

KIA ORA, WELCOME

To cater for Tauranga's population growth, we are working together to create great communities and a safe transport network in the western Bay of Plenty.

Tauriko West is one of the large-scale communities planned for the city, providing approximately 3,000 to 4,000 new homes.

We'd like to hear your thoughts

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

Fill out a feedback form or the survey online at taurikofortomorrow.co.nz

Today we'll update you on:

- Planning on what the new community could look like, including housing, cycle and walkways, the location of facilities, parks and more
- Options for the long-term transport improvements (10 plus years)
- Short-term transport improvements along SH29 to enable access to the first stages of housing development
- Speed limits between SH29 Te Poi and SH29A Te Maunga
- Takitimu North Link progress

PARTNERS PLANNING AHEAD

Here's how each of the partners are involved in the proposed development of Tauriko West.



Vision, direction and long-term planning for population and business growth in Tauranga and the western Bay of Plenty region.



Protection of environment and public transport links.



Boundary change to move land in Tauriko West under the jurisdiction of Tauranga City Council.



New community with housing choice, river access, facilities, infrastructure and access to the new community.



Delivery of a safe connected transport network with a range of transport choices.

THE WESTERN CORRIDOR

Home to more than 205,000 people, the western Bay of Plenty is one of the fastest growing regions in the country.

With more people calling Tauranga and the sub-region home, we need to plan for continued community growth.

In the Western Corridor, the new residential developments at Tauriko and Keenan Road will be linked to the rest of Tauranga via high frequency public transport services from Tauranga Crossing to the CBD.

Densities in these new communities are expected to be lower in the first ten years (20–25 dwellings per hectare) although over time will reach an average of 30 dwellings per hectare.

These communities will be designed to deliver walkable neighbourhoods, low carbon footprints and communities where people can live, work, learn and play.

Work underway now:

The delivery of new housing and transport improvements is already underway.

This includes:

- Delivery of the Tauriko Business Estate, and planning for its expansion
- Planning for a new community in Tauriko West – the next proposed urban development to support our region's growth
- Planning for the future Keenan Road urban growth area
- Short and long-term transport improvements

By 2050 the expected population is 258,000, needing 34,000 new homes and resulting in more than one million extra transport movements every day.

WHY TAURIKO WEST?

The area west of Tauriko is an ideal location to set up a new community and provide more housing to cater for our region's growth.

Key benefits of Tauriko West:



An attractive location that faces north-west and slopes gently towards the Wairoa River



Provides a strong opportunity to develop a high quality urban environment and community



Located near Tauranga City so can integrate with the City's transport network



Relatively easy to service



It's not fragmented into many titles



TAURIKO FOR TOMORROW



Safe and accessible state highways supporting a key freight route for our region



Reserves, schools and community facilities to support a live, learn, work, play community



Safe communities for everyone to enjoy and resilient to natural hazards such as flooding



Connected communities supported by public transport, cycle and walkways, and local road networks

Here's what we are aiming to deliver for Tauriko West



Connection to the environment and tangata whenua, embracing the history of Tauriko and enhancing the Wairoa River Valley



Vibrant communities, connected to strong employment and shopping centres



New housing with a variety of housing types and choices

CREATING CONNECTED CENTRES

In 2020, the SmartGrowth Partners confirmed the Connected Centres programme through the Urban Form and Transport Initiative (UFTI) for how best to cater for urban and rural growth and move around the western Bay of Plenty over the next 30 to 70 years.

Growing up and out

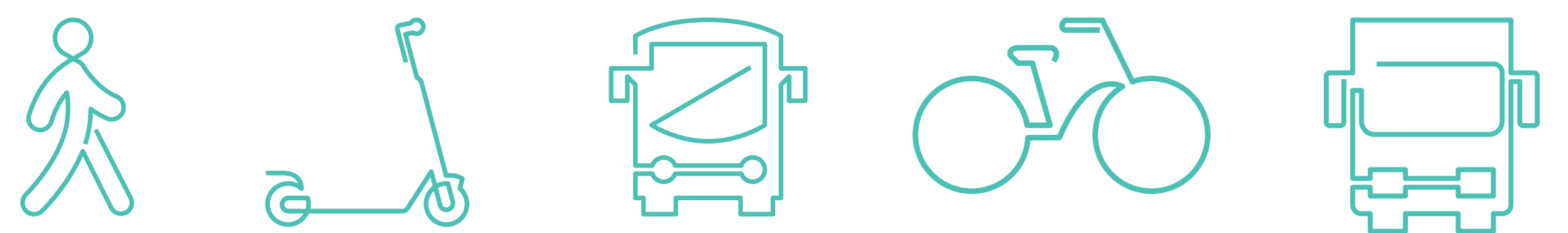
The Connected Centres vision is about growing up and out. It highlights the need to build more closer-knit communities to make it easier for people to get to where they need to go.

It is a settlement pattern that contributes to more affordable housing, and more competitive land and job markets through up and out future development.

The supporting transport improvements will enable greater access, increase transport choice and improve safety, while also maintaining important freight access, particularly to the Port of Tauranga.

Growing our future communities

- Achieving a balance between greenfield development and intensification is the best way to house our growing population.
- Public transport and walkways and cycleways will connect existing and new urban centres so people can easily move around to work, learn and play.
- Transport 'hubs' will help people change bus services safely and efficiently to reach their destination, and provide places to park bikes and e-scooters.

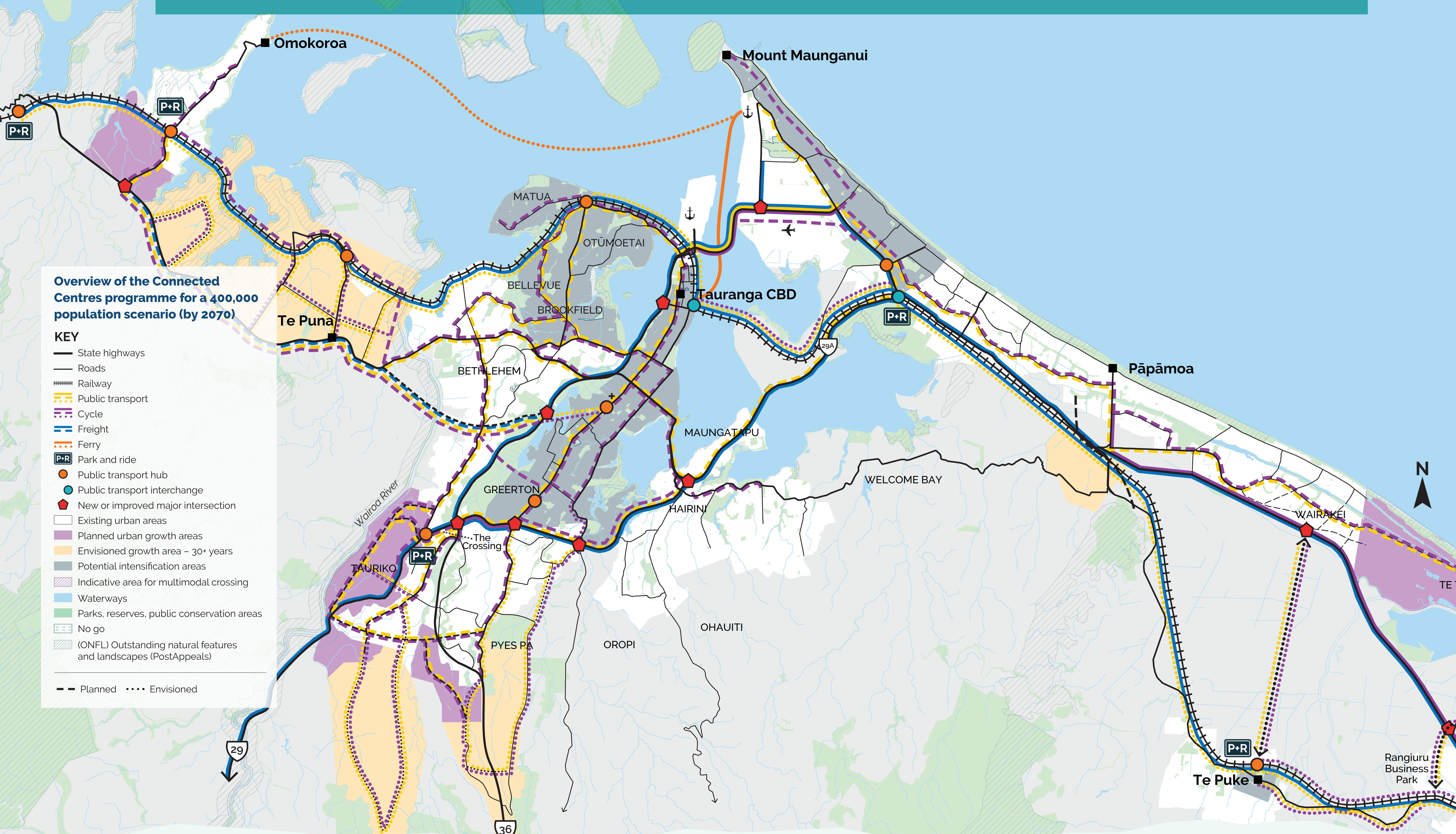


CREATING CONNECTED CENTRES

Creating a new community in Tauriko West integrates with plans for greater housing choice, access to amenities and a wider range of transport options in the Te Papa peninsula (Futureproofing Cameron Road).

The most significant transformation will take place in the Central Corridor (from The Crossing to Mount Maunganui via Cameron Road and including the Takitimu Drive/SH36 intersection) with a high frequency public transport network, high density housing (apartments, three to four story houses and duplexes) along the corridor particularly around the Hospital and Greerton.

At one end will be the employment and retail centre of Tauriko and Tauranga Crossing, at the other end a revitalized CBD with a mix of apartment living and city lifestyle, university and office space. This will be supported by walking and cycling corridors to enable personal mobility throughout the area.



OUR TRANSPORT PLAN

The Western Bay Transport System Plan (TSP) aims to provide a connected transport system to offer people real transport choices so they can leave their cars at home.

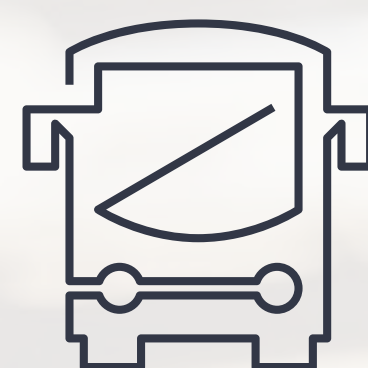
The TSP supports the Connected Centres programme and identifies the right investments needed to provide a safe, sustainable and more reliable transport system.

To deliver the Connected Centres vision, the TSP will:

Support quality urban growth by improving access to social and economic opportunities like schools, jobs, GP clinics and shops by different transport modes (walking, cycling, buses, vehicles)



Increase use of public transport, cycling and walking to help reduce transport-related greenhouse gas emissions



Maintain or improve travel time predictability for freight via road and rail



Contribute to an outcome where no one is killed or seriously injured in road crashes



WHERE WE ARE AT

Much of the progress on the Tauriko for Tomorrow project has been going on behind the scenes over the past three years.

Urban limits changed

Bay of Plenty Regional Council completed the change to the urban limits line in 2018 to allow for a residential zone in the city plan for Tauriko West.

Boundary altered

Western Bay of Plenty District Council completed a boundary alteration in January 2021 to move Tauriko West under the jurisdiction of Tauranga City Council. This provides consistency with delivery of council services including roading, footpaths, reserves, water supply and wastewater, as well as governance including political representation and setting of rates.

Proposals for the new community

Tauranga City Council drafted a proposed landform with infrastructure for housing development, which incorporates previous community feedback and engagement with mana whenua.

Roading improvements to enable access and improve safety

Tauranga City Council and Waka Kotahi have completed concepts for initial roading improvements to enable the first stages of housing development within Tauriko West, support continued industrial development of Tauriko Business Estate, and improve safety along SH29 between Belk Road and Cambridge Road.

Long-term transport plans

To support a safe and sustainable community and growth in the Western Corridor, a range of options has been developed for the long-term (10 plus years) improvements to SH29 and SH29A.

Alongside the state highway upgrades there are options for significantly improving walking and cycling and high frequency public transport connections through the area.

WHAT WE'VE HEARD

We asked the community...

What do you think would make Tauriko for Tomorrow a great community?

This is what you've told us:

A liveable and high quality of life

A safe place to live

Access to recreational areas and facilities, an intermediate and secondary school

Managed traffic problems and good infrastructure

Plenty of green space, parks and walkways

Regular public transport

Options for parking

A range of housing options

Community facilities – cafes, churches and more



WHAT WE'VE HEARD

We asked the community...

What is important for shaping the future transport network in and around Tauriko?

This is what you've told us:

Improved state highways and local road intersections

Better access to public transport

Don't compromise on safety, and reduce speed in some sections

Prefer flyovers for SH29 and the side roads rather than roundabouts and traffic lights, and free flow intersections preferred

Plan for future traffic capacity

Better walking and cycling facilities

Ongoing engagement with potentially affected landowners has also highlighted the need to provide certainty around timeframes for decision making and construction.

LIVE, LEARN, WORK AND PLAY

Proposals for the new community include where housing, open spaces, schools and other facilities could be located, as well as ways to protect the natural and cultural environment.

LEARN

- Early learning centres
- Relocated and expanded school
- Potential for a new high school

LIVE

- Range of housing choices, styles and densities
- Local centre (shops, supermarket)

PLAY

- Neighbourhood parks and sportsfields
- Activity hubs
- Recreational access to the Wairoa River
- Cultural elements

COMMUNITY

- Sense of place

WORK

- Connection to Tauranga Crossing, Tauranga Business Estate, city centre



Vision for Tauriko West Community 2030

A LIVEABLE AND CONNECTED COMMUNITY



To create a thriving, safe, resilient and connected community that is well-served by amenities, we're proposing:

A range of housing choice, styles and densities

A relocated and expanded school supporting current and future communities' needs and potential for a new high school

Integrated neighbourhood parks and sportsfields

Wairoa River Reserve – with a playground, access to the river, walkways along the length of the full river corridor and water access

A local centre – providing for a collection of several shops and services including opportunity for a small (convenience) supermarket, GP surgery, pharmacy, café, takeaway, service station and possibly public toilets

Connectivity through street design and open space planning

A road network that promotes sustainable modes of transport such as walking, cycling and public transport over private car use

THE WAIROA RIVER

A unique and healthy community.

The Wairoa River is a special natural and cultural landmark of the area. We're proposing to embrace the significance of the river and provide access for everyone to enjoy this special environment.

Through the development of Tauriko West, we propose to:

- Maintain and enhance the landscape of the river margin
- Celebrate the historic and cultural importance of the awa
- Recognise sites of cultural significance to mana whenua and preserve and enhance those areas
- Provide for open and generous public access to and along the river frontage through to the Wairoa Active Reserve
- Enhance connectivity to the river by providing east-west active street links to the river throughout the development
- Enable the integration of new urban development set back from the river margin
- Manage stormwater runoff from urban development

Vision for Wairoa River Reserve 2030



SHAPE YOUR COMMUNITY

We'd like to hear your thoughts on our proposals and ideas for the new community and the transport options for Tauriko for Tomorrow.

Tell us what you like, dislike and share what we have missed.

Leave your comments here or share your views online at taurikofortomorrow.co.nz



CHOOSE THE WAY YOU MOVE

Providing more travel choices and encouraging people to move differently will contribute to accessibility, safety, health and environmental outcomes.

The transport plan for the Western Corridor places importance on public transport solutions, walking and cycling, and local road networks for local journeys.

SH29 is the key route connecting our region with Auckland, Waikato, and the Upper North Island. This route supports the economic success of the western Bay of Plenty. It is vital that growth and liveability, and safety and productivity go hand in hand.

The Connected Centres programme outlines how vital a multimodal transport system is to ensure existing and future communities are connected by frequent public transport services along prioritised public transport corridors.

Enabling more people to move via public transport will improve freight access.

Providing access to a network of safe and accessible cycling, walking and personal mobility routes supports connectivity to local shops, schools, and other services, as well as accessing neighbouring communities.

The other benefit is a range of transport choices and the opportunity for people to live close to work. This will help reduce transport carbon emissions over time.



MOVING AROUND IN THE FUTURE

Summary of options for long-term
Transport Network.

The key objective is to provide choice in how people want to travel and enable local growth.

All the options encourage people to use public transport and walking and cycling and includes integration into the wider transport network and key local road connections.

This stage of consultation will inform the preferred option for the long-term plan for the area, and the current timeline is to have the draft business case finalised by mid-2022.

		OPTION A ONLINE	OPTION B OFFLINE	OPTION C ONLINE AND OFFLINE
STATE HIGHWAY ALIGNMENT	Omanawa Road to Redwood Lane	SH29 online safety improvements with 2 lanes, 80km/h speed limit, and new Omanawa River Bridge		
	Redwood Lane to Tauriko Village	SH29 online upgrade, 4 lanes, 80km/h	SH29 / SH29A offline upgrade, 4 lanes, 80km/h	SH29 online upgrade, 4 lanes, 80km/h
	Tauriko Village to Takitimu Drive Toll Road			SH29A offline upgrade, 4 lanes, 80km/h
	Takitimu Drive Toll Road to Barks Corner	SH29A online upgrade to 6 lanes (4 traffic, 2 bus lanes), 80km/h		
	Existing State Highway retained as local road?	No	Yes - Gargan Road to Barks Corner Takitimu Drive Toll Road to Barks Corner - 2 new bus lanes	Yes - Tauriko Village to Barks Corner Takitimu Drive Toll Road to Barks Corner - 2 new bus lanes

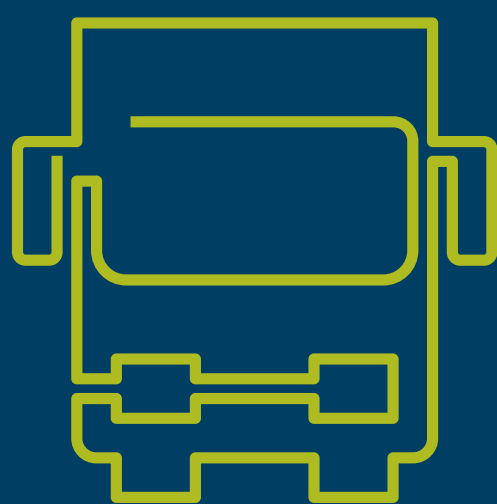
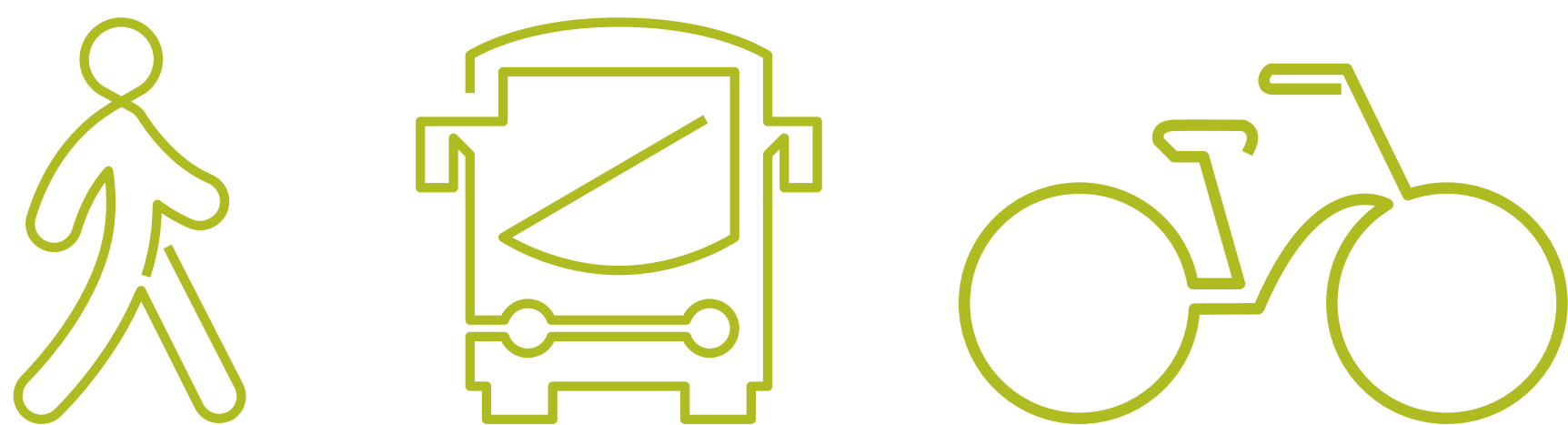
		OPTION A ONLINE	OPTION B OFFLINE	OPTION C ONLINE AND OFFLINE
LOCAL ROAD CONNECTIONS	Omanawa Road	Upgrade existing intersection - priority control (i.e. give way)		
	Belk Road	Closed as part of Enabling Works, traffic re-routed to new Redwood Lane roundabout		
	Redwood Lane (Southern access to Tauriko West)	Enabling Works roundabout retained Grade-separated walking and cycling connection	Full interchange with roundabouts at off/on-ramps Grade-separated walking and cycling connection	
	Gargan Road	Connection to highway closed, reconnected to Taurikura Drive	Connection to existing highway retained, reconnected to Taurikura Drive	Connection to highway closed, reconnected to Taurikura Drive
	Tauriko Village (northern access to Tauriko West)	Retain and upgrade Enabling Works traffic signals	Partial interchange with west facing ramps, traffic signals at off/on-ramps Grade-separated walking and cycling connection Retain Enabling Works traffic signals on existing highway	Partial interchange with west facing ramps, traffic signals at off/on-ramps Grade-separated walking and cycling connection Close Enabling Works traffic signals on existing highway and realign to new interchange
	Cambridge Road / Whiore Avenue	Retain and upgrade Enabling Works traffic signals Grade-separated walking and cycling connection Retain link to Whiore Avenue	No connection to new offline highway alignment Retain Enabling Works traffic signals on existing highway Retain link to Whiore Avenue	No connection to new offline highway alignment Close Enabling Works traffic signals on existing highway, realign Cambridge Road and Whiore Avenue to new Tauriko Village interchange Retain link to Whiore Avenue
	Takitimu Drive Toll Road / SH36	Full interchange with flyover for SH29/SH29A in east/west direction Traffic signals below flyover at off/on-ramps SH36 widened plus bus lanes	Full interchange with roundabouts at off/on-ramps, north of existing intersection Upgrade existing highway intersection with SH36 to traffic signals SH36 widened plus bus lanes	
	Barks Corner (Cameron Road / Pyes Pa Road)	Full interchange with Cameron and Pyes Pa roads over SH29A and traffic signals at off/on-ramps	Partial Interchange with east facing ramps only, Cameron and Pyes Pa roads over SH29A and traffic signals at off/on-ramps	

The long-term option will:

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

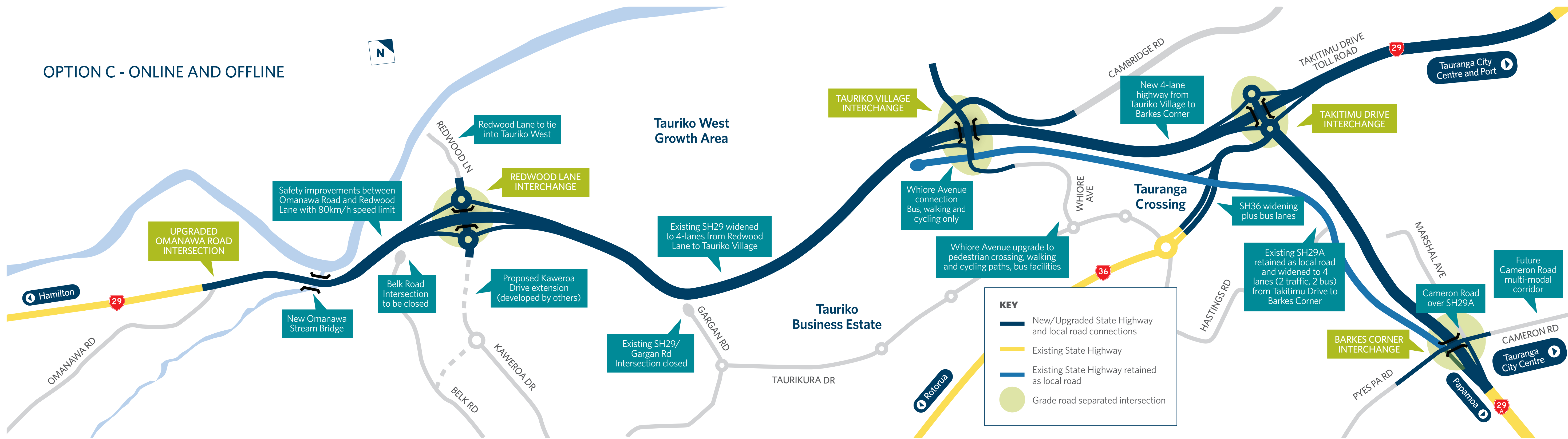
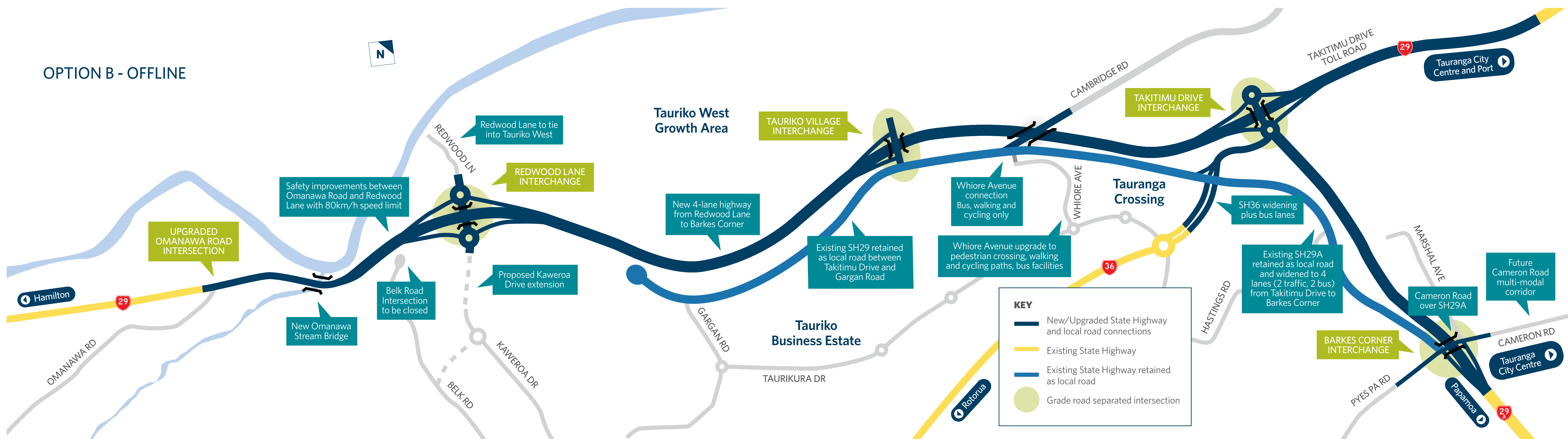
Improve road safety and reduce deaths and serious injuries

Protect important freight access to the Port of Tauranga



LONG-TERM TRANSPORT NETWORK

Proposed State Highway and Local Roads options.

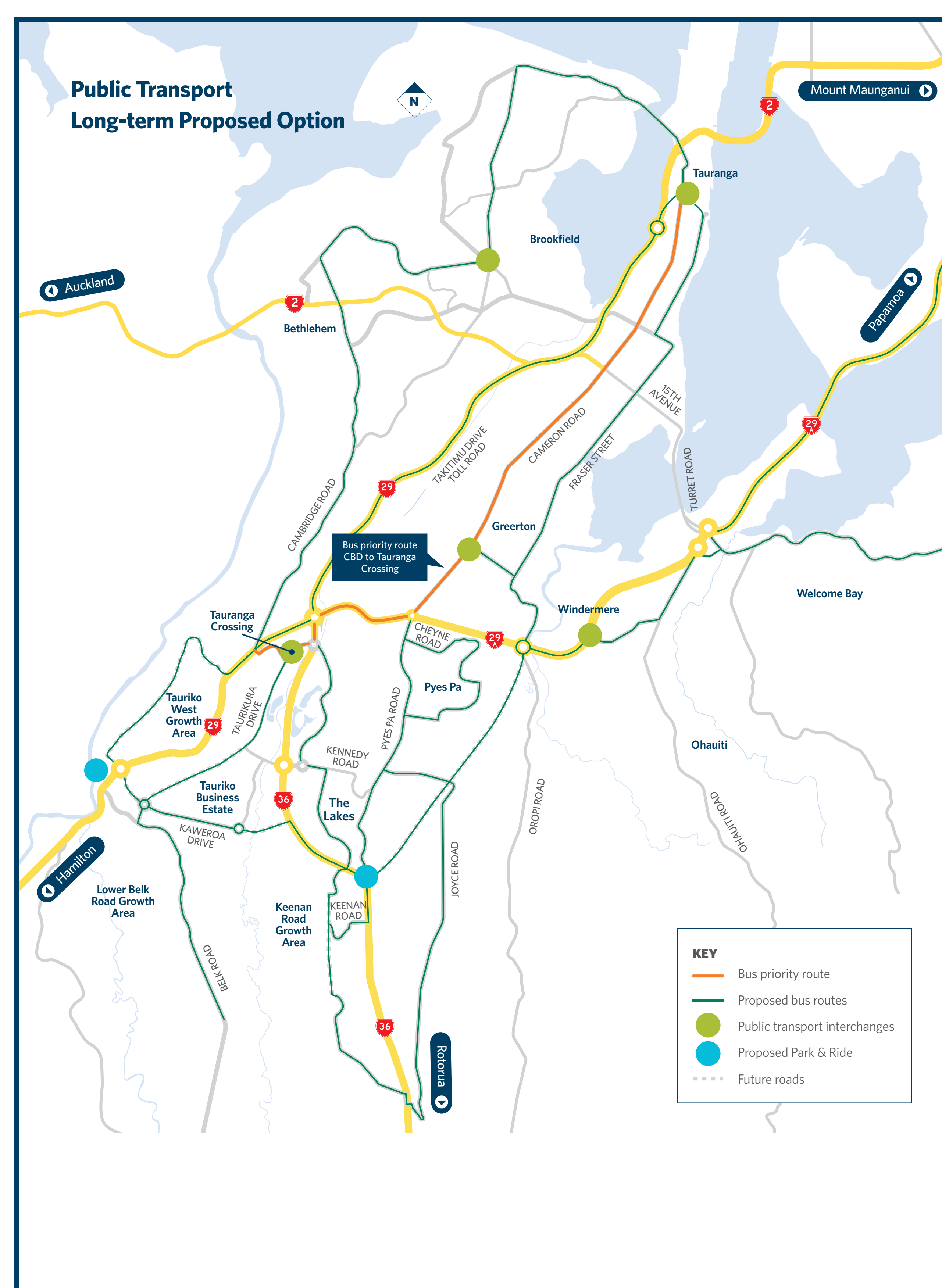


LONG-TERM TRANSPORT NETWORK

Proposed Public Transport Service Plan.

A multimodal transport system is planned to ensure existing and future communities are connected by frequent public transport services along prioritised public transport corridors. These corridors are necessary to ensure public transport journeys and routes are reliable and provide excellent access to the many social and economic opportunities across the subregion.

- Dedicated lanes and priority at key intersections will allow buses to move past queued traffic and ensure bus services are frequent, reliable and get people where they need to go.
- Most people should be able to reach their destination using public transport within 30-45 minutes.
- Getting more people onto buses will also free up room for more freight and create space for people who still need or choose to use cars in future.



Hub-and-spoke model

The future PT Service Plan for the Western Corridor has been developed around a “hub-and-spoke” model.

Tauranga Crossing is a natural hub where most roads in the area meet and the centre is a significant attractor in the area. In addition to the combination of express services to Tauranga’s CBD and local services, school services will also be provisioned. The number of these will vary somewhat dependant on school locations.

A hub-and-spoke network, often called a star network, has a central component connected to multiple networks around it.

LONG-TERM TRANSPORT NETWORK

Proposed walking and cycling network.

For the Western Corridor we are working to develop a network of safe routes for cycling, walking and personal mobility to allow people to easily reach their local shops, schools, parks and neighbouring communities. There will be a balance of cycle lanes, footpaths and shared paths.

What if cyclists prefer to cycle on the road?

On-road cycle lanes are also considered as part of this work which will provide more confident road cyclists with safe space to travel.

What is a shared path?

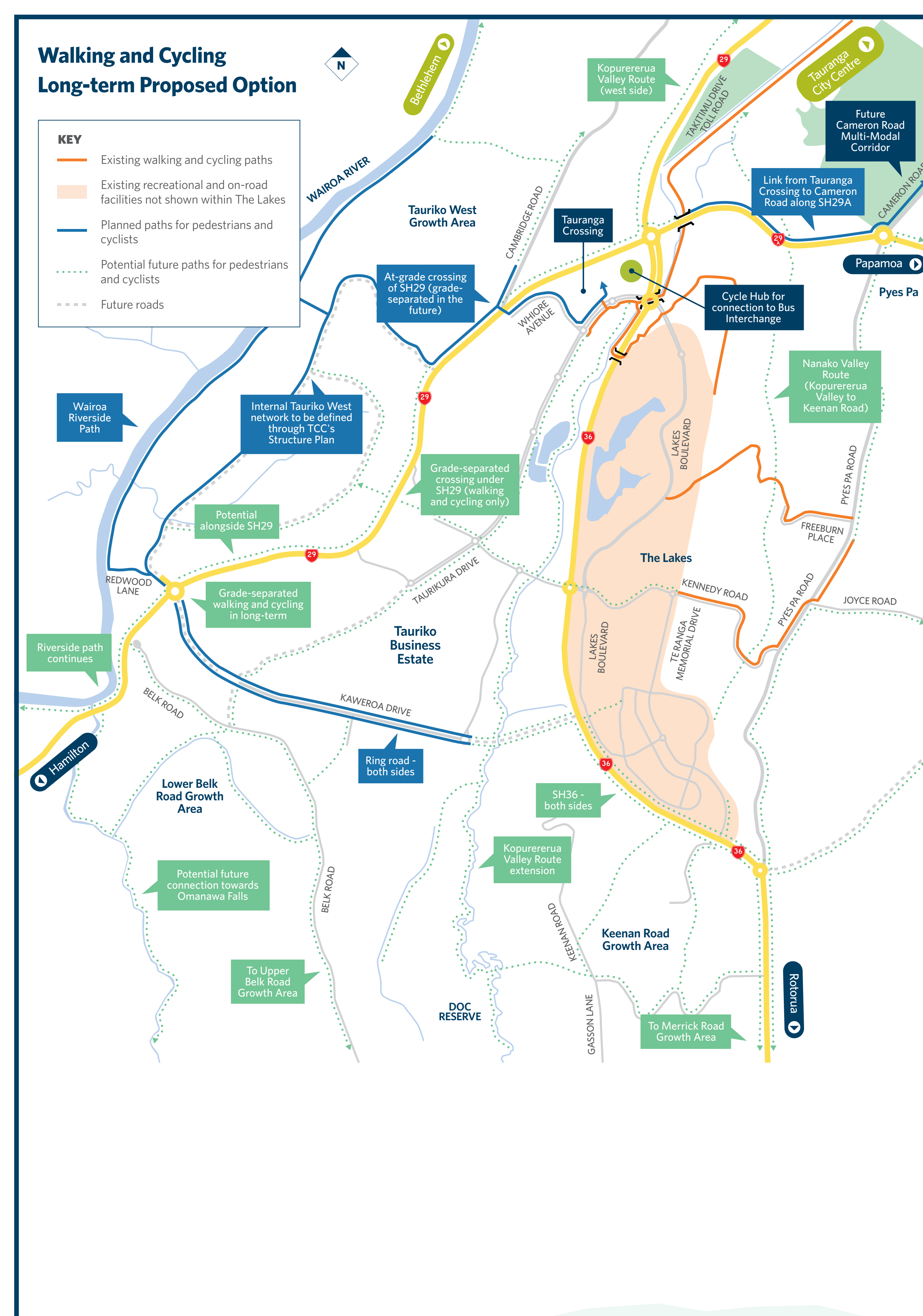
A shared path is separated from road traffic, intended to be used by people walking, cycling, scootering, skating and using mobility aids.

Shared paths make it safer and easier for people to cycle and walk around town.

This helps make towns and cities more accessible and liveable, promotes recreation and tourism, reduced traffic congestion and greenhouse emissions, and supports people to be active and healthy. Shared paths provide a safe, off-road option for people exercising, commuting or having fun.

They also make it safer for children to travel by foot or bike to and from school, helping reduce traffic at peak school times.

It's important we consider everyone's needs when upgrading our transport network to provide more travel choice, as not everyone can – or wants to – drive.



LONG-TERM OPTIONS

You have now seen the three options being considered for the transport network. Our next steps are to further assess the different elements and refine the options, including:

- **Testing the options** – further technical analysis such as traffic modelling, economic analysis and environmental assessment
- **Review landowner and public feedback**
- **Continue stakeholder and tāngata whenua engagement**

The project team will then evaluate and identify a favoured option, which will be presented for public and stakeholder feedback in late-2021.

Your feedback will be included in the assessment of the favoured option.

When will all of this happen?

The timing of delivery for improvements to the transport network will be determined through the next stages of the business case process.

Currently, there is no funding for the long-term improvements within the next 10 years. Delivery will be staged over a number of years and aligned to growth triggers including housing supply, transport mode share, traffic volumes, and funding availability.

NEXT STEPS

Share your views with us by Friday 11 June 2021 on:

- Short-list of long-term options for the transport network
- Community planning for Tauriko West
- Enabling works to facilitate access and improve safety

**Leave your comments on
the relevant map, with a team
member or share online at
www.taurikofortomorrow.co.nz**

Where to from here?

Evaluate public feedback – it will be included alongside input from partners, stakeholders, and landowner feedback, and considered together with the technical and funding recommendations for confirming the enabling works and long-term transport plan.

Tauranga City Council will continue to prepare the plan change to the Tauranga City Plan during 2021. This includes the completion of the structure plan and development of a comprehensive stormwater consent.

Council aims to notify the plan change to rezone Tauriko West from rural to urban in early-2022.

Works will continue to progress the short-term transport improvements ahead of the long-term planning being undertaken by Waka Kotahi.