor in the Mayor's absence) is delegated authority to grant approval and report the decision back to the next scheduled meeting of Council.

Power to sub-delegate:

Council may delegate any of its functions, duties or powers to a subcommittee, working group or other subordinate decision-making body, subject to the restrictions on its delegations and any limitation imposed by Council.

Notice is hereby given that a Meeting of Council will be held in the Bay of Plenty Regional Council Chambers, 1 Elizabeth Street, Tauranga on: Tuesday, 27 June 2023 on conclusion of the Bay of Plenty Regional Council meeting starting approx 2.40pm

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1 KARAKIA

Whakatau mai te wairua
Whakawātea mai te hinengaro
Whakarite mai te tinana
Kia ea ai ngā mahi

Āe

Settle the spirit
Clear the mind
Prepare the body
To achieve what needs to be
achieved.
Yes

2 PRESENT

3 IN ATTENDANCE

4 APOLOGIES

5 CONSIDERATION OF LATE ITEMS

6 DECLARATIONS OF INTEREST

7 PUBLIC EXCLUDED ITEMS

8 PUBLIC FORUM

9 REPORTS

9.1 WAKA KOTAHI (NZ TRANSPORT AGENCY) TAURIKO STATE HIGHWAY 29 NETWORK CONNECTIONS

File Number: A5511860

Author: Gary Allis, Deputy Chief Executive & General Manager Infrastructure Group

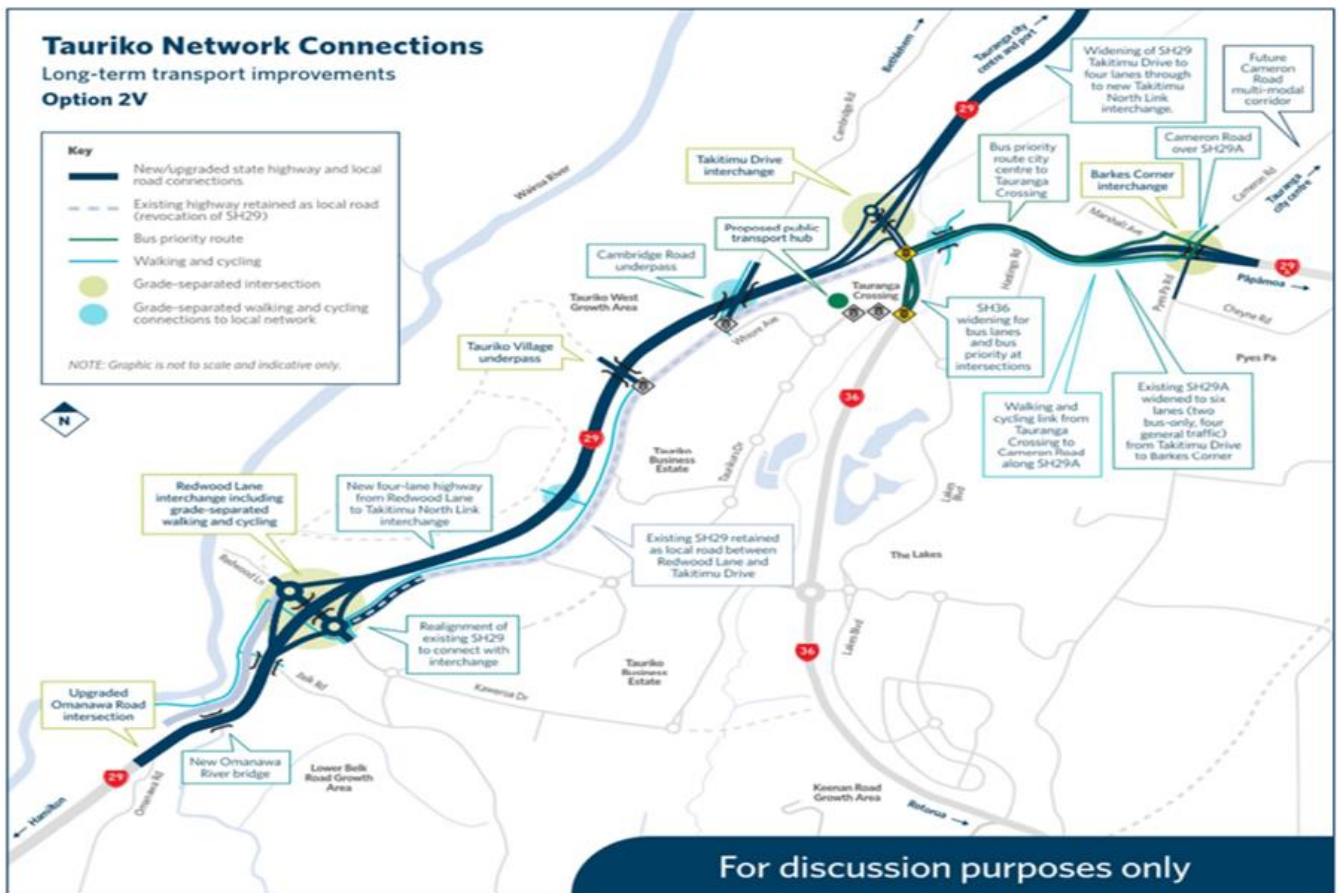
Authoriser: John Holyoake, Chief Executive Officer

EXECUTIVE SUMMARY

1. Waka Kotahi (NZ Transport Agency) has led the development of the Tauriko SH29 Network Connections Detailed Business Case (Business case). The purpose of the Business Case has been to outline the need for investment in a long-term transport solution for the Tauriko network within the Western Corridor of Tauranga.
2. The Business case is described as outlining:
 - a) A vision for integrated land use and multi-modal transport development in the Western Corridor.
 - b) The 7-year option iterative investigation process to determine a recommended way forward for investment with project partners and stakeholders.
 - c) The recommended programme of improvements with four Stages of investment over 30 years until 2050.
3. The Business case integrates with the earlier Tauriko West Enabling Works Business case which was confirmed by Tauranga City Council and the Waka Kotahi Board in 2022.
4. The transport network recommended by the Business case is shown on Image 1: Option 2V and includes:
 - a) A new offline State Highway 29 corridor for inter-regional traffic between Redwood Lane and Takitimu Drive that then enables the current state highway to perform a local road function with multi-modal services;
 - b) A new online six-lane SH29A corridor between Takitimu Drive and Barkes Corner including dedicated bus lanes; and
 - c) Widening of SH36 between Lakes Boulevard and SH29A including dedicated bus lanes.

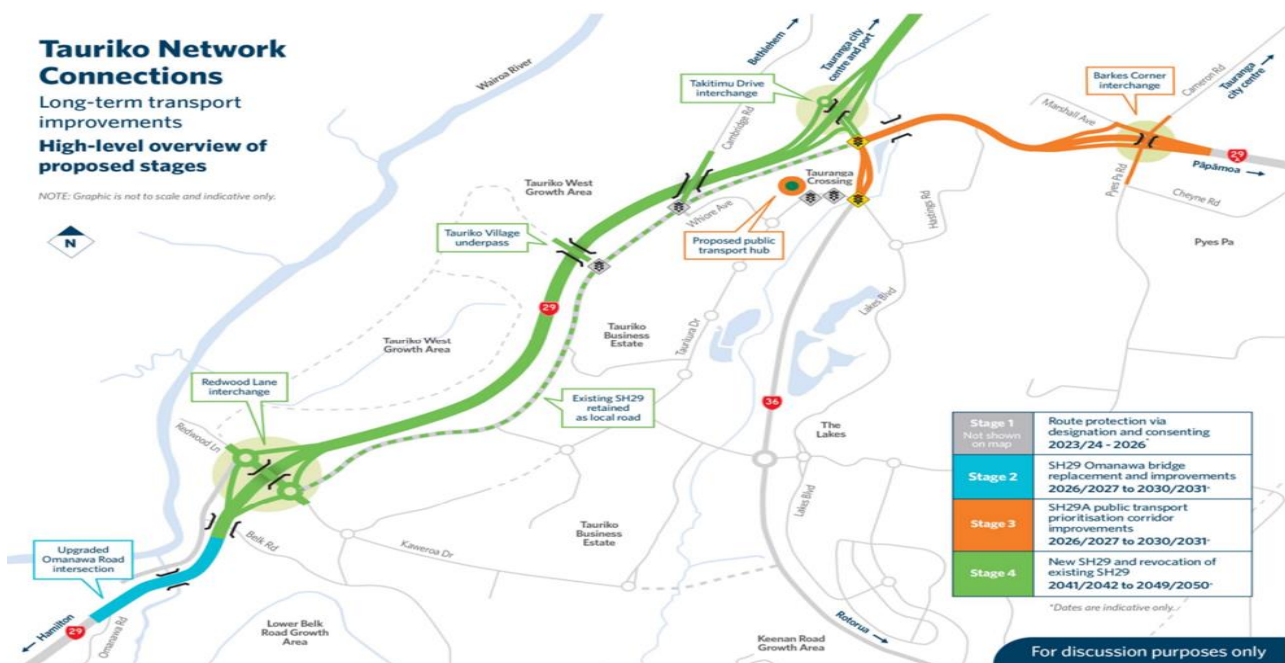
¹ Council report available online: https://infocouncil.tauranga.govt.nz/Open/2022/02/CO_20220228_AGN_2422_AT.htm

Image 1: Option 2V



- The Business case recommends improvements are delivered over four stages as identified in Image 2: Recommended Delivery Phase and Indicative Timing.

Image 2: Recommended Delivery Phases and Indicative Timing



6. A key focus of the Business case is to support the projected growth in the Western Corridor in a reasonably flexible way. In this regard, the Business case includes improvements to provide for demand from planned growth (based on a Housing Unit Equivalent (HUE) and Employment (jobs) assumptions) as follows:
 - a) Stage 3: is intended to unlock the full build out of the Tauriko West and the Tauriko Business Estate – Stage 4, Keenan Road and part of the Merrick Road urban growth areas (up to 10,472 total Housing Unit Equivalents and Employment of 11,466 in the Western Corridor).
 - b) Stage 4: is intended to unlock Upper Belk Road, Upper Joyce Road and the remainder of the Merrick Road urban growth areas (up to a total of 20,179 Housing Unit Equivalents and Employment of 11,466 in the Western Corridor).
7. The Business case has considered futureproofing which has focussed on avoiding ‘pinch points’ (and associated poor levels of service) being built into the network, providing for the around the harbour / State Highway 29A journey, and potential (but unplanned) 4-laning at the State Highway 29 / Omanawa Road end of the project connecting to the Waikato.

8. The futureproof testing has included transport modelling analysis including use of the SmartGrowth endorsed higher population and employment growth scenario² (e.g., approximately 30,000 homes in the Western Corridor). The analysis has shown that some approach movements at intersections and links (e.g. westbound at Takitimu Drive/SH29/SH29a/SH36; Pyes Pa approach, Cameron Road southbound; Omanawa proposed 2-lane bridge section) will perform poorly (Level of Service (LOS) E & F) at the 2048+ modelled year and this is exacerbated when tested against the SmartGrowth higher growth scenario.
9. To address these matters Waka Kotahi has assessed the land requirements for futureproofing to provide solutions and this is expected to be included in the final Business Case.
10. An 'adaptive management approach' is applied in the Business case to confirm its delivery timing. This is described as appropriate to:
 - a) Manage uncertainties, constraints, and interdependencies over the lifecycle of the programme, such as when to respond to certain triggers (such as new land use development). This includes different phasing of growth areas within the overall HUE assumption if some areas progress faster or slower than currently assumed/programmed.
 - b) Manage the investment timing, risk and cashflow over the life of the project.
11. The Business case estimates the project cost at \$2.2b (P50 cost estimate) to \$2.7b (P95 cost estimate) if delivered as a single stage. If the project is delivered in stages, as the Business case recommends, this results in a cost range between \$2.3b (P50) to \$2.8b (P95).

² Link to SLG minutes: <https://www.smartgrowthbop.org.nz/categories/meetings-agendas>

RECOMMENDATION

1. That the Deputy Chief Executive & General Manager Infrastructure Group report dated 27 June 2023 titled 'Waka Kotahi (NZ Transport Agency) Tauriko State Highway 29 Network Connections' be received.
2. That Council:
 - i. Agrees that a delegation of Mayor, Chairs and a Tangata Whenua representative meet with Ministers to discuss priority projects for the sub-region:
 - Takitimu North Link - Stage 2;
 - Tauriko Network Connections; and
 - Connecting Mount Maunganui (Hewletts, Hull, Totara).
 - ii. Endorses the Tauriko Network Connections Business case being submitted to Waka Kotahi for its approval, noting that the Takitimu North Link – Stage 2 is of equal priority for the sub-region, and noting the urgency of the Ōmokoroa /SH2 interchange in particular.
 - iii. Support Tauranga City Council's position that there is a strong preference and need for the project to be delivered in a single stage within a decade (by 2034) as opposed to the proposed staged delivery over many years potentially extending until 2050 given the significance of the corridor locally and nationally.
 - iv. Recommends to Waka Kotahi that the next stage of the Business case delivery, including Detailed Design development, identify solutions to improve the performance of identified future 'pinch points' at Cameron Road / Barkes corner and Takitimu Drive/SH29/SH29a/SH36 to ensure satisfactory Levels of Service and futureproofing.
 - v. Recommends to Waka Kotahi that a 4-lane bridge over the Omanawa stream is constructed in Stage 2, rather than the proposed 2-lane replacement bridge, to integrate with 4-lane sections of state highway to be constructed either side of the bridge and to support the function of this inter-regional freight route.

BACKGROUND

12. The Business Case commenced in 2017. This followed Waka Kotahi's earlier completion and endorsement of the Tauriko Network Programme Business Case in 2016³, which set out a package of further business case investigations, including this Business Case, to confirm the transport network to support inter-regional freight movement demand on SH29 and local growth across the Western Corridor.
13. Since 2017 there have been some significant national-level policy shifts and local-level planning processes that have influenced the scope and time taken to develop the Business Case. These include the Government Policy Statement on Land Transport 2018 (GPS 2018) which included new strategic priorities and amended objectives to its predecessor.
14. A key change to the scope of the Business Case was confirmed mid-2020. This was primarily a result of Waka Kotahi needing to re-evaluate at a national level several significant state highway projects in response to the GPS 2018. An outcome of this re-evaluation was an agreement between TCC and Waka Kotahi to progress the Tauriko West Enabling Works business case separate to but integrated with the Tauriko Connections SH29 business case. This approach recognised the need to identify solutions in the shorter-term that enable the planned urban development of Tauriko West and ongoing development of the TBE while Waka Kotahi re-confirmed the scope and funding availability to continue to progress the broader and over-arching Tauriko Connections business case. TCC and Waka Kotahi confirmed the Tauriko West Enabling Works business case in 2022.
15. More locally focussed, the key planning processes which have influenced the development of the Business case have been the Urban Form & Transport Initiative (UFTI) and the Western Bay of Plenty Transport System Plan (TSP), both confirmed in 2020.
16. UFTI established the 'Connected Centres' concept which sets out an integrated land use and transport programme and delivery plan for the western Bay of Plenty. The TSP complements UFTI and provides a partnership and framework focussed at delivering the transport priorities of the sub-region.
17. Both UFTI and the TSP identify the Business Case as a priority to deliver the Connected Centres concept and to support multimodal transport and freight outcomes and enable local urban growth (housing and employment land) in the Western Corridor.

³ <https://www.nzta.govt.nz/assets/About-us/docs/oia-2017/Tauriko-Network-programme-business-case.pdf>

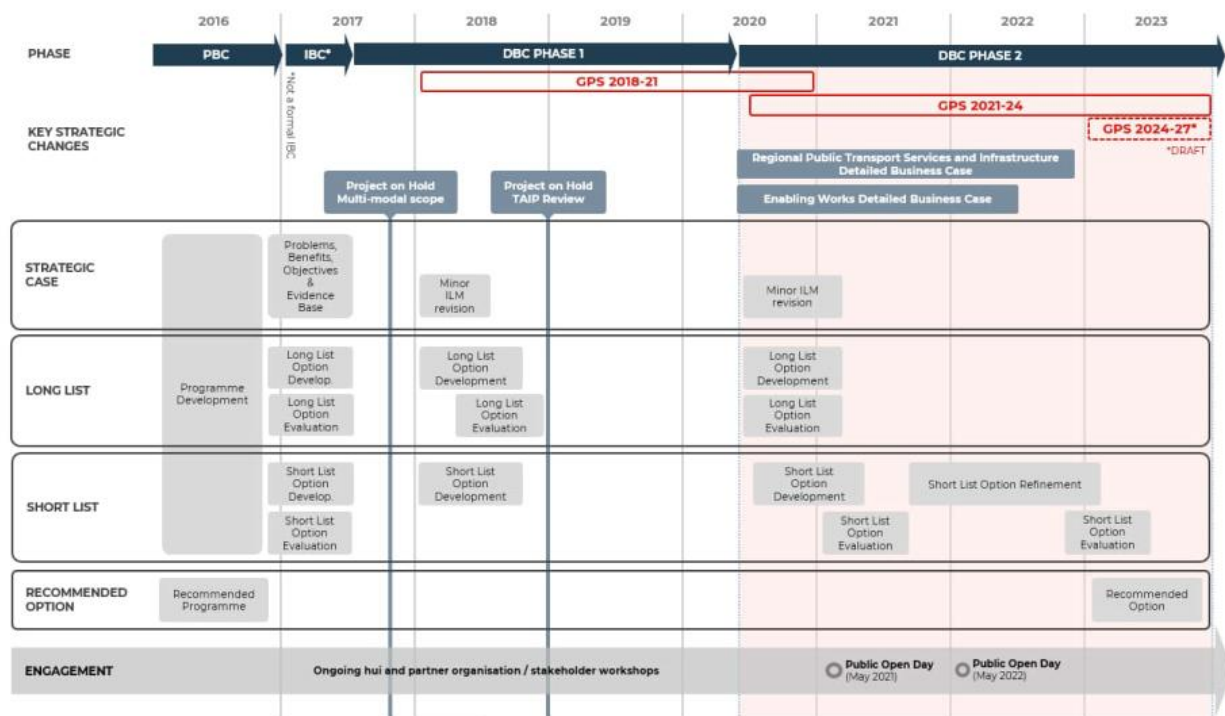
TAURIKO NETWORK CONNECTIONS BUSINESS CASE

- 18. Tauranga City Council (TCC), Western Bay of Plenty District Council (WBOPDC) and Bay of Plenty Regional Council (BOPRC) have collaborated with Waka Kotahi to develop the Business case.
- 19. At the time of writing this report the final draft appendices for the Business case including the final transport modelling reports are still to be received. These are expected to be received prior to the Council meeting.

Option Development

- 20. The process to develop the Business Case has spanned roughly 7-years and included an iterative option development, evaluation and refinement process. The Business Case option development process is set out in the following image.

Option Development Process for Tauriko Network Connections Business Case



- 21. The option development and assessment process has been framed by the Investment Objectives and Benefits established by the Business Case. The Investment Objectives are:
 - a) Enabling freight to move through a national strategic state highway (SH29) while supporting residential and industrial development in the Western Corridor.
 - b) Increasing travel choice (public transport and active travel) to reduce demand, emissions, and vehicle kilometres travelled.
 - c) Improving road safety within the project scope.

-
22. The Business Case identifies the following benefits of delivering on the Investment Objectives:
- a) Better freight access to key destinations within Tauranga
 - b) Better accessibility through a multi-modal transport system
 - c) Less road deaths and serious injuries
 - d) Supporting residential and industrial development in the Western Corridor (>20,000 new households).
23. The business case process assessed six 'long-list' options. These six options varied from widening the existing State Highways SH29 and SH29A (option 1), development of a new parallel state highway corridor ('offline', Option 2) to various combinations of the online and offline options combined⁴.
24. Following multi-criteria analysis, the recommended programme of improvements identified by the Business Case includes:
- a) Public transport network facilities and priority lanes, including a new public transport hub within Tauranga Crossing.
 - b) An integrated walking and cycling network.
 - c) Supporting travel demand management interventions progressed through any regional travel demand management package.
 - d) A new two-lane SH29 corridor between Omanawa Road and Redwood Lane.
 - e) A new offline four-lane SH29 corridor between Redwood Lane and the Takitimu Toll Road.
 - f) A new online six-lane SH29A corridor between Takitimu Drive Toll Road and Barkes Corner including dedicated bus lanes.
 - g) SH36 widening between Lakes Boulevard and SH29A including dedicated bus lanes.
 - h) Future revoked section of SH29 (once the new state highway route is provided).
 - i) Seven intersection improvements, including three grade separated interchanges at Redwood Lane, Takitimu Drive and Barkes corner.

Staged Delivery of the Business Case

25. A key recommendation of the Business Case is its staged delivery over several decades. Table 1: Business Case Recommended Staging identifies the key delivery stages and their indicative timing.

Table 1: Waka Kotahi Business case – Recommended Staging

STAGES	SUMMARY DESCRIPTION	INDICATIVE TIMING
Stage 1	Route protection via designation and consenting and applicable consents for Stages 2 and 3. Set up ongoing delivery programme monitoring and evaluation. All other stages are dependent on this stage being completed and are independent of funding for each subsequent stage.	2023/24—2026/27
Stage 2	SH29 Omanawa bridge replacement and improvements, including: <ul style="list-style-type: none"> Procurement and design. Property acquisition. Construction of a new Omanawa River bridge, upgraded seagull island at SH29/Omanawa Road intersection, 2-lane realignment from Omanawa Road to Redwood Lane, and walking and cycling improvements. 	2026/27—2031/32
Stage 3	SH29A PT prioritisation package from SH36 through to the Cameron Rd bus priority lanes including: <ul style="list-style-type: none"> Procurement and design. Property acquisition. Construction of SH29A improvements, bus priority lanes, and Barkes Corner Interchange. Construction of SH29A improvements, bus priority lane. Construction of SH36 improvements and Lakes Boulevard Intersection signalisation for PT priority. 	2026/27—2031/32
Stage 4	SH29 Offline improvements from Redwood Lane to the TNL/Takitimu Interchange including: <ul style="list-style-type: none"> Implementation readiness review (IRR). 	2041/42
	<ul style="list-style-type: none"> Procurement and design. Property acquisition. Construction of SH29 improvements, Redwood Lane and Takitimu/SH36 Interchanges. Revocation of existing SH29 to a local road. 	2042/43—2049/50

26. The staging and indicative timing has been informed by transport network performance relative to the Business case investment objectives and benefits. The Western Bay of Plenty Transport Model which includes the SmartGrowth / UFTI growth projections has been used to analyse network performance.

27. An 'adaptive management approach' will be used by Waka Kotahi to confirm the timing for delivery of the Business Case. The Business Case explains that this approach is being applied to:

- Manage uncertainties, constraints, and interdependencies over the lifecycle of the programme, such as when to respond to certain triggers (such as new land use development). This includes for different phasing of growth areas within the overall HUE assumption if some areas progress faster or slower than assumed.
- Manage the investment timing, risk and cashflow over the life of the project.

⁴ Further details of the six options considered can be found on page 68 of the business case (attached to this report).

28. This adaptive management approach is based on the following principles:
- a) Implementation of the whole programme as being necessary to realise the expected benefits and outcomes. It does not avoid future investment.
 - b) Flexible programme packaging, staging and delivery is necessary to respond to (future) uncertainties (e.g. changes to the assumed delivery or rate of urban growth).
 - c) The programme leads with mode shift to support housing and transport outcomes.
 - d) Regular monitoring is required.
29. Given the long timeframes in the programme, the above means that the Business case's management approach does not describe the exact delivery method for the project, as aspects in later Stages may change depending on various factors and triggers (e.g. rate of growth). As a result, Stages 1, 2 and 3 are worked out in much more detail than Stage 4.
30. Whilst the route protection, consents and designation for the full project is scheduled between 2023–2026, property acquisition and design will take place in each of the Stages. The exact timing of Stage 4 could be brought forward or pushed out, with the decision being based on triggers associated with planned urban development being zoned as follows:
- a) Stage 3 unlocks the full build out of Tauriko West, TBE Stage 4, Keenan Road, and part of the Merrick Road urban growth areas.
 - b) Stage 4 (SH29 offline improvements) unlocks Upper Belk Road, Upper Joyce and the remainder of the Merrick Road UGAs (reflecting demand from the 2048-plus land use scenario test).
 - c) Additional improvements required to fully support the total circa 30,000 HUE and 15,000 jobs in the Western Corridor (reflecting demand associated with the 2063 land use scenario sensitivity test), noting that this will be considered in more detail through the Specified Development Project (SDP) process.

Network Performance

31. The transport modelling of Option 2V Recommended Option has model output years of 2031, 2048 and 2048-plus, for general traffic (including freight), public transport and cycling.
32. The analysis has shown that the 2048-plus scenario enabled development of all proposed urban growth in the Western Corridor such as the Joyce Road and Upper Belk Road areas. However, forecasting >20 years into the future comes with high risks and uncertainties. To manage this limitation a sensitivity test (2063) has been undertaken which assumes higher and more intensive growth in the Western

Corridor. Table 2 sets out the transport modelling growth projections that have been tested.

Table 2: Transport Modelling Growth Projections

Area	Area Name	Population				Dwellings				Employment (Unadjusted)			
		2031	2048	2048+	2063	2031	2048	2048+	2063	2031	2048	2048+	2063
A	Tauriko Business Estate	134	134	134	160	101	101	101	50	3,630	4,938	4,938	5,500
C	Pyes Pa West	6,390	6,491	6,491	6,971	2,169	2,208	2,208	2,583	184	189	189	233
	Pyes Pa	7,478	7,519	7,519	8,069	2,524	2,538	2,538	2,967	2,335	2,728	2,728	2,745
D	Keenan Rd	349	4,293	4,293	5,750	146	1,620	1,620	2,500	49	59	59	250
E	Tauriko West	2,787	7,427	7,427	9,200	1,269	3,212	3,212	4,000	175	222	222	350
F+G	TBE Extension + Upper Belk	535	537	13,800	23,345	184	184	6,000	10,150	1,521	3,203	3,203	5,500
H	Merrick Road	479	1,178	5,750	10,350	161	390	2,500	4,500	74	76	76	400
I	Upper Joyce	623	626	4,600	7,475	218	218	2,000	3,250	92	53	53	300
	Total	18,775	28,204	50,014	71,320	6,773	10,472	20,179	30,000	8,061	11,466	11,466	15,278

33. In summary, the transport modelling (noting final modelling reports are still to be received) has shown that:
- The recommended Option generally provides for good levels of service. However, there are approach movements at some intersections and links (e.g. westbound at Takitimu Drive/SH29/SH29a/SH36; Pyes Pa approach, Cameron Road southbound; proposed Omanawa 2-lane bridge section) that will perform poorly (LOS E & F) at the 2048+ modelled year and this is exacerbated when tested against the SmartGrowth higher growth scenario (2063). This sensitivity test indicates that most of the network operates at LoS D or E, however some intersections such as the local roads at Barks Corner, Belk Road/Taurikura Drive and the revoked SH29A/SH36 intersections operate at LoS E or F for general traffic in peak hours. Public transport is indicated to continue to operate reliably due to proposed bus lanes and bus priority at intersections, except for the Pyes Pa Road approach to Barks Corner.
 - The proposed bus lanes and cycle infrastructure as part of this Business case do provide reliable journey times for those modes from Tauriko West and Tauranga Crossing to the CBD. Public Transport use is forecasted to increase.
34. While the Business case has considered futureproofing (e.g. avoiding 'pinch points' being built into the network, providing for the around the harbour / State Highway 29A journey, and potential (but unplanned) 4-laning of State Highway 29 / Omanawa Road connecting to the Waikato there are aspects of the Recommended Option which could be considered further in the next stage of design to address identified issues e.g. Cameron Road / Barks corner; Takitimu Drive/SH29/SH29a/SH36; construction of a 4 rather than 2-lane bridge at Omanawa Stream.

Settlement Pattern

35. A key focus of the Business case is to support the projected growth in the Western Corridor in a reasonably flexible way. In this regard the Business case includes improvements to provide for demand from planned growth (based on a HUE assumption) as set out in paragraph 32.
36. It is noted that as Plan Change re-zoning applications are made (e.g. for Tauriko West; Keenan Road; TBE Stage 4; etc) detailed Growth Area specific Integrated Transport Assessments will be required to consider their transport demand relative to the assumptions of the Business Case and address any network improvements beyond the scope of this Business case (e.g. on Local roads like Kaweroa Drive or Pyes Pa Road; SH36).

Futureproofing

37. The Western Corridor is identified through SmartGrowth and UFTI as a key corridor that will contribute significantly to addressing the demand for housing and business land in the western Bay of Plenty sub-region. It is therefore important that the Business case is futureproofed for growth.
38. As identified in paragraph 33, the transport modelling analysis has included a sensitivity test involving a higher population and employment scenario prepared by TCC and endorsed⁵ by the SmartGrowth Leadership Group. In summary, the modelling analysis of this scenario has identified that:
 - a) The Stage 3 at-grade solution at the Takitimu Drive / SH29 / SH36 / SH29a intersection is delivering a poor level of service in a 2048+ scenario. To future-proof for this outcome, should it eventuate, Waka Kotahi have assessed the land requirement for grade separation and is to provide for this in the Business Case.
 - b) It is noted that a poor level of service at this intersection would have a wider network impact on the 'around' and 'across' harbour travel pattern. It is therefore important to ensure this intersection can perform suitably and in so doing enable SH2 via Hewletts Road and SH29a operate more effectively together.
 - c) Barks Corner, in particular the approaches from Cameron Road and Pyes Pa Road, are delivering a level of service E or F for general traffic, and on Pyes Pa Road for both general traffic and public transport.

⁵ Link to SLG minutes: <https://www.smartgrowthbop.org.nz/categories/meetings-agendas> (5 April 2023)

- d) The Stage 2 Omanawa Road section is delivering a LoS E in peak hours in all modelled scenarios. To future-proof this issue Waka Kotahi has assessed the land requirement for a 4-lane bridge but are recommending that a replacement 2-lane bridge is constructed in Stage 2 despite the adjoining state highway road being 4-laned.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

39. There has been considerable consultation and engagement over the 7-year development of the Business case. Waka Kotahi has led this consultation and engagement and in a number of situations this has been supported by and with involvement of SmartGrowth partners. It is noted that some of the engagement has been undertaken in tandem with the Tauriko West Enabling Works Business case and the Tauriko West Urban Growth Area planning. Further details of the engagement undertaken can be found in Chapter 5 of the attached Business case (**Attachment 1**). **The appendices to the business case will be tabled at the meeting.**

NEXT STEPS

40. Subject to Councils decision to endorse the submission of the Business case to Waka Kotahi for its decision-making the next steps for this project include:
- a) Waka Kotahi decision-making including:
- Waka Kotahi full internal investment decision-making review – programmed from late June through to end of July 2023. This will enable Waka Kotahi to finalise the current ‘Final-draft’ business case; and
 - Waka Kotahi Board decision-making – programmed for August 2023.
- b) Staged delivery of the project as set out in **Table 1** of this report.

ATTACHMENTS

1. **Tauriko Network Connections Detailed Business Case**  

10 INFORMATION FOR RECEIPT

11 RESOLUTION TO EXCLUDE THE PUBLIC

Nil