

# TAURIKO FOR TOMORROW

Summary of engagement  
November 2021

In May and June 2021, we asked for feedback on the proposed short and long-term options for the transport network in the Western Corridor and Tauriko. We also wanted to know if we got the planning for the new Tauriko West community right.

The focus of this stage of engagement was to involve project partners, landowners, stakeholders and the community in the planning phase. We sought to provide people across Tauranga, and in particular in the Tauriko area, with an opportunity to give us their views on the plans for improvements to the transport system and the future community at Tauriko West.

We met with mana whenua, stakeholders, landowners and key interest groups. We also engaged with businesses and organisations in the area, Bike Tauranga, Heavy Haulage, Tauriko School, Tauranga Chamber of Commerce and the wider community.

The feedback received is instrumental in shaping the transport plans and the new community in Tauriko West.



5

Tauriko for Tomorrow pop-up information days



1,044

people at open days



80

1:1 meetings with landowners



2.30min

Average time spent on our webpages



11,500

views of project webpages



>200

pieces of feedback gathered (online, notes, conversations)

## TOP FIVE TOPICS RAISED:

1. Local road connections
2. Safety
3. Walking and cycling
4. Traffic congestion
5. Public transport

## Ways to provide feedback:

- Verbally at info sessions
- Written feedback forms
- Online feedback forms
- Comments/notes on boards and maps
- Email
- Phone

# FEEDBACK ON THE MAIN PROPOSALS

The type of feedback we received shows that we are on the right track with the plans to improve the transport network and for the new community.

Community feedback also highlighted the importance of continuing with a coordinated and integrated approach to planning for a safer community and growth in Tauriko West and Tauranga's Western Corridor.

## LONG-TERM TRANSPORT OPTIONS

The majority of those who provided feedback expressed overall support for the long-term State Highway 29 and 29A upgrade.

Of the responses received:

- the majority preferred Option B and cited it was the right level of investment for the city as the reason for their preference. However, many people noted that the transport infrastructure needs to be put in place prior to the first houses being built within the Tauriko West urban growth area.
- some preferred Option C and cited reasons such as the option enabling better separation of traffic and promoting traffic flow.
- a few preferred Option A with common reasons relating to enabling incentives for public transport and walking and cycling.

### Option A – Online

Upgrade of the existing state highways.

### Option B – Offline

A new four lane state highway, built alongside the existing SH29 and SH29A (offline), including significant improvements for walking and cycling and high frequency public transport connections through the area.

### Option C – Online and Offline

A combination of Option A and B with upgrades on and alongside the state highways.

Details for all three options are available at [taurikofortomorrow.co.nz](http://taurikofortomorrow.co.nz)

## SHORT-TERM TRANSPORT IMPROVEMENTS

The majority of those who provided feedback were supportive overall of the proposed short-term improvements, with many requests to implement the works as soon as possible. We also heard concerns that the enabling works are not enough to get through the next 10 years of traffic growth before implementation of the long-term transport upgrades.

## NEW COMMUNITY

We heard overall support for the new community in Tauriko West, with feedback focused on the provision of a range of housing choice, styles and densities, the need for a new community hub, community facilities, schools, and that the supporting transport network needs to be upgraded well in advance of the first houses in the new Tauriko West community.

## SPEED

We received a significant number of comments addressing the speed limit along SH29 with the majority requesting to reduce the current speed limit.

Waka Kotahi is reviewing the current speed limits on SH29 from Te Poi in the Waikato to Tauriko in Tauranga, and SH29A from Tauriko to Te Maunga (Baypark) to make sure the speeds are safe and right for these roads.

The speed review is something Waka Kotahi can do now and will support any proposed improvements along this corridor.

# WHAT WE HEARD FROM YOU

## SIX KEY THEMES

From the feedback received, we've identified six key themes:



**Housing**



**Walking, cycling and public transport**



**Safety and local road connections**



**Education facilities**



**Traffic effects**



**Heavy vehicles and freight**

These themes have been drawn from the feedback on all aspects of the project, including the short-term and three long-term options for the state highway and local road upgrades, the proposal for dedicated bus lanes, separated walking and cycling lanes, and the proposed housing to be developed within the Tauriko West urban growth area.



## TRANSPORT PROPOSALS

The area where transport improvements will be undertaken is SH29 from Omanawa Road to the Takitimu Drive Toll Road roundabout, and SH29A to the Barkes Corner intersection (Pyes Pa Road/Cameron Road).

In the area surrounding the state highways we are working to develop a network of safe routes for cycling, walking and personal mobility as well as options for high frequency public transport connections to allow people to easily reach their local shops, schools, parks and neighbouring communities. The first stages of this work will commence as part of the short-term improvements and continue into the long-term.

The short-term transport improvements (two to three years) will enable housing and urban development to commence at Tauriko West and support ongoing development of Tauriko Business Estate (TBE). They include a new roundabout on SH29 near Redwood Lane and Belk Road, a new intersection with traffic lights on SH29 at Tauriko village, and an upgrade of the SH29 and Cambridge Road intersection with traffic lights.

The long-term improvements (10 plus years) will support urban growth at Tauriko West and the wider Western Corridor by providing improved opportunities for public transport and walking and cycling, protection of the freight route and safety for all users.



# KEY THEMES FROM FEEDBACK



## HOUSING

We heard general support for the new community within the Tauriko West urban growth area and acknowledgement of the range of effects that come with developments of this scale.

Feedback highlighted that a range of housing needs to be provided, housing that is affordable and reflects peoples' needs. Feedback also focused on the need for community facilities such as shops and convenience stores, and that the transport network needs to be upgraded well in advance of housing being built in the new community.



“Provide a good mix of open space, connected walkways, and mixed density and affordable housing”

“Community spaces that reflect requirements of all ages are required”

“Transport options should be built prior to housing”



## WALKING, CYCLING AND PUBLIC TRANSPORT

We heard that an improved transport network that supports multiple transport modes is important and should be implemented through dedicated lanes for buses, walking and cycling.

We also heard that it will provide residents with transport choice if these transport options are provided from when the first house is built in the Tauriko West urban growth area.

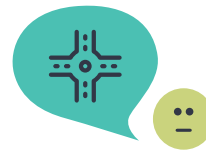


“Public transport will work with increased frequency”

“Supports cycle and walking pathways and safe crossings”

“Separate cycle and walking tracks to roads”

“Separate bus lanes from heavy traffic and cars”



## SAFETY AND LOCAL ROAD CONNECTIONS

We heard that the works to upgrade the transport network (including SH29 and SH29A) will affect people and the environment in both the short and long-term.

Safety and local road connection upgrades were mentioned frequently, including speed. How the upgrades are designed and managed will determine their impacts on the amenity of the surrounding environment, which includes a range of land use activities such as housing, schools, businesses and community facilities. We also heard that local road intersections with the state highways need to be safe and future proofed to accommodate the growing community.



“Future proofing for the long-term growth of Tauranga”

“Keep existing local roads separate to SH29 as commuter routes”

“Get heavy vehicles off local roads”

“More signage for speed limits and road rules”

“Create more consistent speed limits – less variation”

“Reduce speed limits”





# KEY THEMES FROM FEEDBACK



## EDUCATION FACILITIES

We heard strong support for the provision of new schools (primary and secondary) within Tauriko West as well as for protecting land for Tauriko Playcentre to continue to operate. Ensuring these education facilities were provided with safe access for all transport modes was also supported.



“Support new land allocated to playcentre car park and construction of new school”

“Co-ed secondary school required for Tauranga west”

“Unsafe place for pedestrians and school children”



## TRAFFIC EFFECTS

We heard concerns about existing and future traffic effects, including noise, air quality and emissions, and congestion. While we heard support for the long-term transport upgrades, this was coupled with concerns around the timing of this work (over 10 years).

Feedback around traffic effects was raised, especially in light of the proposed development of housing within the Tauriko West urban growth area, and the additional transport movements that will contribute to the network.



“Support options that support current and future traffic flow”

“Move noise and congestion away from residential areas”

“Start works immediately – 10 plus years is too long”



## HEAVY VEHICLES AND FREIGHT

We heard that providing reliable access to the Port of Tauranga and ensuring the right traffic is on the right road is important, with SH29 being one of the main freight routes to the Port of Tauranga and the expanding Tauriko Business Estate.



“Separate industrial zone, trucks, and dwellings via buffers”

“Provide good intersections to allow heavy freight without local traffic”



# TAURIKO FOR TOMORROW

## MANA WHENUA ENGAGEMENT

A specific mana whenua partnership group has been formed, known as Te Kauae a Roopu. The group is made up of hapū who whakapapa to Ngāti Ranginui and Ngāi Te Rangī Iwi of Tauranga Moana and have an interest in the Tauriko for Tomorrow project area. This includes Ngāti Kahu, Ngāti Rangī, Ngāti Pango, Pirirakau, Ngāti Hangarau, and Ngāi Tamarawaho. Engagement, including regular hui and other project wananga (workshops), has taken place since 2017 and continues as we progress the plans.

As a project partner, Te Kauae a Roopu have also been involved in the option evaluation and assessment process. They have expressed support for the transport upgrades, in particular to increase safety, recognising the impact safety issues have on the local community. They have also expressed support for the development of additional housing in the Western Corridor, to help address housing supply and affordability issues.



## FEEDBACK FROM STAKEHOLDERS

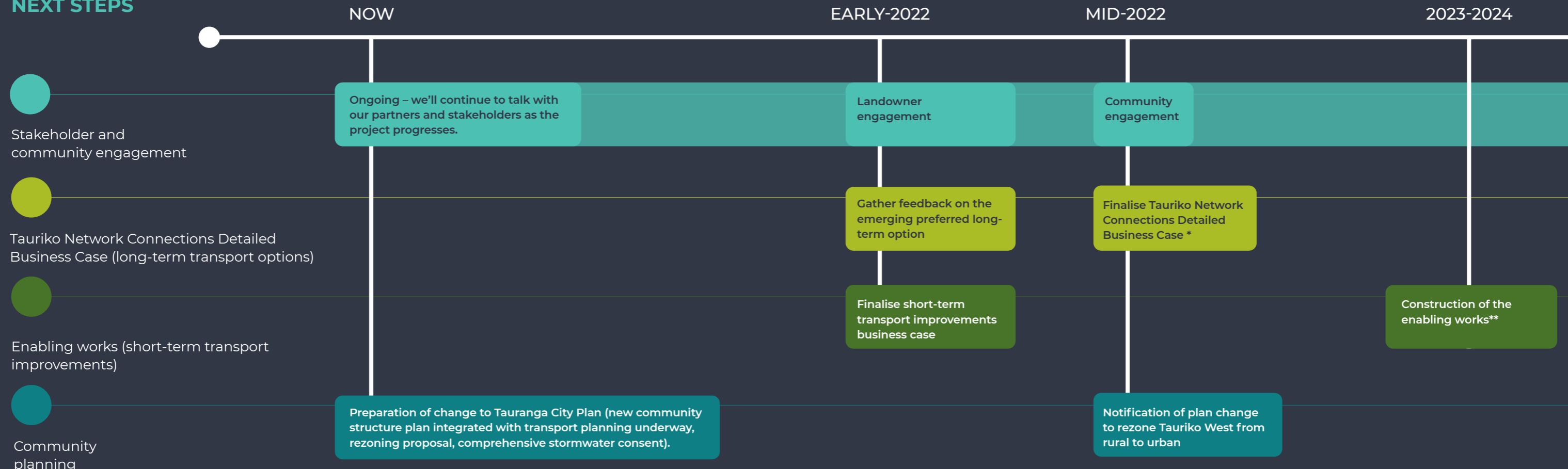
Key stakeholder feedback supports the direction the work is taking and project partners identified the value of the approach taken to date in working together on developing the plans.

For the long-term improvements, stakeholders are generally supportive of Option B, supporting growth with the right fit transport solution.

Some of the reasons mentioned by stakeholders for supporting Option B include the additional jobs the long-term solution and growth of the Tauriko Business Estate will generate, the extensive walking and cycling networks proposed for Tauriko West, and the need for improvements on safety on the corridor.



## NEXT STEPS



\*At present, there is no funding for land purchase or implementation of the long-term improvements within the next 10 years. Delivery will likely be staged over a number of years and aligned to growth triggers including housing supply, transport mode share, traffic volumes, and funding availability.

\*\*This is subject to design, funding, land acquisition, and any required statutory approvals necessary to implement these works.