

THE CONSULTANT'S BRIEF

The contract will require the consultant to investigate possible alignment improvements to State Highway 2 between the State Highway 29 junction at Te Maunga and the State Highway 33 junction at Paengaroa.

Preliminary scoping of options conducted by Works Consultancy Services Limited in 1990/91 identified two alignments that were worthy of further investigation with Benefit Cost Ratios (BCR) in the order of 3.0. The two alignments are as follows:

- Option 3 (called the Swamp Route) which is a staged alignment using parts of the existing highway but incorporating a major deviation between the Kopuroa Canal and the Rangiuuru Straight.
- Option 4 (called the Sandhills Route) which is a major deviation (no staging) between Domain Road and Paengaroa.

Common to both routes is the construction of the Te Maunga to Domain Road highway with 4 lanes.

At its March 1996 meeting the Transit New Zealand Authority resolved to designate the favoured route in the interests of preserving the route from changes in land use - particularly residential development. The Authority made funds available for this investigation during the 1996/97 and 1997/98 financial years.

The alignments described above are concepts only and during the investigation the respective routes will become more accurately defined as constraints are identified and managed.

It is recognised that community consultation is a critical factor in defining the path of these routes hence Transit New Zealand has defined a band of interest within which it will be sending regular newsletters. This is the area that is shown on the map. The generally defined corridors of options 3 and 4 are also depicted.

The design requirements are for the road to be four lanes with a grass divider in the middle. The road would have limited access to remove the current access problems.

CONSULTATION

The consultants will be required to undertake consultation with the community. Transit New Zealand also requires that groups such as the Automobile Association, Road Transport Association, Te Puke business representatives and Federated Farmers be consulted.

During August and September 1996 a series of preliminary Hui were held with TANGATA WHENUA groups affected by the study area. The presentation consisted of an introduction to Transit New Zealand, an overview of the project and the requirements of RMA consultation. There was also an opportunity for groups to highlight concerns and issues that could be focussed on by the successful consultant for the project. It was also a chance before the tender goes out to confirm the various tangata whenua groups and how they would like to be consulted. The groups identified will form the base for tangata whenua consultation for the project but are by no means the final make-up of tangata whenua groups as this will be further refined during the consultation process. If any other tangata whenua groups feel they should be included would they please contact Rawhiti Moses (Transit New Zealand Facilitator) 07 838 8227 to discuss.

The following are the groups identified where a preliminary hui was held:

- Waitaha (including associated Hapu)
- Tapuika (including associated Hapu)
- Nga Makino
- Ngati Pikiiao
- Ngati Whakaue.

It is likely that, in addition to the newsletters, there will be meetings, Open Days, displays and the opportunity for you to send in submissions or to tell the consultants your opinions and information.

WHERE TO FIND INFORMATION

If you have information to give us or you want information on the project, then contact:

Colin Crampton
Transit New Zealand
Hamilton
Phone: 07 838 8220



Community Newsletter No.1



TAURANGA EASTERN ARTERIAL

Many of you will have heard of the roading studies in the Te Puke area that Transit New Zealand has undertaken over the past years. The purpose of those studies was to find solutions to the following issues:

- conflict between passing traffic and parking manoeuvres in the Te Puke main street
- safety of pedestrians crossing the main street
- environmental and social concerns for the effects of heavy vehicles in the main street
- a lack of passing areas and low overall speed in the Paengaroa to Te Maunga stretch of highway
- an ever increasing number of highway access points with insufficient sight distance
- vertical and horizontal alignment deficiencies in the vicinity of Te Puke and Bell Road
- safety of pedestrians from the school and marae at Waitangi crossing the highway

Transit New Zealand is in the process of finalising documentation to commission a consultant in February 1997 to complete the necessary studies and consultation to enable a formal Designation to be lodged with the District Councils for inclusion in their District Plan. It is expected that the studies will take at least a year.

The purpose of this newsletter is to alert you to the fact that this study is about to get under way and that you, as a landowner in the area of the study, will continue to receive newsletters next year as the study progresses.

We are also interested to receive any information that you think would be beneficial to the study. On the back of this newsletter is the name of a Transit New Zealand staff member who is able to answer any questions you may have at this early stage in the programme.

Yours faithfully

Colin Knaggs
Transit New Zealand
December 1996

AREAS OF CONSIDERATION

OPTION 1:

Upgrading existing route plus associated localised improvement

OPTIONS 3 & 4:



BAND OF INTEREST:

