

KIA ORA, WELCOME

Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council and the NZ Transport Agency are working together to create a great community in the western Bay of Plenty.

We want to hear what you think.

Please have a look at the information provided, talk to the team and ask questions.

Feedback forms are provided or fill the survey in online www.taurikofortomorrow.co.nz

Today you can find information on:

- The vision for Tauriko West
- Structure plan
- Council boundary adjustments
- Urban Limits
- Wairoa River Valley strategy
- The preferred transport network programme
- Next steps



New Zealand Government



HOW DID WE GET HERE?

In 2010 the Transport Agency identified the need for improvements to be made to SH29 around the Tauriko area.

2011: Investigations for improvements to safety and trip efficiency on SH29 between Omanawa Road and Route K (now Takitimu Drive Toll Road).

Three options were identified for high-level investigation:

- Upgrading the existing route
- A new northern alignment
- A new southern alignment

The Transport Agency uses a business case approach to identify the best solutions.

A key component of this approach means reviewing historic options, investigating new options, and considering the alternatives and benefits alongside our partners, stakeholders and communities.

2012: Plans were put on hold while the Transport Agency worked with partners to get a clearer understanding of residential and commercial growth in the area.

2013: SmartGrowth agreement to work closely with partners, stakeholders and developers to ensure the transport system is right for the future.

2015/2016: Interim safety improvements made at Tauriko – safe hit barriers, speed reduction around school drop off and pick up times.

2016/2017: The Transport Agency investigated the future transport network needed to support the SmartGrowth Settlement Pattern and identified a preferred high-level programme.

The next steps include:

- Confirmation the right programme has been selected
- Long list process: creation and assessment of the list of valid options
- Short list process: the long list is filtered to a short list
- We expect to be able to present the short list of options to the community for input in October/November 2017

WHAT WE AIM TO DO

- Enable and maintain efficient freight access to the Port of Tauranga
- Ensure the right vehicles are on the right roads, with local traffic using local roads and traffic going on longer distance trips using the state highways
- Provide transport choices including buses, walking and cycling, as well as access to local amenities such as schools, businesses, recreation areas and culturally significant places
- Improve road safety and reduce deaths and serious injuries



THE BIGGER PICTURE

The Transport Agency is considering the programme for investment into key inter-regional journeys during the next three decades to provide an integrated transport system.

This integrated transport system aligns with the Government's priorities of economic growth and productivity, road safety and value for money investments.

It's about making it safer and easier for people to move between main urban areas, key centres of production, freight hubs (ports, airports, inland ports, distribution centres), education and employment centres, and providing access to key tourist attractions.



THE TRANSPORT NETWORK PLAN

The emerging Transport Network Plan identifies improvement options for State Highway 29 (SH29), State Highway 29A (SH29A) and State Highway 36 (SH36).

It will place importance on public transport solutions, walking and cycling, and local road networks for local journeys.

The key objective is to ensure that the transport network enables and facilitates local growth without compromising efficiency of the state highways.

SH29 is a key freight route that connects our region with Waikato, Auckland and the North Island. This route supports the economic success of the western Bay of Plenty.

It is vital that growth and liveability, and traffic safety and efficiency go hand in hand.

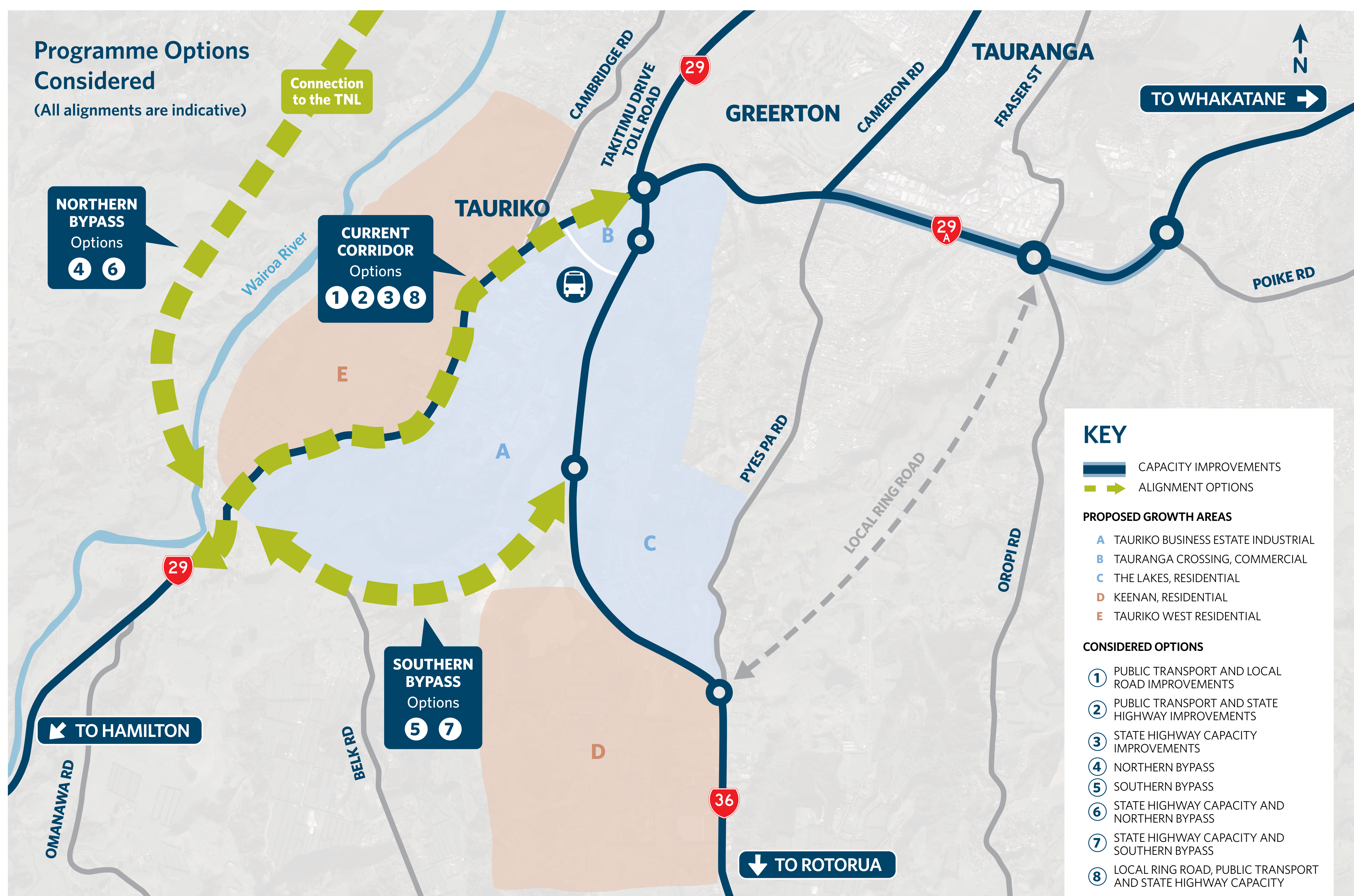
The NZ Transport Agency is responsible for all land transport activities, including local roads, state highways and public transport. We also fund, together with local and regional government, local roads and public transport infrastructure and services.



PROGRAMMES CONSIDERED

Eight corridor programme options were developed and tested. The strategic, high-level programmes looked at public transport, local road connectivity, state highway capacity improvements, and a southern and

northern bypass of Tauriko. The preferred programme was selected based on performance against the objectives, value for money and affordability, and the risks associated with each option.



The Preferred Programme

Recommended option

(All alignments are indicative)



TO WHAKATANE →



← TO ROTORUA

← TO HAMILTON

PROPOSED TRANSPORT NETWORK

- REALIGNED STATE HIGHWAY
- INTERSECTION TREATMENT
- CAPACITY IMPROVEMENTS

PROPOSED PUBLIC TRANSPORT

- TRANSPORT INTERCHANGE
- COLLECTOR BUS NETWORK
- RAPID FREQUENT BUS SERVICE
- BUS SERVICE

PROPOSED GROWTH AREAS

- A** TAURIKO BUSINESS ESTATE INDUSTRIAL
- B** TAURANGA CROSSING, COMMERCIAL
- C** THE LAKES, RESIDENTIAL
- D** KEENAN, RESIDENTIAL
- E** TAURIKO WEST RESIDENTIAL

THE PROPOSAL

After consultation with partners and stakeholders, and rigorous assessment, Option 8 was selected as the preferred programme for the Transport Network Plan.

Highlights of the 30 year Plan include:

- Four-lanes from Belk Road (SH29) to Poike Road (SH29A)
- Improved intersections at key locations
- Realigning parts of the existing state highway for safety and capacity
- Improved local roads with connections
- Optimised public transport service
- Better walking and cycling connections

Interested in seeing more detail and options on how this 30-year programme could develop? Have a chat with the team around the network option maps. They'd love to hear your insights.

INTERIM SAFETY IMPROVEMENTS

The Transport Agency is looking at improvements that can be made in the next one to three years that would help to improve safety and efficiency on SH29 and SH29A.

Workshops have been held between key stakeholders to look at what can be achieved, and what the best short-term solutions would be.

The areas being addressed are:

- Cambridge Road intersection (SH29)
- Omanawa Road to Te Maunga (SH29A)
- Belk Road intersection (SH29)
- Barkes Corner (SH29A)

Potential options that are being looked at are traffic lights at Cambridge Road, removing the right turn out of Cambridge Road, traffic lights at Barkes Corner, and lower speed limits along some or all of the route from Omanawa Road to Te Maunga.

We expect to be able to consult on the options later in 2017. In the meantime, if you have feedback on possible options or areas being addressed please add this to the survey.



SH29 Cambridge Road



SH29A Barkes corner



SH29 Omanawa Road