Submission ID: EM70

First name: Mark
Last name: Wassung
Address 1: PO Box 4237
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City/town: Hamilton East
Postal Code: 3247

Wish to speak to submission:

Topic One: Rivers and Drainage Flood Recovery Project: "What approach should we take to managing the flood repairs from the April 2017 floods in the Eastern Bay of Plenty"

Option selected:

Topic one ~ comments/feedback:

Topic two: Public Transport: "How do we fund increased bus services across the region?"

Option selected:

Topic two ~ comments/feedback:

Topic three: Biosecurity: "Are we putting the right level of effort into managing pests across the Bay of Plenty?"

Option selected:

Topic three ~ comments/feedback:

Topic four: Emergency Management: "How should we fund region-wide Civil Defence Emergency Management Services?"

Option selected:

Topic four ~ comments/feedback:

Topic five: Regional Development: "Should we fund infrastructure projects delivered by other organisations?"

Option selected:

Topic five ~ comments/feedback:

Other comments or general feedback:

Urban design and urban transport concepts - no submission info otherwise

Document submission: See submitter's document submissions

Document submission name: EM70-Mark-Wassung-Tauranga-Connect-1.2018.01.19 Coronation Park Email#14.pdf;

PLUS 13 OTHER DOCUMENT STARTING WITH "EM70-Mark-Wassung-Tauranga-Connect"

Funding application or not:

Funding application name

Consultation ID:	EM70
Individual or organisation:	Individual
Document provider name:	Mark Wassung
Document submission name:	EM70-Mark-Wassung-Tauranga-Connect-1.2018.01.19 Coronation Park Email#14.pdf; PLUS 13 OTHER DOCUMENT STARTING WITH "EM70-Mark-Wassung-Tauranga-Connect"

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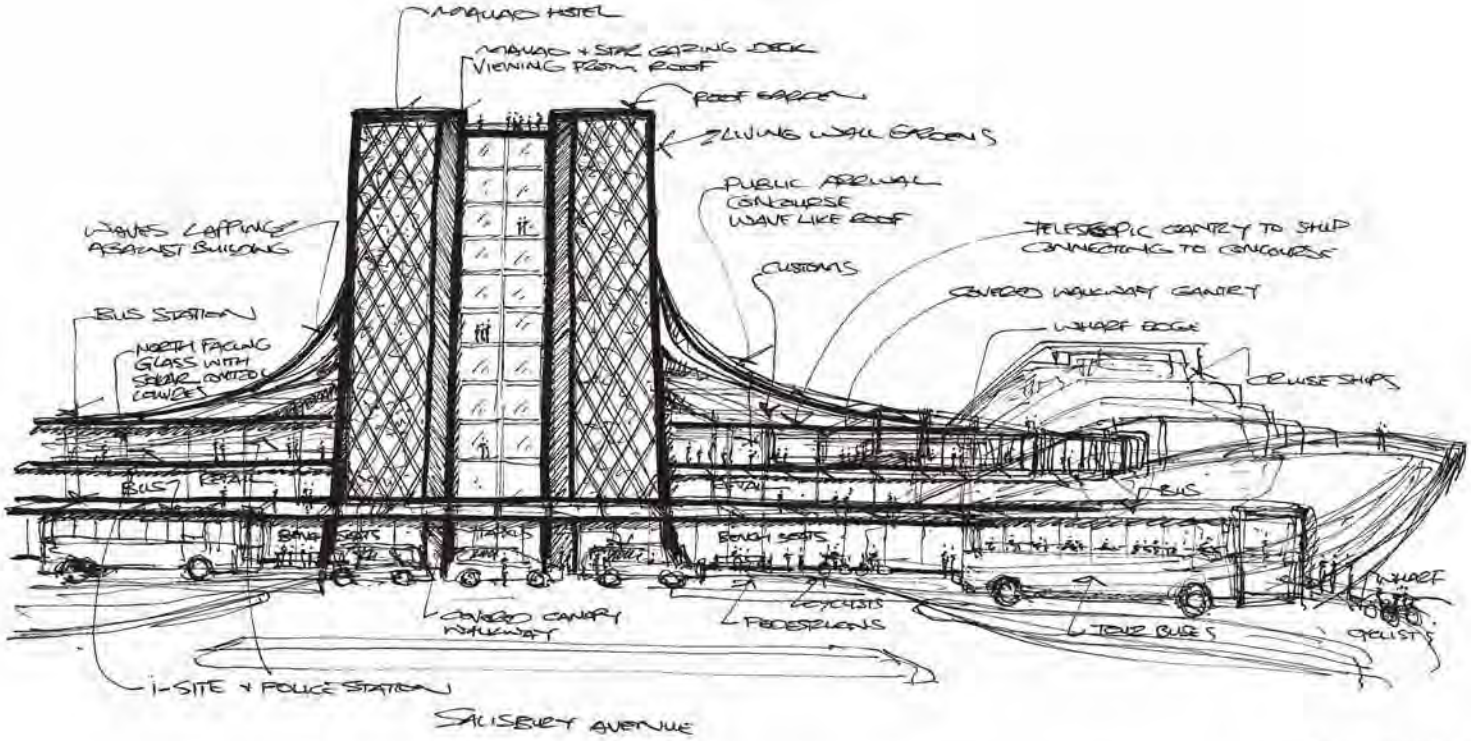

OCEAN TERMINAL
TAURANGA

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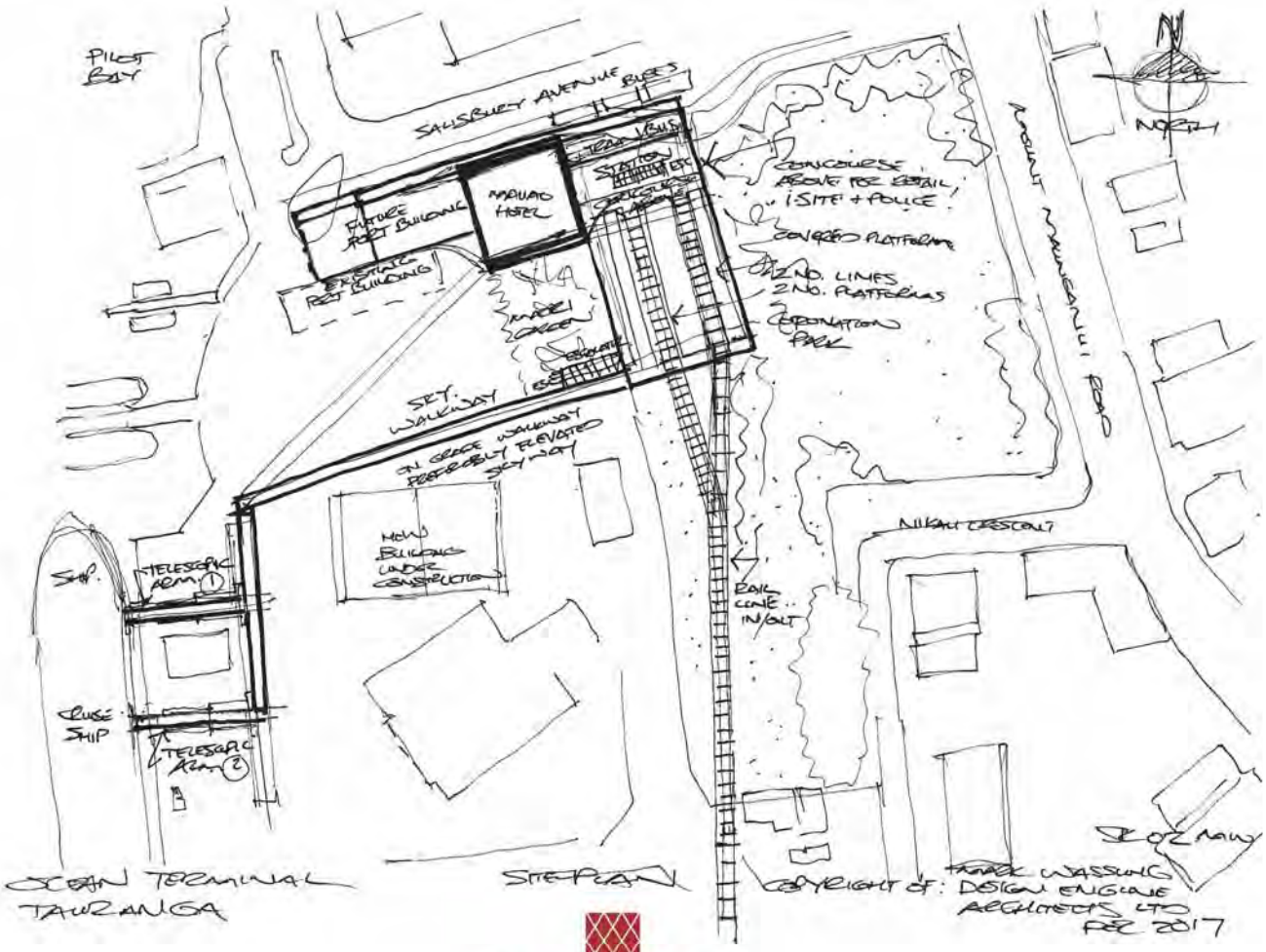

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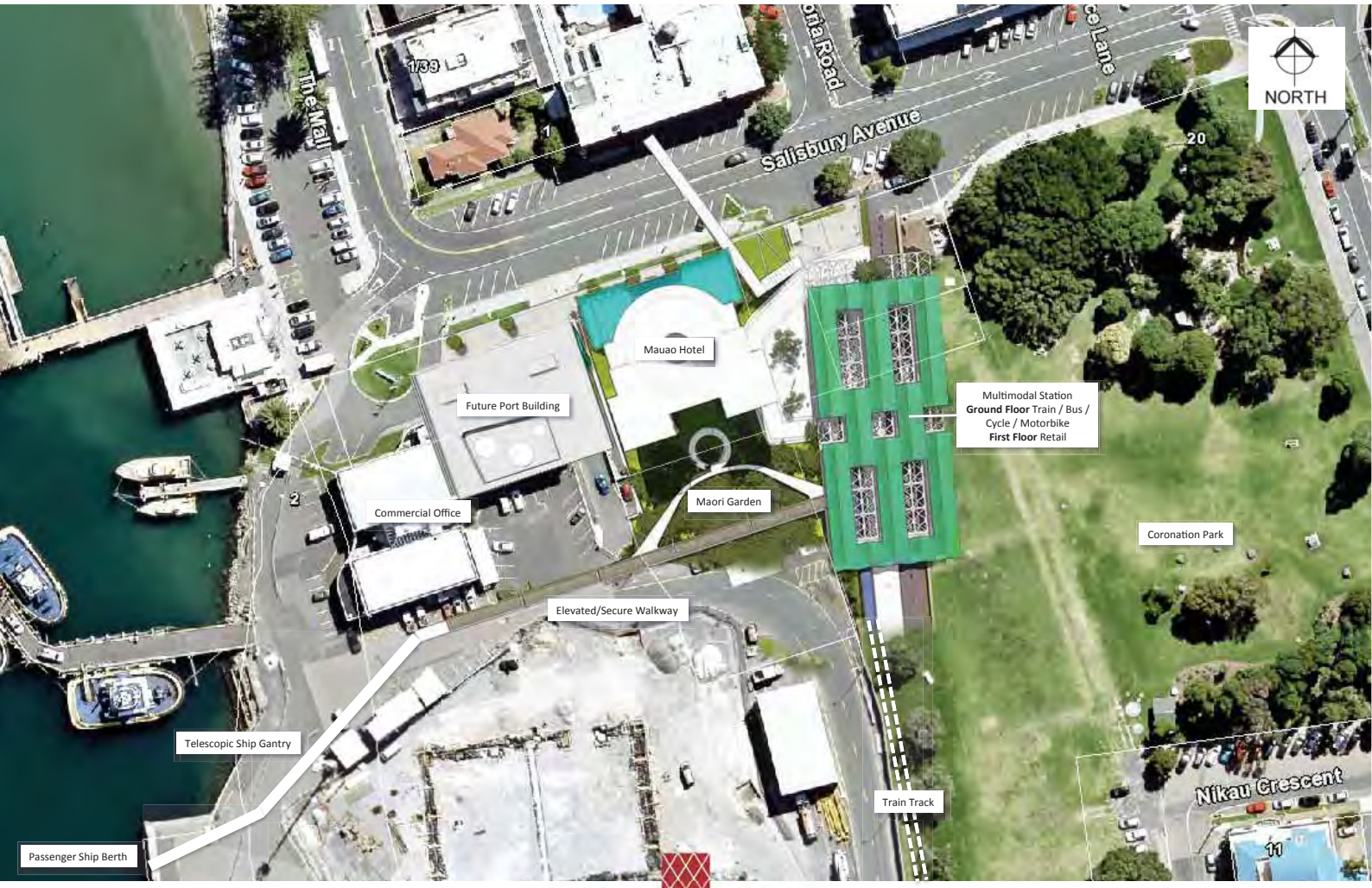

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CORONATION PARK – MULTIMODAL STATION – DESIGN DESCRIPTION

The concept is a Bold and Visionary Proposed Masterplan to preserve and protect the current Mount Police Station property and the adjacent properties Port of Tauranga Building and Coronation Park from indiscriminate development that may impinge on the long term development of a combined Ocean Terminal, Railway, Bus, Electric Bikes and Taxi - Multimodal Station, providing access to the heart of Mt Maunganui and its canopied main street.

The complex will consist of an Ocean Terminal on an elevated level above Port Warehousing and fruit refrigeration (allowing the active Port to continue). Telescoped pedestrian gantries with Elevated Sky-Walkways will provide level, safe and secure access to the Customs and receiving Concourse from Cruise Ships to the first floor level. Escalators, elevators and stairs will provide free flowing and transparent access to train platforms and the bus and taxi terminus one level below. The railway terminus roof could consist of solar panels with steel/glass roof feature providing light and ventilation to the platform below. A Hotel sits adjacent to the Multimodal Station and Future Port of Tauranga Commercial Multistorey Building above Retail. Entry to the hotel will be at ground level adjacent to the Station, North facing Public Plaza, Maori Greeting Garden and Coronation Park.

Tauranga City Council i-SITE Facility, Police Station and Retail/Curio Facilities could be housed in the Station Building at First Floor level. The complex could also be adorned with Maori Art, Sculptures and Murals in a maritime theme. Tourist Attractions could also be included in the Mixed Use Building. The Project could be instituted in a staged process as illustrated by the Drawings, providing the basic essentials such as the Rail and Platforms and a better facility for the Cruise Ship Liners, which is at present haphazard and frankly third world. The project would proceed incrementally as population and usage increases. An Interface will be provided between Cruise Ships, Buses, Trains, Pedestrians and Cyclists. The business area will benefit from increased usage and protection of particularly pedestrians from the elements. The Hotel with it's Living Green Walls will be the centerpiece of the Ocean Terminal Multimodal Transport Station.

Most of all, the image of Tauranga as a tourist destination, will be greatly enhanced. A model or pictorial presentation in the early stages could engender public, tourist and business support. Conversations with local Business, Residents, Councils, IWI, Kiwi Rail, NZTA, Port Authorities, Tourism Bay of Plenty, Bike Mount and and other Community Groups and Stakeholders would be a prerequisite. Potential Investors have already shown interest in this Project.

The Project reinforces all of the below Items that the New GPS Government Policy Statement on Transport:

1. Cross-Organisational Project Teams and Collaboration.
2. Integrated Multimodal Transport Network.
3. Increasing support for active modes - walking and cycling.
4. A city changing piece of infrastructure for the people of Tauranga and tourists.
5. Tauranga meeting the needs of its growing population.
6. Provide people with viable attractive travel choices that are affordable.
7. Integrated planning and implementation across the public and private sector.
8. Giving Public Transport greater priority in cities and expanding the public transport system to support new housing and interregional commuting.
9. Increasing the use of Rail to enable efficiency passenger and freight use.
10. Supporting regional development.
11. Delivering health, safety and environmental improvements.
12. Reducing the environmental impact of transport.
13. Mode neutrality in freight transport planning.

Could this Project be an opportunity for central and local government collaborating with regards to investment in our transport system? Key Stakeholders like IWI, the Port of Tauranga, Mount Business and Residents, Tourism Bay of Plenty, Councils, Bike Mount Community Group and others would need to be engaged with. Could this be the start of my previous Design Tauranga CONNECT Integrated Multimodal Transport Network?

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DATE: 21 October 2016

DESIGN: Mark Wassung - Registered Architect & Urban Designer

PROJECT: Tauranga CONNECT Multimodal Transport Network – VISION 2020 to 2030 - THE CONNECTED FUTURE OF TAURANGA

VISION: The time has come for a City changing piece of infrastructure for the people of Tauranga and Tourists.

GOAL: “Transport as a service for the people of Tauranga with smart, sustainable, solutions to congestion NOW and for future generations”.

OBJECTIVES: Decongestion, Safe, Accessible, Simple, Sustainable, Legible, Fun, Tourism, Futuristic, Colourful, Engaging.

INSPIRATION: G-LINK Gold Coast Australia and The Hague Netherlands, the Election Campaign 2016 standing for Councillor at Large for Tauranga City Council 2016, talking to people, congestion is the biggest problem, particularly in Cameron Road and Turret Road. This motivated me to come up with this Concept Design.

DESIGN DESCRIPTION: This would be a Transformational, Progressive and Futuristic piece of Infrastructure for Tauranga. The RED Cameron Road Light Rail Line is proposed as Stage 1 with the other Lines being supported by Bus Service until future Light Rail Line Stages could be considered. Park and Ride Parking Terrains on the end of the Lines would be essential to designate now for sufficient space allocation to allow for this Future Vision. Maori Culture is an integral part of this Multimodal Transport Network by including 7 existing Marae on the Lines. The New Light Rail Bridge structure to Matapihi could provide Structural Support to the Existing Rail Bridge to bring this up to current Earthquake Seismic Structural requirements. I propose a Future Ocean Terminal with a Light Rail Line that clips onto the Harbour Bridge, Line connections to the Airport and City plus Heritage Sites like the Elms and Historic Village, as well as the Hospitals and Schools. The primary goal here is to take the traffic congestion away from Cameron Road. The G-Link Trams example has capacity for 300 people per Tram with 10 Trams on a Line. This would result in 3000 people being able to be moved at once. This means that the 3 Schools in Cameron Road could have all the students catch the Trams and be moved to the end of the Cameron Road Line and remove the congestion from parent pickup.

DELIVERY: The RED Cameron Road Line - Light Rail could be provided as a backbone to this Network, this could be looked at like investment in Sewage or Water Infrastructure ie. generational borrowing but providing for future generations. This RED Cameron Road Line could be done in smaller stages, kilometre by kilometre or block or block.

FLEXIBILITY: This Network allows for flexibility and different modes of transport as well as working over time in a way that fits rates base as the population increases. This will grow as the City grows but is a PLAN for the Future 2020 to 2030 for delivery. This Network could be staged.

GENERATIONAL INFRASTRUCTURE: The RED Cameron Road Line - Light Rail could be provided as a backbone to this Network, this could be looked at like investment in Sewage or Water Infrastructure ie. generational borrowing but providing for future generations. This RED Cameron Road Line could be done in smaller stages, kilometre by kilometre or block or block.

COSTS: I am getting Costs for overhead lines, trams, concrete, lines and stops per km from a Quantity Surveyor using precedent of the G-Link Gold Coast and Auckland Light Rail.

WORKING GROUP: I propose a Working Group of 12 people.

1. Project Champion
2. Bay of Plenty Regional Council - Councillor
3. Tauranga City Council - Mayor or Councillor
4. Port of Tauranga Representative
5. Tauranga Business People - Maori and Pakeha represented
6. Tauranga Maori Iwi - 3 Tribes
7. Priority One
8. Biking Tauranga
9. Tourism Tauranga
10. Mark Wassung - Registered Architect and Urban Designer
11. Member of Parliament
12. NZTA New Zealand Transport Agency

I propose regular Workshop touch points with the Public, Key Stakeholders, an integrated and community based approach so that the people of Tauranga take ownership of this Bold New Vision.

Tauranga CONNECT Multimodal Transport Network – LINES

CAMERON RD RED LINE:
Bus Route or Driverless Bus of Light Rail

The RED LINE establishes a connection between the Racecourse in the South of Tauranga all the way North to the Mount and the beaches provide many solutions to current congestion issues being faced along our cities most important spine. People living outside of the CBD can take advantage of the FREE Park & Ride facility at the end of the line and ride the different modes of transport and head up the line. It may be school kids on their way to Tauranga Primary, Tauranga Girls' College or Tauranga Boys' College as this line connects them all. Perhaps they are students travelling to the Polytech or the New Waikato University City Campus, they will no longer require a vehicle to transport them. On the weekends there will be no need to contend with traffic at the beach, simply grab your surfboard, jump onboard the Tauranga CONNECT and you'll find yourself at the beach in no time, leaving you with time to connect with friends and family during the trip rather than getting worked up, hot and bothered driving in circles only to find a car park miles away from where you want to be.

BEACH ORANGE LINE:
Bus Route or Driverless Bus of Light Rail

This ORANGE LINE is proposed as Stage 2 of the Light Rail mode of transport. This allows people of all ages to access FUN amenities without using a car. The Line starts at the CBD and Waterfront then travels across the picturesque Historic Rail Bridge to Matapihi, engaging with Hungahungatoroa Marae where Maori Culture can be experienced, then ASB Arena Baypark where existing Parking areas could be utilised for Park and Ride Terrains, Also on the ORANGE LINE are Bayfair Shopping Centre and Baywave Aquatic Centre, Ocean Beach Road and Marine Parade. The Beach Line allows for stops at the Beaches protected by Lifeguards at Omanu Beach, Tay Street and The Mount Beach. This Line also connects with the Golf Courses, Mount Maunganui College and the Airport.

HEAVY RAIL GREY LINE:
Passenger Train Service

Stage 1 - the existing single track could be a SHUTTLE TRAIN SERVICE that goes one way between Bethlehem Rd Station and Emerald Shores Station and then return on a regular basis, with minimal intervention of simple raised Platforms with Shelters over Seating and Park/Ride Terrains adjacent. The same SHUTTLE SERVICE could be done from Bayfair to the Port. Stage 2 – new sidings or double tracking to allow Motor Coach or 2/3 Passenger Carriages to operate in conjunction with the existing Goods Train service. The Heavy Rail Network could be modified to have a new section of Rail clipped onto the concrete Harbour Bridge shown in RED RAIL, this would allow the Matapihi Rail Bridge to be freed up for the proposed future Stage 2 - ORANGE LINE Light Rail connecting the CBD/Waterfront with the Beach. CHANGE STATIONS would be added between Baypark and Bayfair as well as in the CBD/Waterfront that allows passengers to change modes of transport. This GREY LINE could be a staged, progressive approach. With increased rates base over time this infrastructure could be provided for future generations. The long-term goal here is to DOUBLE UP the Track between Omokoroa and Te Puke. As Omokoroa develops, a SHUTTLE TRAIN SERVICE could be run between Omokoroa and Bethlehem Rd Station to alleviate some of the Roading pressure from the West. The SHUTTLE TRAIN could park to the side of the main Rail Line while mainline traffic passes unimpeded.

WELCOME BAY BLUE LINE:
Bus Route

The BLUE LINE that allows Senior Citizens from the Bob Owens Village and other facilities nearby to access amenities in the City, Bayfair Shopping Centre, Baywave and the Hot Pools at the Mount. Also on the BLUE LINE are Welcome Bay Shops. We want to encourage local residents to add their local content and creativity by designing Benches, Bins, Bus Stops, Pump Tracks and Playgrounds that are particular to the LINE……sketch and draw, reflect your context and culture. We need to identify existing walking tracks and lanes so we can fill in the gaps and create circuits and a connected network. We propose the establishment of FRUIT TREE GROVES near Park & Ride Stations and Pump Tracks.

MATAPIHI LIGHT GREEN LINE:
Bus Route

The LIGHT GREEN LINE that allows connection from the Racecourse to the Crossing, the Lakes, Grace Hospital, the Polytech, Changepoint Church, ILA Reserve "Rules & Skills" Bike Facility on miniature road and crossings layout, Pump Track, Maungatapu Shopping Centre and Maungatapu Marae. We want to encourage local residents to add their local content and creativity by designing Benches, Bins, Bus Stops, Pump Tracks and Playgrounds that are particular to the LINE……sketch and draw, reflect your context and culture. We need to identify existing walking tracks and lanes so we can fill in the gaps and create circuits and a connected network. We propose the establishment of FRUIT TREE GROVES near Park & Ride Stations and Pump Tracks.

PAPAMOA PURPLE LINE:
Bus Route or Driverless Bus of Light Rail

The PURPLE LINE that starts as a Bus Route and then could be converted to Light Rail in the future similar to the G-Link Light Rail on the Gold Coast Australia, by using the flat, wide space of the grass edge of the sand dunes. Stops would be regular and the carriages allow people to bring on surfboards, umbrellas and beach volleyball. The stops would be regular and allow quick and easy access to the Beach. We want to encourage local residents to add their local content and creativity by designing Benches, Bins, Bus Stops, Pump Tracks and Playgrounds that are particular to the LINE……sketch and draw, reflect your context and culture. We need to identify existing walking tracks and lanes so we can fill in the gaps and create circuits and a connected network. We propose the establishment of FRUIT TREE GROVES near Park & Ride Stations and Pump Tracks.

e-BIKE DARK GREEN LINE:

This DARK GREEN LINE is a 2 way super highway for e-Bikes (Electric Bikes), a safe zone that is separate from the road but parallel with the REDLINE. GREEN HUB STATIONS provide change rooms, lockers, showers, toilets, cafes, bike parks and bike hire. Located nearby are PUMP TRACKS for all ages that encourage your learn and practice I a safe environment how to ride bikes, scooters and skateboards plus learn Miniature Street Layout facilities to help teach the skills and rules of the road. This would encourage more parents and children to use the Line. I am a strong believer in creating CIRCUITS that allow loops of routes and variety. The New City University Campus and the 3 Schools could be encouraged to provide larger Cycle Parking facilities to encourage greater use to alleviate congestion. Future Light Rail should be bike friendly and allow access for rider and bike.

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First Issue - 27 OCTOBER 2016 | Current Issue - 16 November 2016

TAURANGA Connect

MULTIMODAL TRANSPORTATION NETWORK

SHEET LIST:

VISION 2020 - 2030 NETWORK
TGA CONNECT NETWORK MAP
CAMERON ROAD RED LINE
CAMERON ROAD DETAIL
CAMERON ROAD LIGHT RAIL 3D VIEW
BEACH ORANGE LINE
HEAVY RAIL GREY LINE
WELCOME BAY BLUE LINE / MATAPIHI GREEN LINE / PAPAMOA PURPLE LINE
eBIKE GREEN LANE
GOLD LINE
GOLD LINE IMAGES
G:LINK INFORMATION PAGE
WAIMAPU ESTUARY
WAIMAPU ESTUARY IMAGES
BIKE MOUNT MARINE PARADE

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REVISION 1 2016.09.18
REVISION 2 2016.10.12

TAURANGA Connect

MULTIMODAL TRANSPORTATION NETWORK

TRANSPORT AS A SERVICE

VISION 2020 - 2030

THE CONNECTED FUTURE OF TAURANGA

A city changing piece of infrastructure for the people of Tauranga & Tourists

Objectives: Decongestion; Safe; Accessible; Simple; Sustainable; Legible; Fun; Tourism; Futuristic; Colourful; Engaging

Inspiration: G-Link Gold Coast Australia; Election Campaign 2016 talking to people; Congestion biggest problem

An inter-connected network of light rail, trams and buses on shared spaces, complemented with ferries, parking terrains (park & ride), walkways & cycleways.

CAMERON ROAD LINE — LIGHT RAIL / DRIVERLESS BUS / MONORAIL
Connecting The Mount to Tauranga Racecourse via Cameron Road with stops at crucial points to reactivate the CBD and the Avenues

MOUNT BEACH LINE — LIGHT RAIL / DRIVERLESS BUS / MONORAIL
Connecting the CBD to The Mount via Bayfair, Baywave and the Beaches

PAPAMOA LINE — BUS
Connecting the entire Papamoa coastline to the Bayfair Hub

WELCOME BAY LINE — BUS
Reduced congestion by link to CBD from the Eastern and Western suburbs

THE LAKES LINE — BUS
Connecting the Lakes to the CBD (Via Racecourse) & Bayfair (Via Matapihi)

FERRY / HOVERCRAFT

EXISTING HEAVY RAIL — NEW HEAVY RAIL

EXISTING MARAE LOCATIONS — NEW PLATFORMS OR STATIONS

NEW PARK & RIDE TERRAIN — EXISTING PARKS & RESERVES

(SAFE & SEPARATE WALKWAYS AND CYCLEWAYS)

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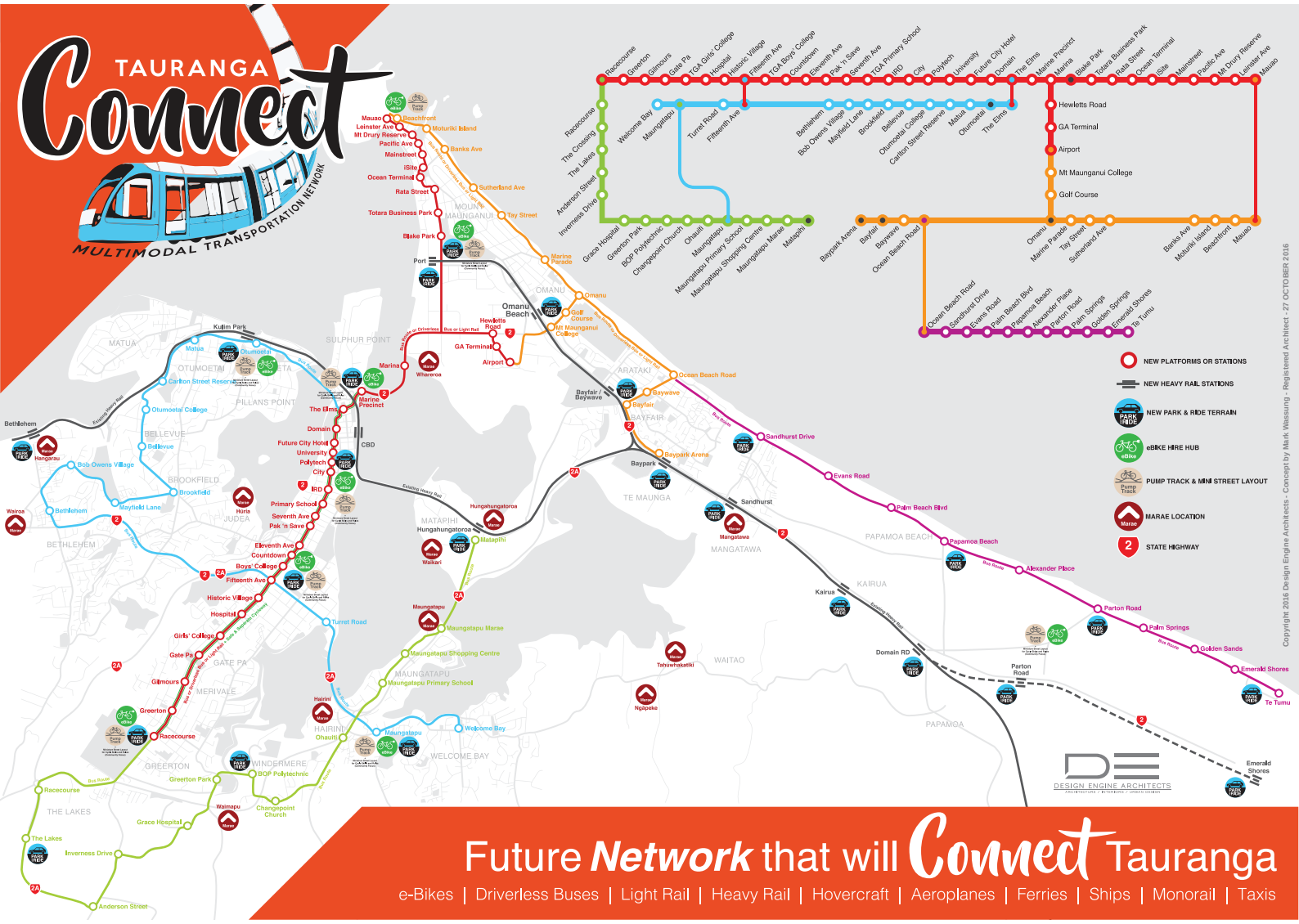
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Connect
MULTIMODAL TRANSPORTATION NETWORK
Future Network that will Connect Tauranga
e-Bikes | Driverless Buses | Light Rail | Heavy Rail | Hovercraft | Aeroplanes | Ferries | Ships | Monorail | Taxis
NEW PLATFORMS OR STATIONS
NEW HEAVY RAIL STATIONS
NEW PARK & RIDE TERRAIN
eBIKE HIRE HUB
PUMP TRACK & MINI STREET LAYOUT
MARAE LOCATION
STATE HIGHWAY
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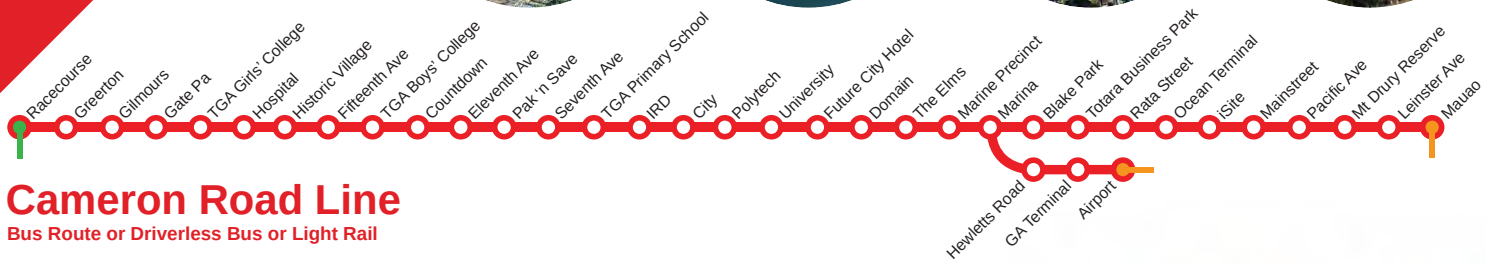

Cameron Road Line

Bus Route or Driverless Bus or Light Rail

The **RED LINE** establishes a connection between the Racecouse in the South of Tauranga all the way North to The Mount and the beaches will provide many solutions to current congestion issues being faced along **our cities most important spine**.

People living outside of the CBD can take advantage of the FREE Park & Ride facility at the end of the line and ride the different modes of transport and head up the line.

It may be school kids on their way to Tauranga Primary, Tauranga Girls' College or Tauranga Boys' College as this line connects them all. Perhaps they are students travelling to the Polytech or the new Waikato University City Campus, they will no longer require a vehicle to transport them.

On the weekends there will be no need to contend with traffic at the beach, simply grab your surfboard, jump onboard the **Tauranga CONNECT** and you'll find yourself at the beach in no time, leaving you with time to connect with friends and family during the trip rather than getting worked up, hot and bothered driving in circles only to find a car park miles away from where you want to be.

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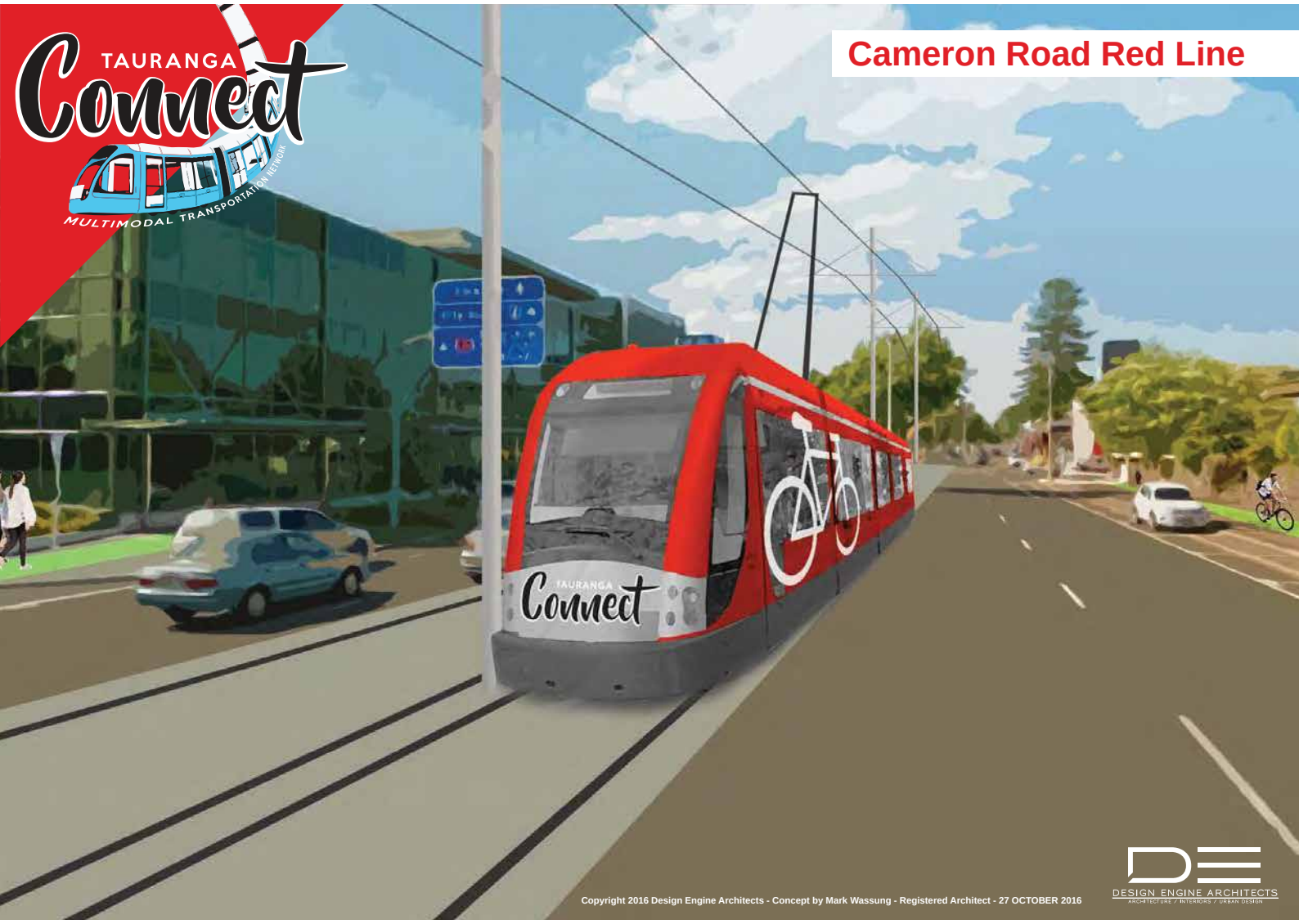
Cameron Road Line

Bus Route or Driverless Bus or Light Rail

This graphic shows the Cameron Road Line between the CITY and UNIVERSITY stops. The central islands have been removed from Cameron Road to allow space for the new tram lines to be installed. The cycleways and walkways have been moved to safe and secure locations.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Cameron Road Red Line
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TAURANGA Connect

MULTIMODAL TRANSPORTATION NETWORK

Beach Line

Bus Route or Driverless Bus or Light Rail

This **ORANGE LINE** is proposed as **Stage 2** of the Light Rail mode of transport. This allows people of all ages to access FUN amenities without using a car.

The Line starts at the CBD and Waterfront then travels across the picturesque Historic Rail Bridge to Matapihi, engaging with Hungahungatoroa Marae where Maori Culture can be experienced, then ASB Arena Baypark where existing Parking areas could be utilised for Park and Ride Terrains, Also on the ORANGE LINE are Bayfair Shopping Centre and Baywave Aquatic Centre, Ocean Beach Road and Marine Parade.

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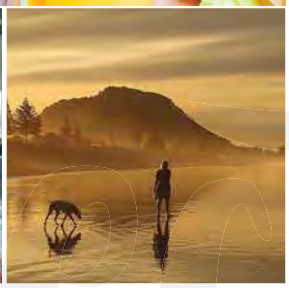

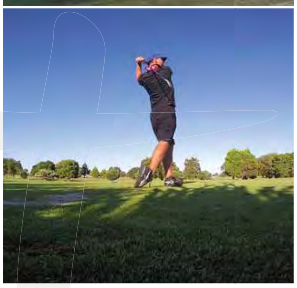

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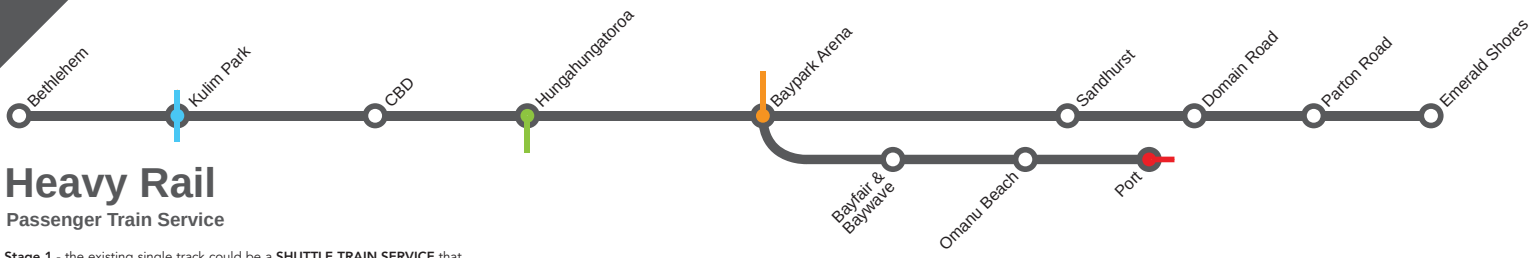
TAURANGA Connect

MULTIMODAL TRANSPORTATION NETWORK



Heavy Rail

Passenger Train Service

Stage 1 - the existing single track could be a **SHUTTLE TRAIN SERVICE** that goes one way between Bethlehem Rd Station and Emerald Shores Station and then return on a regular basis, with minimal intervention of simple raised Platforms with Shelters over Seating and Park/Ride Terrains adjacent. The same **SHUTTLE SERVICE** could be done from Bayfair to the Port.

Stage 2 – new sidings or double tracking to allow Motor Coach or 2/3 Passenger Carriages to operate in conjunction with the existing Goods Train service. The Heavy Rail Network could be modified to have a new section of Rail clipped onto the concrete Harbour Bridge shown in RED RAIL, this would allow the Matapihi Rail Bridge to be freed up for the proposed future **Stage 2 - ORANGE LINE** Light Rail connecting the CBD/Waterfront with the Beach. CHANGE STATIONS would be added between Baypark and Bayfair as well as in the CBD/Waterfront that allows passengers to change modes of transport. This GREY LINE could be a staged, progressive approach. With increased rates base over time this infrastructure could be provided for future generations. The long-term goal here is to DOUBLE UP the Track between Omokoroa and Te Puke. As Omokoroa develops, a SHUTTLE TRAIN SERVICE could be run between Omokoroa and Bethlehem Rd Station to alleviate some of the Roading pressure from the West. The SHUTTLE TRAIN could park to the side of the main Rail Line while mainline traffic passes unimpeded.

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Welcome Bay Line

Bus Route

The **BLUE LINE** allows Heritage of THE ELMS to be connected all the way through to Welcome Bay. This Line proposes investigation of 2 Lanes one way up 16th Avenue and 2 Lanes one way along 15th Avenue/Turret Road to alleviate congestion rather than 4 lanes. This line also allows Senior Citizens from the Bob Owens Village and other facilities nearby to access amenities in the City, Bayfair Shopping Centre, Baywave and the Hot Pools at the Mount. Also on the BLUE LINE are Welcome Bay Shops.

We want to encourage local residents to add their local content and creativity by designing Benches, Bins, Bus Stops, Pump Tracks and Playgrounds that are particular to the LINE.....sketch and draw, reflect your context and culture.

We need to identify existing walking tracks and lanes so we can fill in the gaps and create circuits and a connected network. We propose the establishment of FRUIT TREE GROVES near Park & Ride Stations and Pump Tracks.

Matapihi Line

Bus Route

The **LIGHT GREEN LINE** that allows connection from the Racecourse to the Crossing, the Lakes, Grace Hospital, the Polytech, Changepoint Church, ILA Reserve "Rules & Skills" Bike Facility on miniature road and crossings layout, Pump Track, Maungatapu Shopping Centre and Maungatapu Marae.

We want to encourage local residents to add their local content and creativity by designing Benches, Bins, Bus Stops, Pump Tracks and Playgrounds that are particular to the LINE.....sketch and draw, reflect your context and culture.

We need to identify existing walking tracks and lanes so we can fill in the gaps and create circuits and a connected network. We propose the establishment of FRUIT TREE GROVES near Park & Ride Stations and Pump Tracks.

Papamoa Line

Bus Route

The **PURPLE LINE** that starts as a Bus Route and then could be converted to Light Rail in the future similar to the G-Link Light Rail on the Gold Coast Australia, by using the flat, wide space of the grass edge of the sand dunes. Stops would be regular and the carriages allow people to bring on surfboards, umbrellas and beach volleyball. The stops would be regular and allow quick and easy access to the Beach.

We want to encourage local residents to add their local content and creativity by designing Benches, Bins, Bus Stops, Pump Tracks and Playgrounds that are particular to the LINE.....sketch and draw, reflect your context and culture.

We need to identify existing walking tracks and lanes so we can fill in the gaps and create circuits and a connected network. We propose the establishment of FRUIT TREE GROVES near Park & Ride Stations and Pump Tracks.

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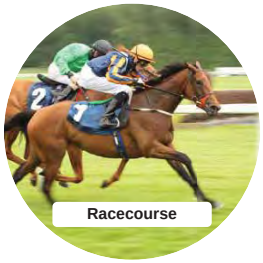
TAURANGA Connect

MULTIMODAL TRANSPORTATION NETWORK



eBike Lane

This **DARK GREEN LINE** is a 2 way super highway for e-Bikes (Electric Bikes), a safe zone that is separate from the road but parallel with the REDLINE.

GREEN HUB STATIONS provide change rooms, lockers, showers, toilets, cafes, bike parks and bike hire. Located nearby are **PUMP TRACKS** for all ages that encourage your learn and practice in a safe environment how to ride bikes, scooters and skateboards plus learn Miniature Street Layout facilities to help teach the skills and rules of the road. This would encourage more parents and children to use the Line.

I am a strong believer in creating **CIRCUITS** that allow loops of routes and variety. The New City University Campus and the 3 Schools could be encouraged to provide larger Cycle Parking facilities to encourage greater use to alleviate congestion

Future Light Rail should be bike friendly and allow access for rider and bike.

DESIGN ENGINE ARCHITECTS
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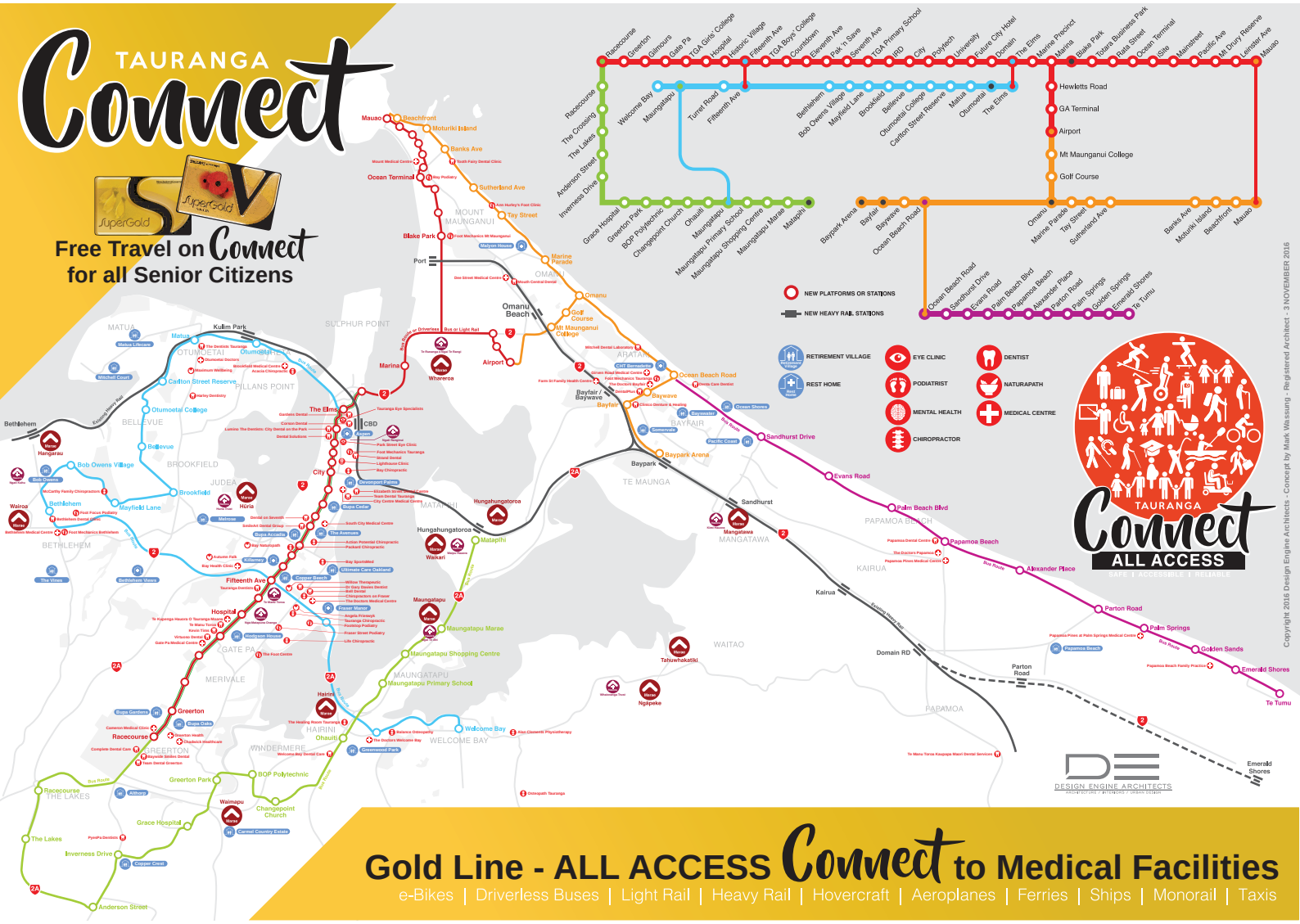
TAURANGA
Connect
SuperGold
Free Travel on Connect
for all Senior Citizens
Gold Line - ALL ACCESS Connect to Medical Facilities
e-Bikes | Driverless Buses | Light Rail | Heavy Rail | Hovercraft | Aeroplanes | Ferries | Ships | Monorail | Taxis
NEW PLATFORMS OR STATIONS
NEW HEAVY RAIL STATIONS
RETIREMENT VILLAGE
REST HOME
EYE CLINIC
PODIATRIST
MENTAL HEALTH
CHIROPRACTOR
DENTIST
NATURAPATH
MEDICAL CENTRE
TAURANGA
Connect
ALL ACCESS
SAFE | ACCESSIBLE | RELIABLE
DESIGN ENGINE ARCHITECTS
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TAURANGA
Connect
BOARDING ASSISTANCE
TAURANGA
Connect
ALL ACCESS
SAFE | ACCESSIBLE | RELIABLE
9151
8036
Edinburg
Tram
Santander
Santander
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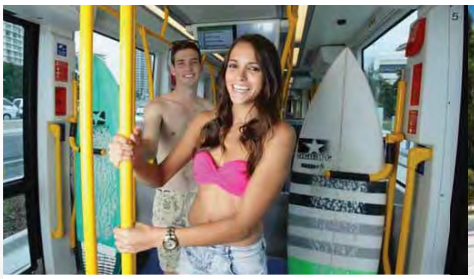
G:link

Gold Coast Light Rail

A Flexity 2 leaving Broadwater Parklands

Overview	
Locale	Gold Coast, Australia
Transit type	Light rail
Number of lines	1
Number of stations	16
Daily ridership	21,000[1]
Chief executive	Phil Mumford
Headquarters	Southport
Operation	
Began operation	20 July 2014
Operator(s)	Keolis Downer
Number of vehicles	14 Flexity 2 trams
Train length	43.5 m (143 ft)
Headway	7-30 minutes
Technical	
System length	13 km (8.1 mi)
Track gauge	1,435 mm (4 ft 8½ in)
Average speed	23 km/h (14 mph)
Top speed	70 km/h (43 mph)



G:link, also known as the **Gold Coast Light Rail**, is a light rail system serving the Gold Coast in Queensland, Australia. The system forms part of the TransLink's South East Queensland public transport network and consists of a single 13-kilometre (8.1 mi) line of sixteen stations. Gold Coast University Hospital is the northern terminus of the system, while Broadbeach South is the southern terminus. The line opened on 20 July 2014.

In preparation for the 2018 Commonwealth Games, a 7.3-kilometre (4.5 mi) northern extension that will terminate at Helensvale railway station is scheduled to open in 2018.

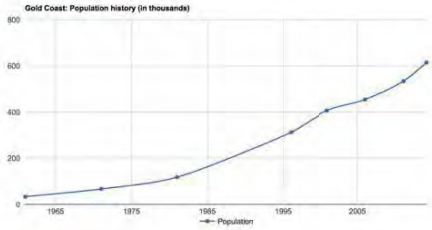
Gold Coast · Population

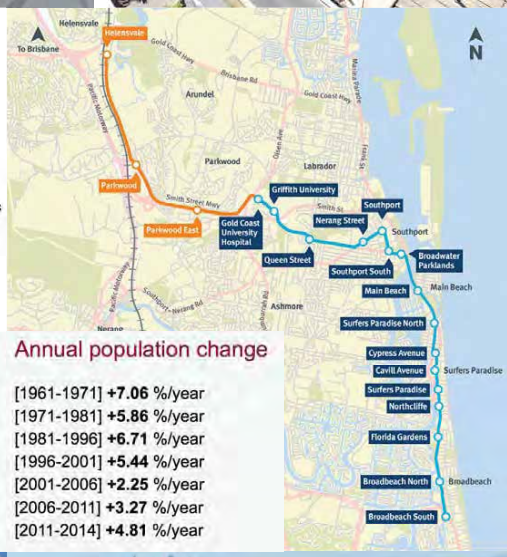
Question: **What is the population of Gold Coast?** Answer: Gold Coast, Australia (Administrative unit; Queensland) - last known population is ≈ **614 400** (year 2014). This was 2.601% of total Australia population. If population growth rate would be same as in period 2011-2014 (+4.81%/year), Gold Coast population in 2016 would be: *674 867*.

More than five million commuters have now used the Gold Coast Light Rail - dubbed 'the G' - since the revolutionary tram service started on July 21, 2014.

That is an average of 17,800 commuters each day, well over the predicted figure of 16,000 expected two years after the service began.

Population history [1]





Annual population change

[1961-1971] **+7.06** %/year
[1971-1981] **+5.86** %/year
[1981-1996] **+6.71** %/year
[1996-2001] **+5.44** %/year
[2001-2006] **+2.25** %/year
[2006-2011] **+3.27** %/year
[2011-2014] **+4.81** %/year

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P. HAMILTON 07 849 2935 / P. TAURANGA 07 975 0930

Tauranga CONNECT Multimodal Transport Network - Presentation to the Bay of Plenty Regional Council (BOPRC) Transport Committee, Tauranga City Council (TCC) Transport Committee Chair and NZTA - 7 December 2016

PRESENTATION BY MARK WASSUNG ARCHITECT & URBAN DESIGNER:

1. Design & Ideas Visionary “BLUE SKY” thinking. Production 30 Drawings, 50no. A3 books

2. Post Election presented to TCC, BOPRC, Transport Minister, MP’s and supporters/voters

3. Pro Urban Design Panel, Masterplan for Tauranga & Multimodal Transport Network

4. We need a Transport MASTERPLAN to Protect Transport Corridors & Park/Ride Terrains

5. An opportunity for BOPRC & TCC to work together and bring the Public along

6. An opportunity for a Community-led Development focus CONNECTING people

7. Building an Online Transport Network where Public can contribute Ideas like PINTEREST

8. GOLD LINE for Seniors – Propose Concept of shares like PORT of Tauranga

9. Transport Infrastructure Investment – (Generational) like sewerage/water

10. NEW RED LINE SECTION - Cameron Road 22m fits 2 lanes Light Rail + Cars + Cycles

11. NEW GREEN NET - 3 community projects Bike Mount, Park2Park & Waimapu Estuary

12. NEW NAVY BLUE LINE - City Direct/Te Awanui/Heritage - PORT engages with City

Tauranga CONNECT proposes 1 year of Public Workshops, 3 years of Planning, then 10 years of Staged Network Build from 2020 to 2030. Stage 1 – GREY LINE with sidings on each end Bethlehem Road and Papamoa with Passenger Commuter Service (economical as using existing Heavy Rail infrastructure with Motorcoach to start). Stage 2 RED LINE Bus or Driverless Bus or Light Rail down Cameron Road. We need to plan now to "protect the Corridors & Parking Terrains", “PROTECTION OF THE CORRIDORS” before expansion brings pressure onto them. Expropriation at a later date can be very costly. There will be great Value in a Long Term Plan so that we don’t end up like Auckland. This Network can grow over time as the growing population and commercial activity increases the rates base. We want to Focus on Building communities for a lifetime & develop a caring society. A big thanks to my community supporters here today: Bev Edlin, Antoon Moonen, Carole Gordon, Heidi Hughes, David Hart and Paul Stanley. They will say a few words.

CALL FOR ACTION: BOPRC & TCC support the setup of Tauranga CONNECT Working Group of 10-12 to work over 1 year starting February 2017 Public Open Days at Schools, Retirement Homes & Marae. How do we engage between enthusiasm of collective community and BOPRC & TCC to go from Blue Sky thinking to deliver outcomes.

Quotes: “Say what you think and if you know it's right, DO IT.” Lois Livingston Waikato Regional Councillor
“Change is the law of life, and those that look only to the past or present, are certain to miss the FUTURE.” John F Kennedy

DESIGN ENGINE ARCHITECTS	Project JOB NO. 17042 BRT & HOV **CAMERON ROAD**	Client -	Consultants	Drawing Title **COVERSHEET** DO NOT SCALE THESE DRAWINGS Contractor must verify all dimensions on site prior to commencing any work or making any shop drawings which must be submitted for comment prior to manufacture. Copyright of this drawing belongs to Design Engine Architects Ltd	Scale ~~**1 : 1 @ A1**~~ **or NTS** Date Sheet. CD-000 Revision	REV	DATE	ISSUE

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1 SITE
1 : 4000

DESIGN ENGINE ARCHITECTS	Project JOB NO. 17042 BRT & HOV **CAMERON ROAD**	Client -	Consultants	Drawing Title **SITE PLAN** DO NOT SCALE THESE DRAWINGS Contractor must verify all dimensions on site prior to commencing any work or making any shop drawings which must be submitted for comment prior to manufacture. Copyright of this drawing belongs to Design Engine Architects Ltd	Scale ~~As indicated @ A1 or~~ NTS Date **2017.09.18** Sheet. CD-001 Revision A		REV / DATE / ISSUE A / 2017.09.18 / FOR INFORMATION	

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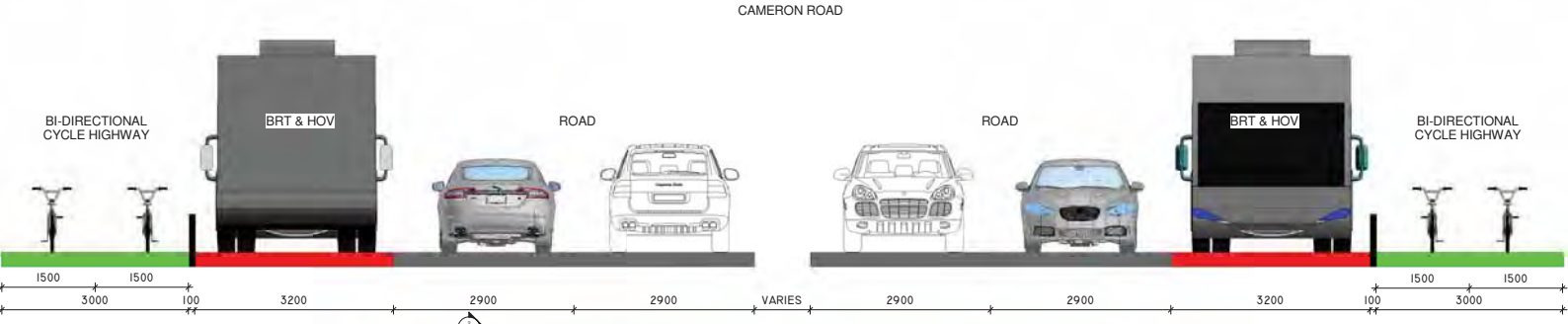

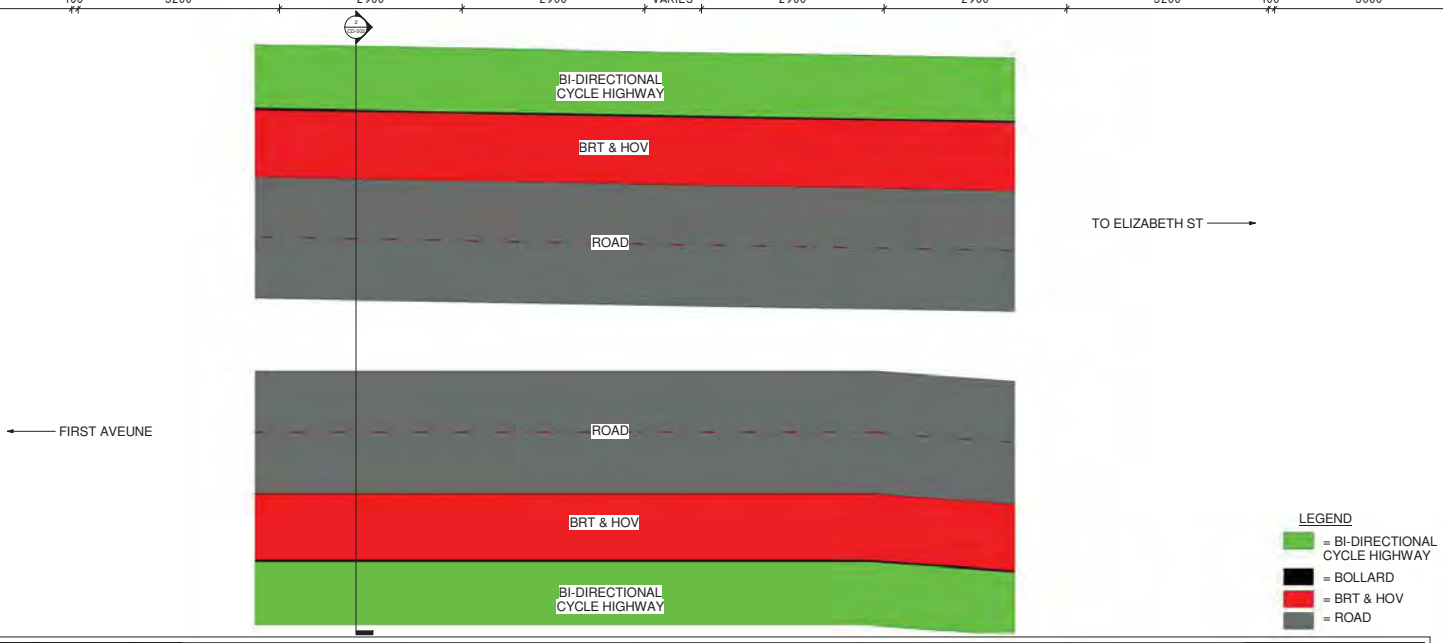

DESIGN ENGINE ARCHITECTS

Project	JOB NO. 17042	Client	Consultants	Drawing Title	Scale	REV	DATE	ISSUE
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					Date 2017.09.18			
					Sheet. CD-002 Revision A			

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1 ZONE 1
1 : 500

LEGEND
= BI-DIRECTIONAL CYCLE HIGHWAY
= BOLLARD
= BRT & HOV
= ROAD

DESIGN ENGINE ARCHITECTS

Project JOB NO. 17042	Client	Consultants	Drawing Title	Scale	REV	DATE	ISSUE
BRT & HOV CAMERON ROAD	-		ZONE 1 DO NOT SCALE THESE DRAWINGS Contractor must verify all dimensions on site prior to commencing any work or making any shop drawings which must be submitted for comment prior to manufacture. Copyright of this drawing belongs to Design Engine Architects Ltd	As indicated @ A1 or 1 : 1000 @ A3	A	2017.09.18	FOR INFORMATION
				Date 2017.09.18			
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1 ZONE 2
1 : 500

LEGEND
= BI-DIRECTIONAL CYCLE HIGHWAY
= BOLLARD
= BRT & HOV
= ROAD

DESIGN ENGINE ARCHITECTS

Project JOB NO. 17042	Client	Consultants	Drawing Title	Scale	REV	DATE	ISSUE
BRT & HOV CAMERON ROAD	-		ZONE 2 DO NOT SCALE THESE DRAWINGS Contractor must verify all dimensions on site prior to commencing any work or making any shop drawings which must be submitted for comment prior to manufacture. Copyright of this drawing belongs to Design Engine Architects Ltd	As indicated @ A1 or 1 : 1000 @ A3	A	2017.09.18	FOR INFORMATION
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1 ZONE 3
1 : 500

LEGEND

- = BI-DIRECTIONAL CYCLE HIGHWAY
- = BOLLARD
- = BRT & HOV
- = ROAD

DESIGN ENGINE ARCHITECTS

Project JOB NO. 17042	Client	Consultants	Drawing Title	Scale	REV	DATE	ISSUE
BRT & HOV CAMERON ROAD	-		ZONE 3 DO NOT SCALE THESE DRAWINGS Contractor must verify all dimensions on site prior to commencing any work or making any shop drawings which must be submitted for comment prior to manufacture. Copyright of this drawing belongs to Design Engine Architects Ltd	As indicated @ A1 or 1 : 1000 @ A3	A	2017.09.18	FOR INFORMATION
				Date 2017.09.18			
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1 ZONE 4
1 : 500

LEGEND

- = BI-DIRECTIONAL CYCLE HIGHWAY
- = BOLLARD
- = BRT & HOV
- = ROAD

DESIGN ENGINE ARCHITECTS

Project JOB NO. 17042	Client	Consultants	Drawing Title	Scale	REV	DATE	ISSUE
BRT & HOV CAMERON ROAD	-		ZONE 4 DO NOT SCALE THESE DRAWINGS Contractor must verify all dimensions on site prior to commencing any work or making any shop drawings which must be submitted for comment prior to manufacture. Copyright of this drawing belongs to Design Engine Architects Ltd	As indicated @ A1 or 1 : 1000 @ A3	A	2017.09.18	FOR INFORMATION
				Date 2017.09.18			
				Sheet. CD-006 Revision A			

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1 ZONE 5
1 : 500

LEGEND
= BI-DIRECTIONAL CYCLE HIGHWAY
= BOLLARD
= BRT & HOV
= ROAD

DESIGN ENGINE ARCHITECTS

Project	JOB NO. 17042	Client	Consultants	Drawing Title	Scale	As indicated @ A1 or 1 : 1000 @ A3	REV	DATE	ISSUE
BRT & HOV		-		ZONE 5	Date	2017.09.18	A	2017.09.18	FOR INFORMATION
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1 ZONE 6
1 : 500

LEGEND
= BI-DIRECTIONAL CYCLE HIGHWAY
= BOLLARD
= BRT & HOV
= ROAD

DESIGN ENGINE ARCHITECTS

Project JOB NO. 17042	Client	Consultants	Drawing Title	Scale	As indicated @ A1 or 1 : 1000 @ A3	REV	DATE	ISSUE
BRT & HOV	-		ZONE 6	Date	2017.09.18	A	2017.09.18	FOR INFORMATION
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1 ZONE 7
1 : 500

LEGEND
= BI-DIRECTIONAL CYCLE HIGHWAY
= BOLLARD
= BRT & HOV
= ROAD

DESIGN ENGINE ARCHITECTS

Project JOB NO. 17042	Client	Consultants	Drawing Title	Scale	REV	DATE	ISSUE
BRT & HOV CAMERON ROAD	-		ZONE 7 DO NOT SCALE THESE DRAWINGS Contractor must verify all dimensions on site prior to commencing any work or making any shop drawings which must be submitted for comment prior to manufacture. Copyright of this drawing belongs to Design Engine Architects Ltd	As indicated @ A1 or 1 : 1000 @ A3	A	2017.09.18	FOR INFORMATION
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1 ZONE 8
1 : 500

LEGEND

= BI-DIRECTIONAL CYCLE HIGHWAY

= BOLLARD

= BRT & HOV

= ROAD

DESIGN ENGINE ARCHITECTS

Project JOB NO. 17042	Client	Consultants	Drawing Title	Scale	REV	DATE	ISSUE
BRT & HOV CAMERON ROAD	-		ZONE 8 DO NOT SCALE THESE DRAWINGS Contractor must verify all dimensions on site prior to commencing any work or making any shop drawings which must be submitted for comment prior to manufacture. Copyright of this drawing belongs to Design Engine Architects Ltd	As indicated @ A1 or 1 : 1000 @ A3	A	2017.09.18	FOR INFORMATION
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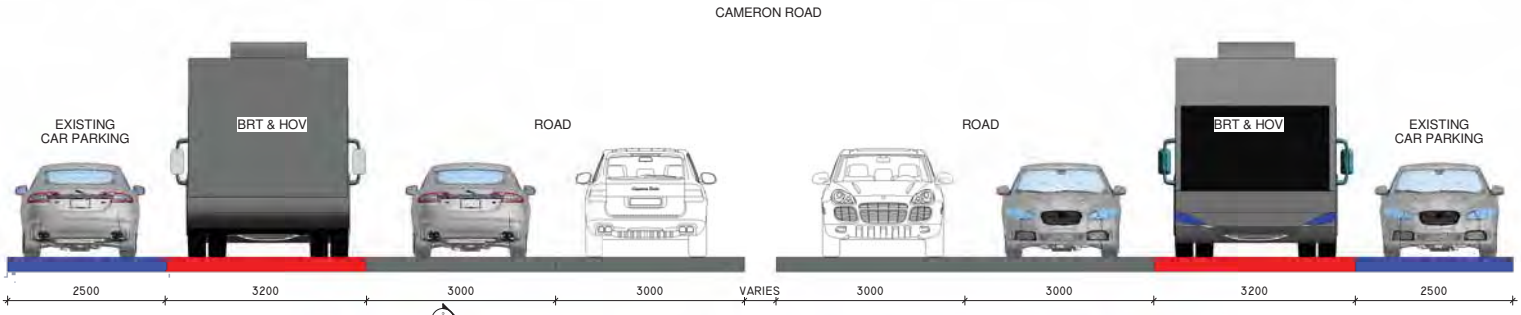

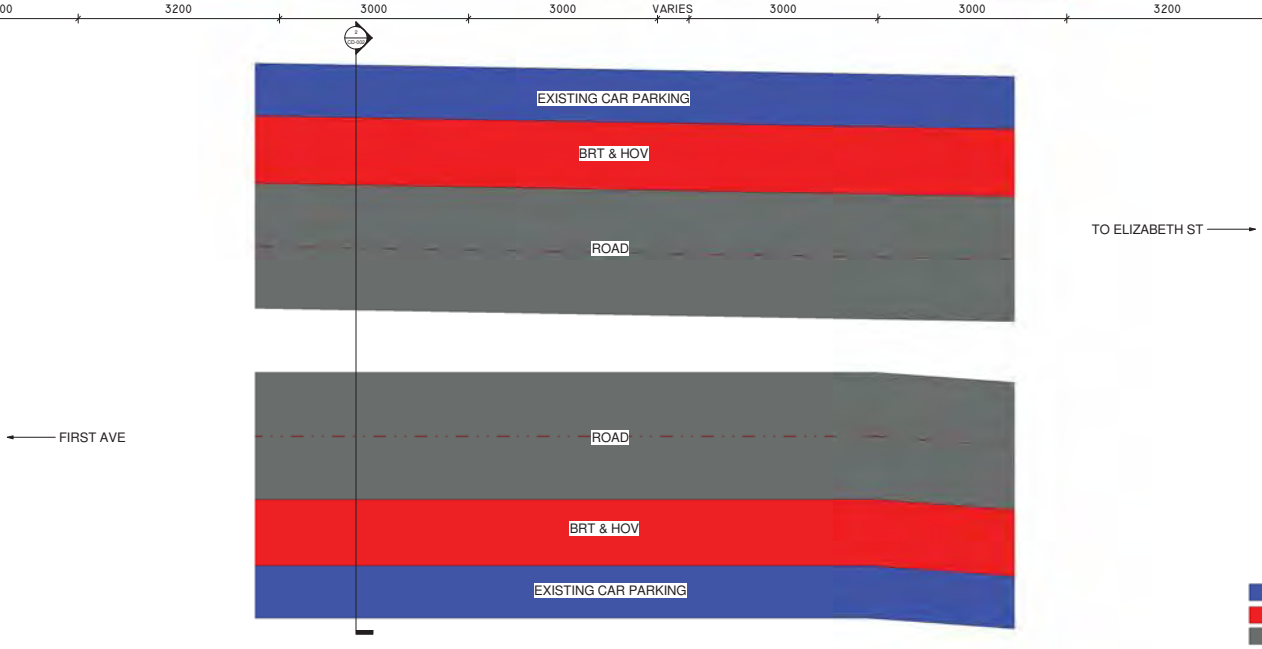

LEGEND

= EXISTING CAR PARKING

= BRT & HOV

= ROAD

DESIGN ENGINE ARCHITECTS	Project JOB NO. 17042 BRT & HOV **CAMERON ROAD**	Client -	Consultants	Drawing Title **STAGE 1 TYPICAL BRT & HOV BUS** DO NOT SCALE THESE DRAWINGS Contractor must verify all dimensions on site prior to commencing any work or making any shop drawings which must be submitted for comment prior to manufacture. Copyright of this drawing belongs to Design Engine Architects Ltd	Scale ~~As indicated @ A1 or~~ NTS Date **2017.09.25** Sheet. CD-002 Revision B		REV	DATE	ISSUE
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							B	2017.09.25	FOR INFORMATION

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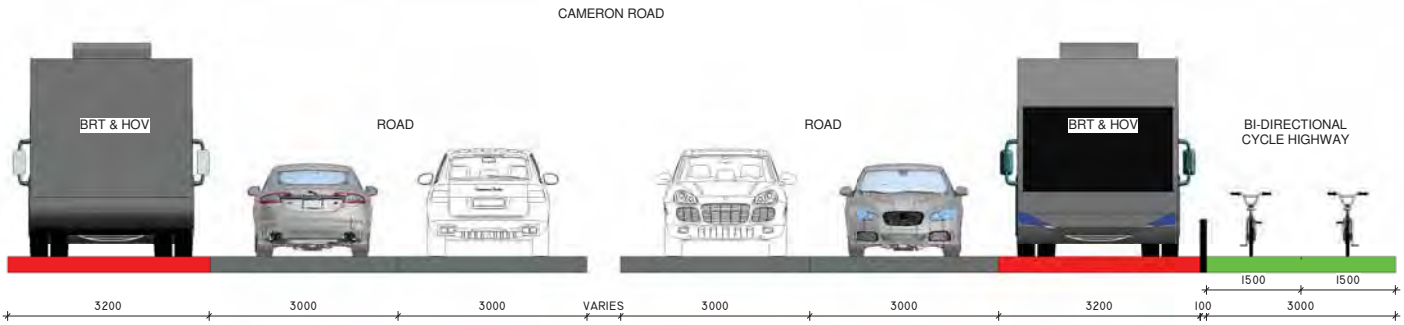

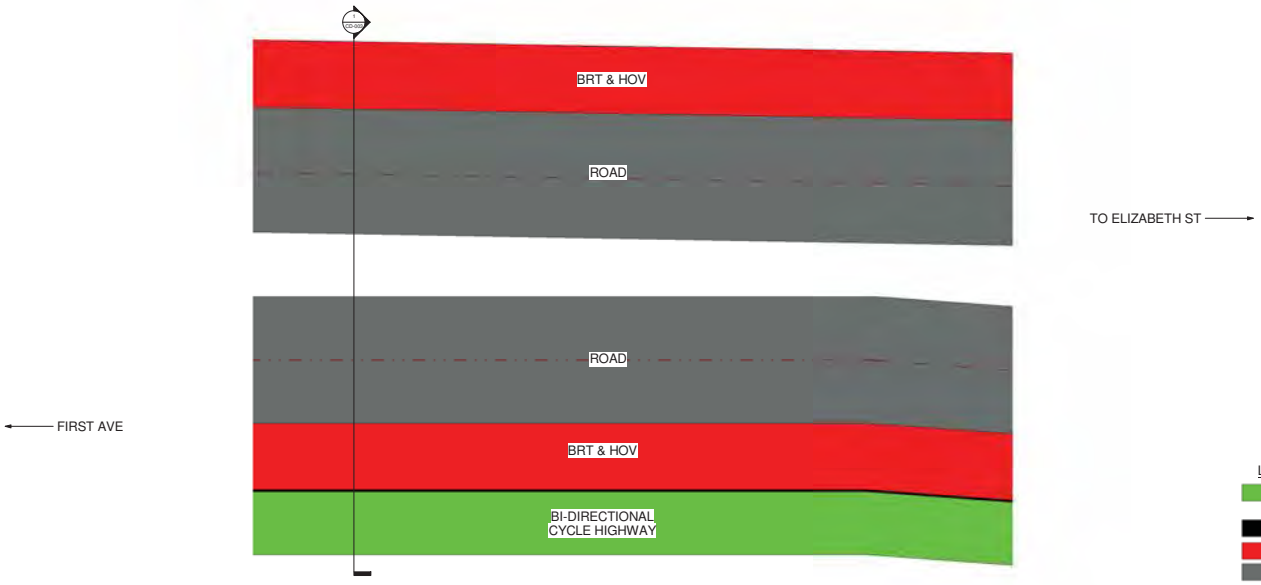

LEGEND

- = BI-DIRECTIONAL CYCLE HIGHWAY
- = BOLLARD
- = BRT & HOV
- = ROAD

DESIGN ENGINE ARCHITECTS

Project JOB NO. 17042
BRT & HOV
CAMERON ROAD

Client
-

Consultants

Drawing Title
STAGE 2 TYPICAL BRT & HOV BUS

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Date **2017.09.25**
Sheet. CD-003 Revision B

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B	2017.09.25	FOR INFORMATION

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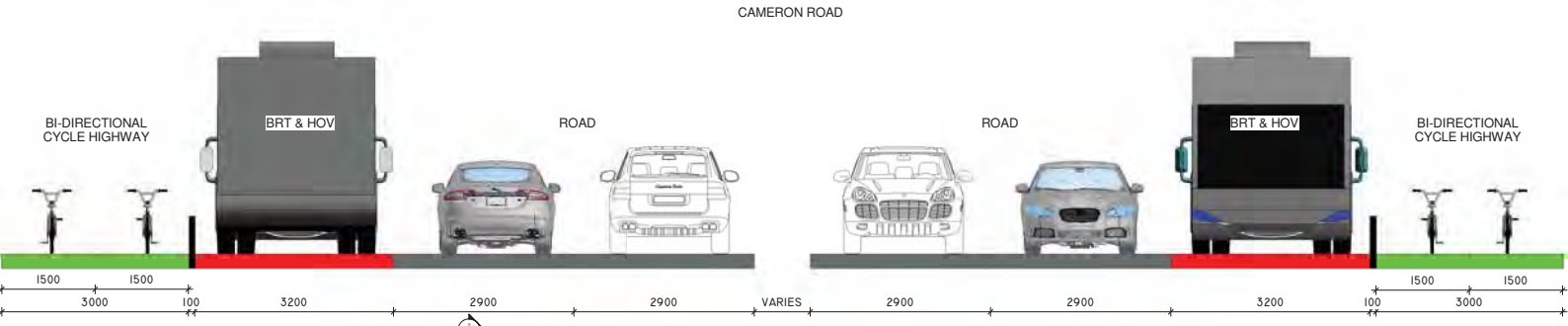

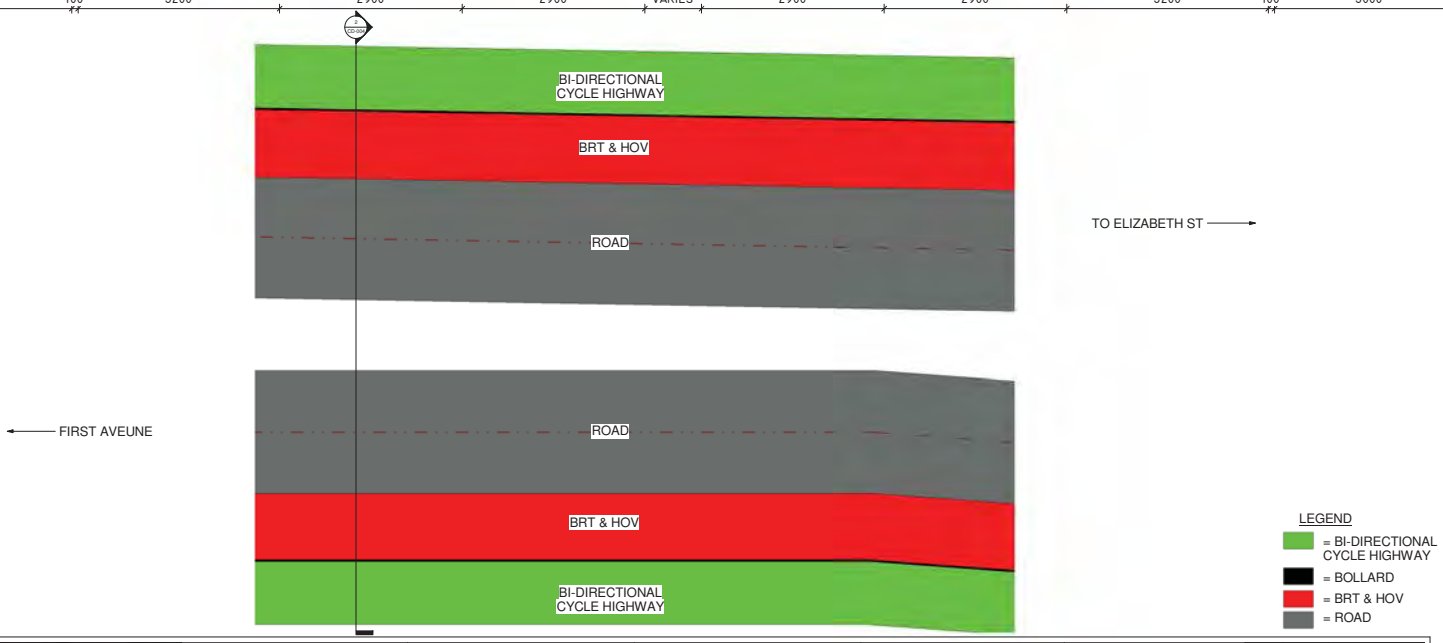

DESIGN ENGINE ARCHITECTS

Project JOB NO. 17042
BRT & HOV
CAMERON ROAD

Client
-

Consultants

Drawing Title
STAGE 3 TYPICAL BRT & HOV BUS

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A	2017.09.18	FOR INFORMATION
B	2017.09.25	FOR INFORMATION

W:\01 Projects\2017 Projects\17037 BRT & HOV FOR CAMERON ROAD\00 PROJECT\05 Revit\2017.09.13 Cameron road bus\2017.09.13 CAMERON ROAD.rvt 25/09/2017 9:41:09 a.m.

OUR SAFE, RELIABLE, FREQUENT AND AGE FRIENDLY MULTIMODAL TRANSPORT SYSTEM

CAMERON ROAD -STAGE 1

OUR SAFE, RELIABLE, FREQUENT AND AGE FRIENDLY MULTIMODAL TRANSPORT SYSTEM

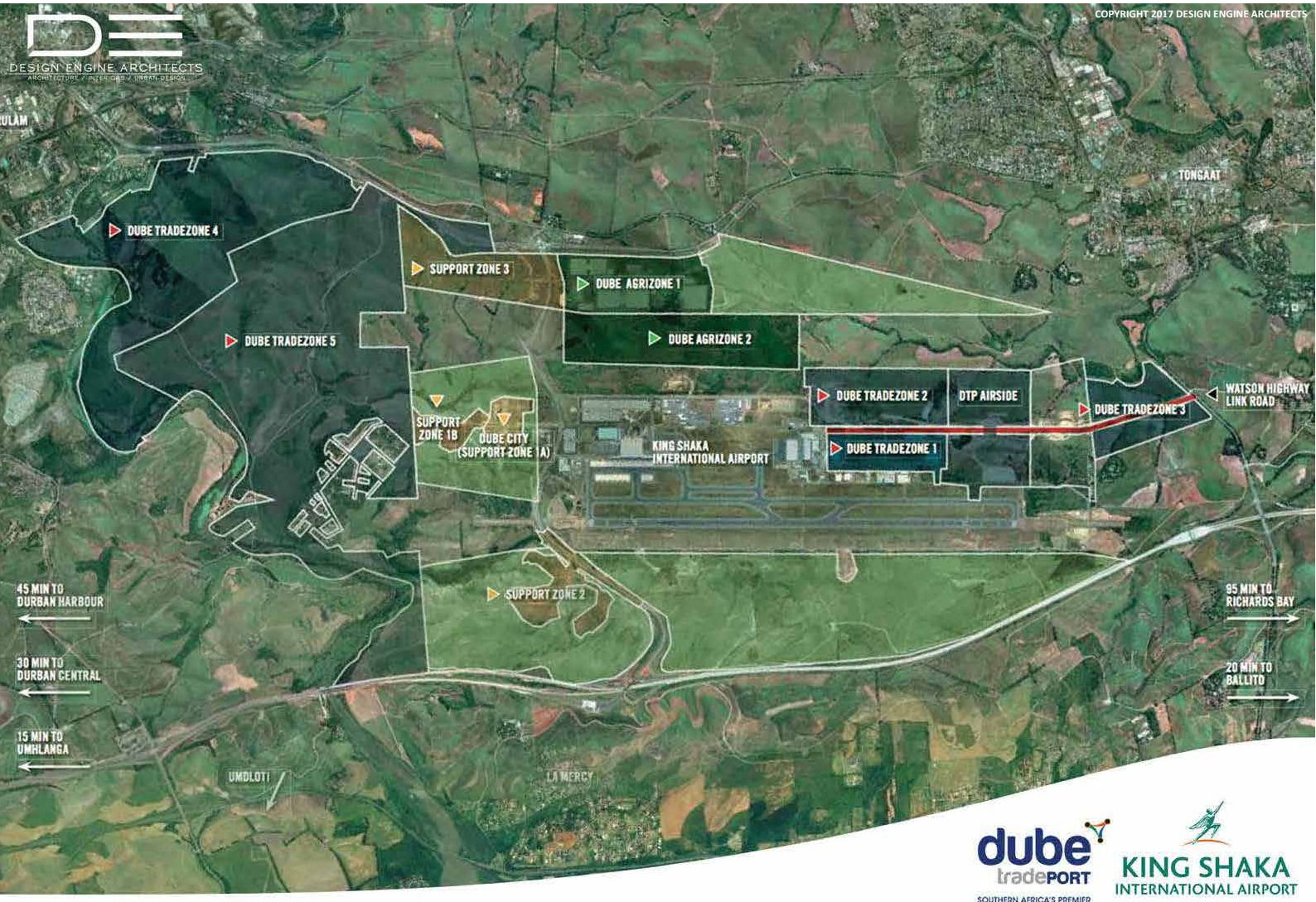
CAMERON ROAD -STAGE 2

OUR SAFE, RELIABLE, FREQUENT AND AGE FRIENDLY MULTIMODAL TRANSPORT SYSTEM

CAMERON ROAD -STAGE 3

BAY OF PLENTY
INTERNATIONAL AIRPORT

King Shaka International Airport & Dube Tradeport, Durban, South Africa



King Shaka International Airport & Dube Tradeport, Durban, South Africa

King Shaka International Airport has a 3,7km (1,8-mile) runway, the longest at sea-level in South Africa, and the capacity to accommodate the world's latest and largest new-generation aircraft. It also boasts two rapid exit taxi-ways and the current capacity to handle 23 air-traffic movements every hour.

King Shaka International Airport is able to deal with 7,2 million passengers per annum, increasing to 45 million a year by 2060.

King Shaka International Airport Masterplan to 2060 allows for a second runway.

Dube TradePort IDZ specialises in high-value, niche agricultural and horticultural products, as well as manufacturing and value-additions for the automotive and electronics industries.

Dube TradeZone is an Industrial Development Zone specialising in airfreight-orientated light industrial activities and is geared to attracting manufacturing and servicebased enterprises that require rapid access to air cargo and passenger services.

PRECEDENT STUDY

DESIGN ENGINE ARCHITECTS
ARCHITECTURE / INTERIORS / URBAN DESIGN

Project	Client	Consultants	Drawing Title	Scale	REV	DATE	ISSUE
JOB NO. 17003 **KING SHAKA INTERNATIONAL AIRPORT** **BAY OF PLENTY**			**BULK AND LOCATION** DO NOT SCALE THESE DRAWINGS Contractor must verify all dimensions on site prior to commencing any work or making any shop drawings which must be submitted for comment prior to manufacture. Copyright of this drawing belongs to Design Engine Architects Ltd.	**1 : 5000 @ A1** **or 1 : 10000 @ A3** Date **2017.01.24** Sheet. A101 Revision A	A	2017.01.24	FOR INFORMATION

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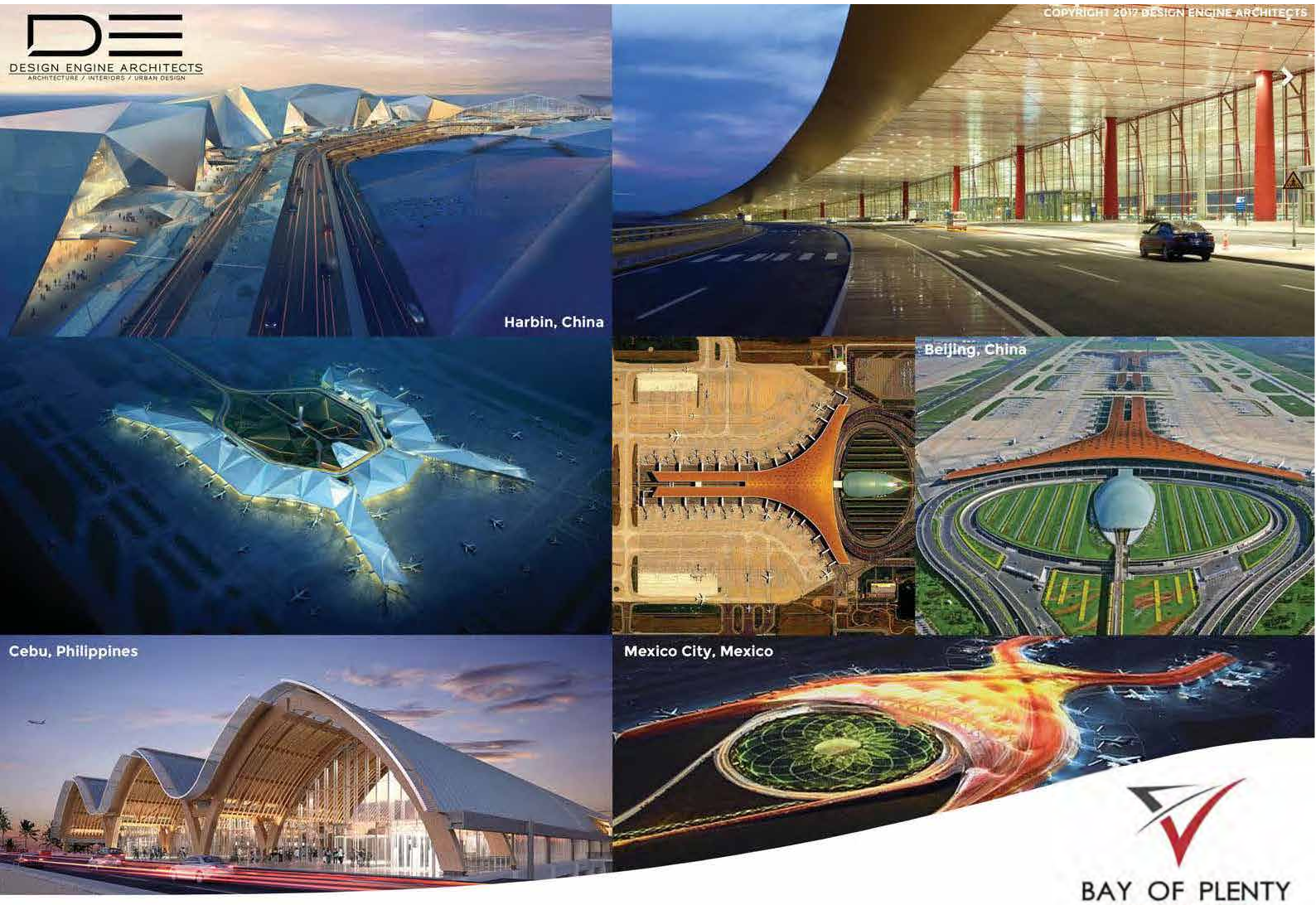


BAY OF PLENTY
INTERNATIONAL AIRPORT

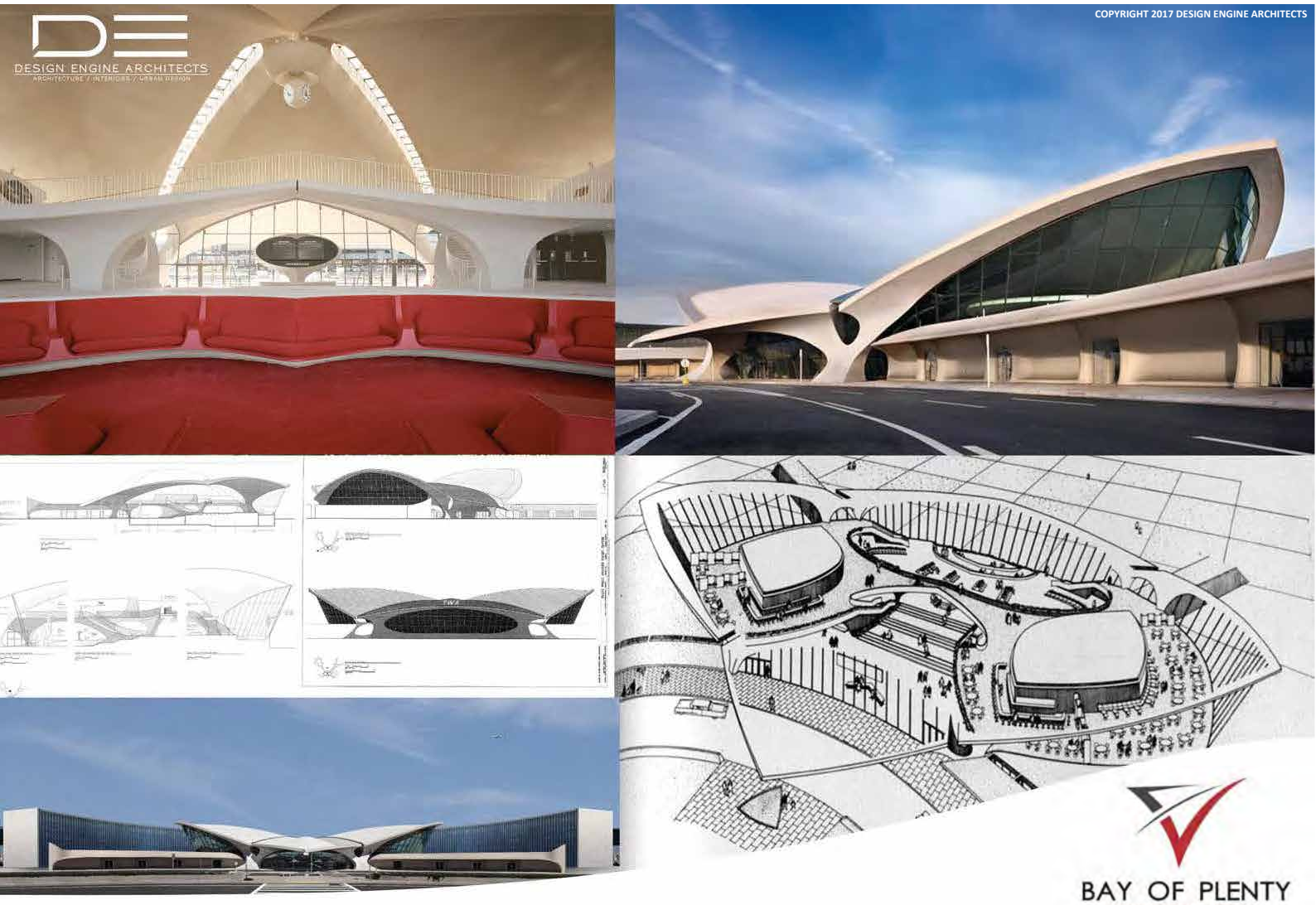
International Airport Precedent – Harbin, China | Beijing, China | Cebu, Philippines | Mexico City, Mexico

BAY OF PLENTY
INTERNATIONAL AIRPORT

International Airport Precedent – Changi Airport, Singapore

BAY OF PLENTY
INTERNATIONAL AIRPORT

International Airport Precedent – Abu Dhabi International Airport, UAE and Sections showing transportation connections.



International Airport Precedent – TWA Terminal, JFK International Airport, New York, USA

Conceptual Images

Proximity to Tauranga, Whakatāne & Rotorua

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First Issue - 6 December 2016

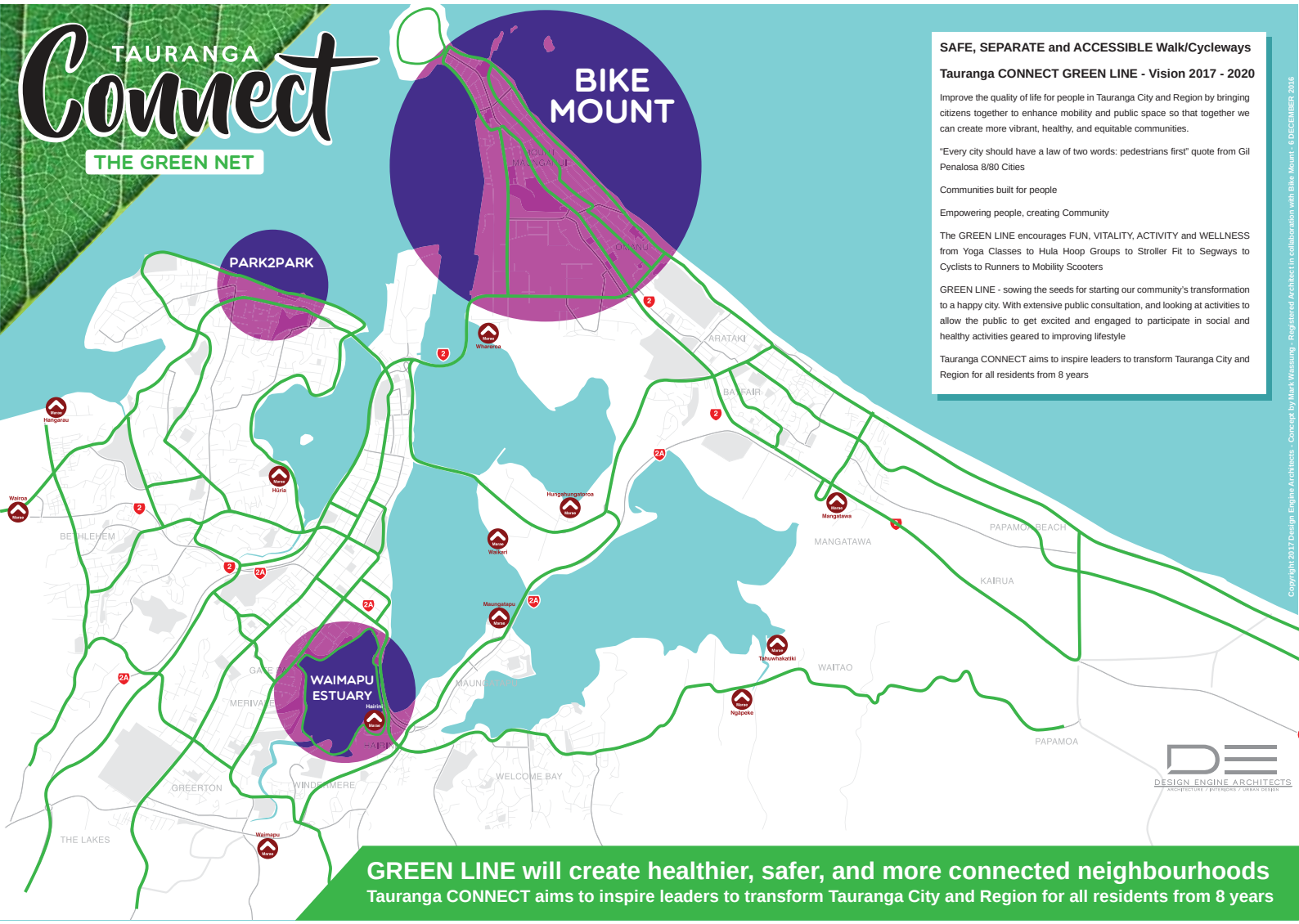
TAURANGA Connect

THE GREEN NET

SHEET LIST:

The Green Net
Bike Mount - The Mount
Bike Mount - Bayfair
Bike Mount Images
eBike Lane
Cameron Road Section
Cameron Road Detailed Section
Waimapu Estuary Walkway
Waimapu Estuary Images
Park2Park

DESIGN ENGINE ARCHITECTS
ARCHITECTURE / INTERIORS / URBAN DESIGN


TAURANGA
Connect
THE GREEN NET
BIKE MOUNT
PARK2PARK
WAIMAPU ESTUARY
SAFE, SEPARATE and ACCESSIBLE Walk/Cycleways
Tauranga CONNECT GREEN LINE - Vision 2017 - 2020
Improve the quality of life for people in Tauranga City and Region by bringing citizens together to enhance mobility and public space so that together we can create more vibrant, healthy, and equitable communities.
"Every city should have a law of two words: pedestrians first" quote from Gil Penalosa 8/80 Cities
Communities built for people
Empowering people, creating Community
The GREEN LINE encourages FUN, VITALITY, ACTIVITY and WELLNESS from Yoga Classes to Hula Hoop Groups to Stroller Fit to Segways to Cyclists to Runners to Mobility Scooters
GREEN LINE - sowing the seeds for starting our community's transformation to a happy city. With extensive public consultation, and looking at activities to allow the public to get excited and engaged to participate in social and healthy activities geared to improving lifestyle
Tauranga CONNECT aims to inspire leaders to transform Tauranga City and Region for all residents from 8 years
Copyright 2017 Design Engine Architects - Concept by Mark Wassung - Registered Architect in collaboration with Bike Mount - 6 DECEMBER 2016
Hangarau
Wairoa
Hūria
Whareroa
Hungahungatoroa
Waikeri
Maungatapu
Hairini
Waimapu
Mangatawa
Tahuwhakatiki
Ngāpoka
ARATAKI
BAYFAIR
BETHLEHEM
MERIVALE
GREERTON
WINDERMERE
THE LAKES
WELCOME BAY
MAUNGATAPU
MANGATAWA
PAPAMOA BEACH
KAIRUA
WAITAO
PAPAMOA
DESIGN ENGINE ARCHITECTS
GREEN LINE will create healthier, safer, and more connected neighbourhoods
Tauranga CONNECT aims to inspire leaders to transform Tauranga City and Region for all residents from 8 years

TAURANGA Connect

BIKE MOUNT

SAFE, SEPARATE and ACCESSIBLE Walk/Cycleways

Tauranga CONNECT GREEN LINE - Bike Mount Network

Imagine a thriving community where the streets were genuinely shared, where our walkers and cyclists each have safe connected pathways, where our creativity, natural beauty, health and well being were celebrated and enriched along the journeys.

Imagine our tourists free to explore by E bike, walking, skating and scooter by safe connected routes along our beautiful coastlines.

Imagine our kids all riding, skating, scooting to school and their sports. independent, youthful and fit.

Imagine freeing up hundreds of carparks at all our destinations for people needing to drive.

BIKE MOUNT AIMS

- 95% of school children using active transport to get to school;
- 300% increase in cycling as a form of local transportation;
- Addition of 200 carparks to Pilot Bay and Blake Park.

GREEN LINE will create healthier, safer, and more connected neighbourhoods

Tauranga CONNECT aims to inspire leaders to transform Tauranga City and Region for all residents from 8 years to 80 years.

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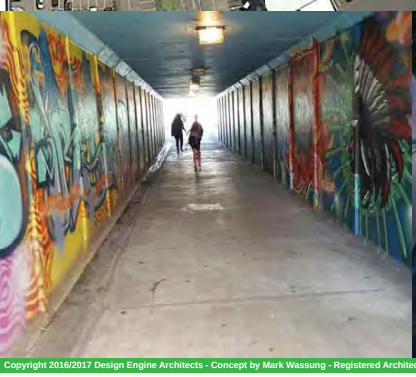

Hundreds of children use the underpass daily to get to school. Sending children across nine lanes via lights will add to congestion and lead to children taking chances on the roads and more parents driving their kids to school.

This is our chance to future-proof and connect our community for pedestrians and cyclists alike, and give our kids safe and secure pathways to their schools and sports fields.

Bike Mount are advocating to NZTA to retain or reconstruct an underpass at Bayfair that is safe, well designed and easily accessed, Improve pedestrian / cycle access around Bayfair and to the underpass, and Link this to a safe, separated cycleway to Bay Park, Mount College, Mount Intermediate and Mount downtown.

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TAURANGA
Connect
BIKE MOUNT
Bike Mount Marine Parade
DESIGN ENGINE ARCHITECTS
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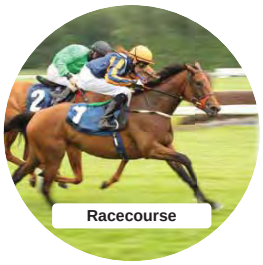
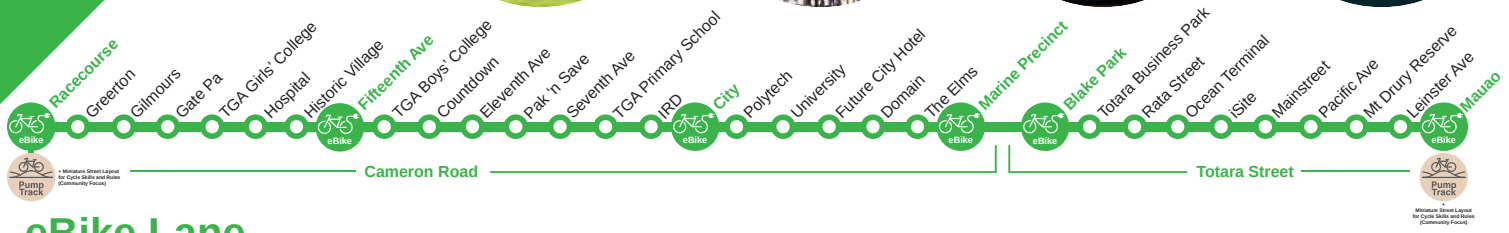
TAURANGA Connect

MULTIMODAL TRANSPORTATION NETWORK





eBike Lane

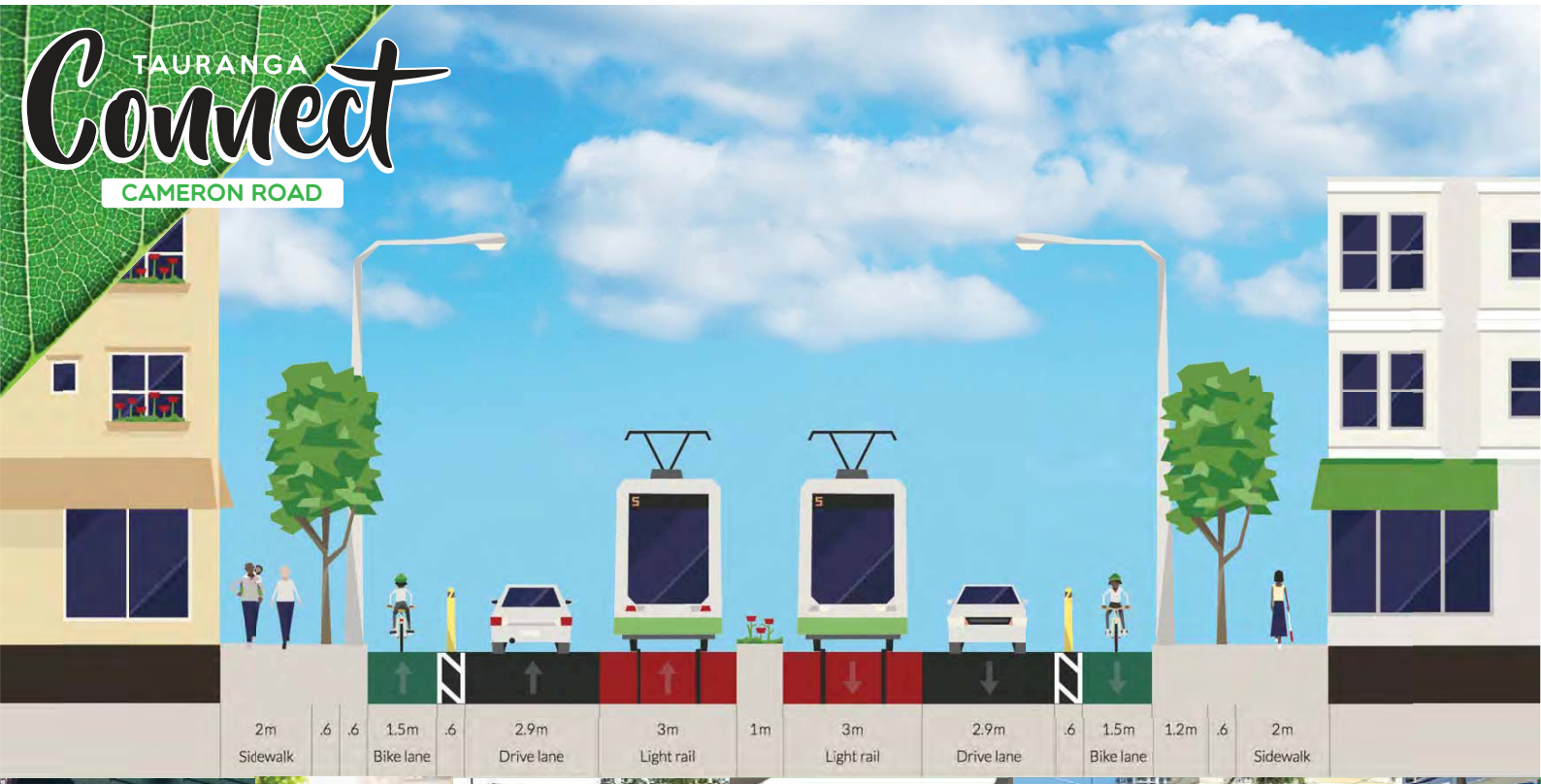
This **DARK GREEN LINE** is a 2 way super highway for e-Bikes (Electric Bikes), a safe zone that is separate from the road but parallel with the REDLINE.

GREEN HUB STATIONS provide change rooms, lockers, showers, toilets, cafes, bike parks and bike hire. Located nearby are **PUMP TRACKS** for all ages that encourage your learn and practice in a safe environment how to ride bikes, scooters and skateboards plus learn Miniature Street Layout facilities to help teach the skills and rules of the road. This would encourage more parents and children to use the Line.

I am a strong believer in creating **CIRCUITS** that allow loops of routes and variety. The New City University Campus and the 3 Schools could be encouraged to provide larger Cycle Parking facilities to encourage greater use to alleviate congestion

Future Light Rail should be bike friendly and allow access for rider and bike.

DESIGN ENGINE ARCHITECTS
ARCHITECTURE / INTERIORS / URBAN DESIGN



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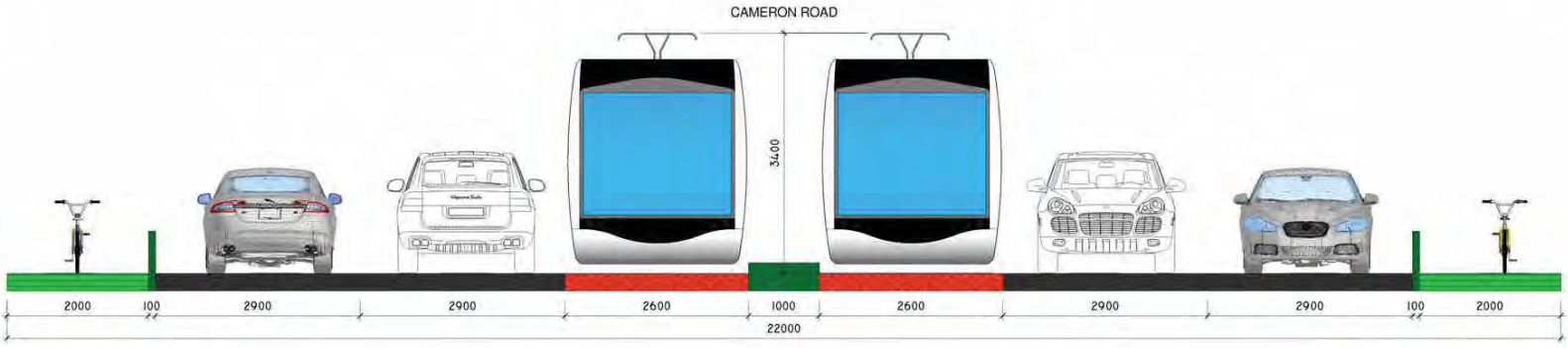

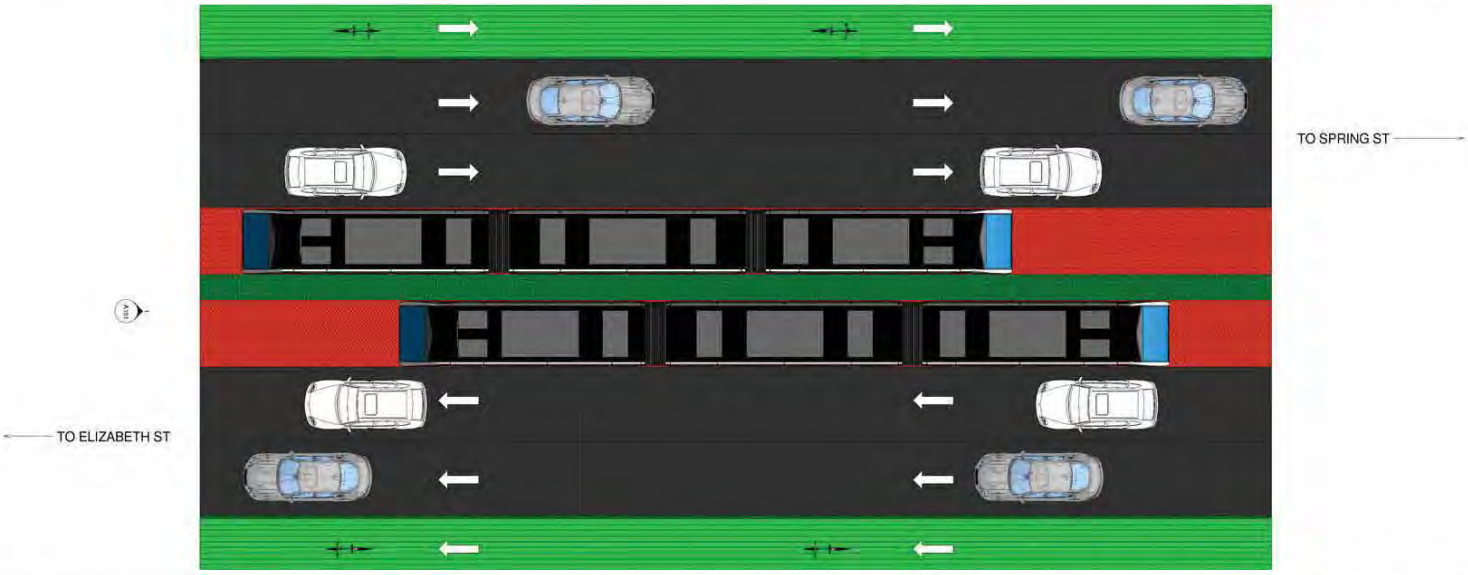

DESIGN ENGINE ARCHITECTS
ARCHITECTURE / INTERIORS / URBAN DESIGN

Project JOB NO. 16042 TGA CONNECT	Client -	Consultants	Drawing Title DETAILED SECTION/PLAN	Scale ~~As indicated @ A1 or~~ NTS	REV	DATE	ISSUE
CAMERON ROAD			DO NOT SCALE THESE DRAWINGS. Contractor must verify all dimensions on site prior to commencing any work or making any shop drawings which must be submitted for approval prior to manufacture. Copyright of this drawing belongs to Design Engine Architects Ltd.	Date			
				Sheet. A101 Revision			

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Copyright 2016 Design Engine Architects
Concept by Mark Wassung - Registered Architect with Local Input by Des Heke - Environmental Planner - 2 DECEMBER 2016
Route K
Existing Cycle / Walkway
Motuopuhi to Memorial Park / CBD
Proposed Cycle / Walkway
Hospital
Fraser Cove
Primary School
Girls' College
Tauranga Intermediate
Fraser Cove Shopping Centre
Turret Road
Route K
Gate Pa
Gate Pa
Waimapu Estuary
Proposed Cycle / Walkway Loop 8km
Moderate Walk 80 minutes
Leisurely Cycle 30 minutes
Gilmours
Merivale
Maungatapu
Boat Launch Zone
Maungatapu Primary School
Greerton
Hairini
Hairini Marae
Greerton
Racecourse
Maungatapu
Welcome Bay
Ohauiti
BOP Polytechnic
Greerton Park
Windermere
New Overbridge
Changepoint Church
The Lakes
Grace Hospital
Waimapu Marae
Maungatapu Marae
DESIGN ENGINE ARCHITECTS
TAURANGA
Connect
ALL ACCESS
SAFE | ACCESSIBLE | RELIABLE

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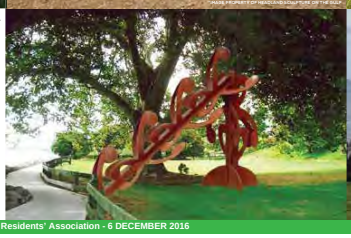
Aims to create an enjoyable walkway for Matua / Otumoetai residents, Tauranga residents & Visitors. Creating a wide range of attractions to enhance the existing asset.

The Harbour - Our Backyard

Its history, its culture & our environment

- Historical Past Awareness
- Environmentally Sensitive
- Cultural extension of Otumoetai Pa
- Non-Intrusive
- High quality & durable
- Withstand marine environment
- Built for lengevity
- Thought provoking
- Highlight natural beauty
- Tourism



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First Issue - 6 December 2016

TAURANGA Connect

THE NAVY BLUE LINE

DESIGN ENGINE ARCHITECTS
ARCHITECTURE / INTERIORS / URBAN DESIGN

SHEET LIST:

City Direct Monorail
Te Awanui Quay
A Link to the Past

TAURANGA Connect

CITY DIRECT MONORAIL

CITY DIRECT MONORAIL - Fun, Quick and Memorable

Monorail allows express, direct link movement of large numbers of people quickly and safely from Ocean Terminal Passenger Liners and Airport to the City. The dynamism of the Port becomes visually accessible but safety and security are maintained. It also allows visitors and locals a window into the active PORT allowing the GIANT to turn itself towards Tauranga City and embrace it.

CITY DIRECT MONORAIL AIMS

- Monorail not subject to any traffic delays;
- Safe, Reliable, Profitable and Efficient;
- Not subject to delays of street construction/closure, traffic congestion and car crashes. You don't have to wait 30 or more minutes for your next ride;
- Faster construction than light rail, less interruption for businesses;
- Efficient, it is not subject to road conditions or breakdowns like buses are, they are more frequent that buses. Monorails are 99.9% reliable, better by far than other modes of transit;
- Safety, they are above the traffic avoiding vehicle and pedestrian collisions and do not derail;
- MONORAIL allows more vertical visual aerial experience.

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TAURANGA Connect

TE AWANUI QUAY

Te Awanui Quay - A celebration of our Harbour Identity

The Te Awanui Quay aims to be a world class quality destination that unlocks the potential of the dynamic Port of Tauranga. This takes advantage of the close proximity to the working harbour/cranes/ships and maximises the stunning views of the Mount and Matakana Island. The focus of the new Buildings and Amenities will be Mixed Use, i.e. a World Class Aquarium, Waterside Bars, Restaurants, Retail, Entertainment, Apartment Living and Marine Research Centre to augment the new University Campus.

TE AWANUI QUAY AIMS

- World Class Aquarium;
- Harbourside Shopping Destination;
- Entertainment Zone;
- High Intensity / Highrise Residential Apartments;
- Hotel & Hospitality;
- Marine Research Centre;
- Theme Park / Water Park;

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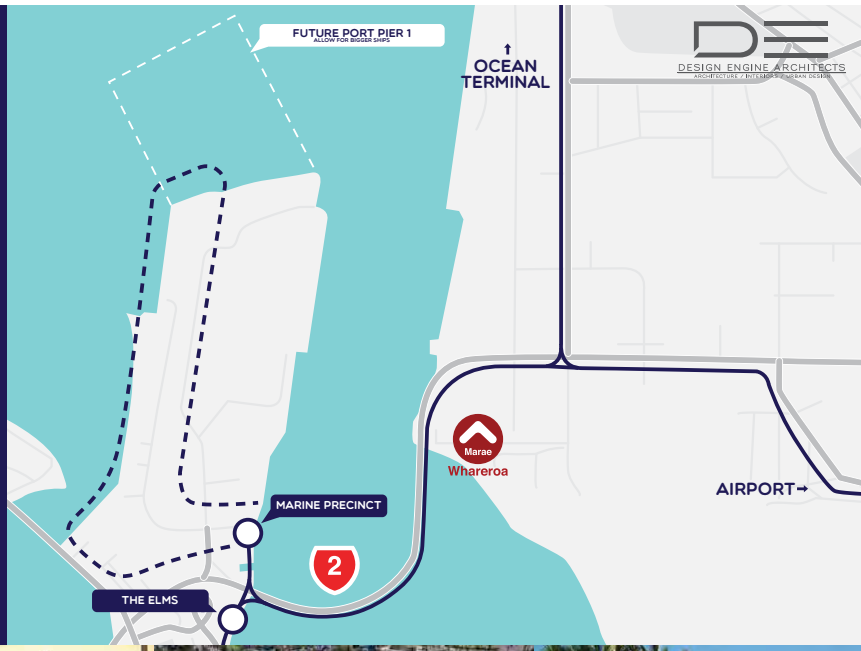


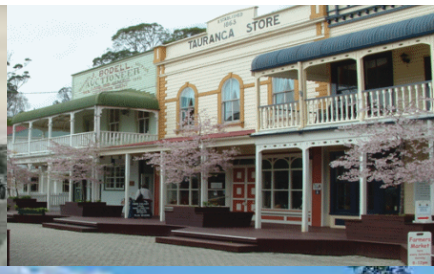
TAURANGA Connect

A LINK TO THE PAST

ENHANCING CULTURE & HERITAGE

Tauranga CONNECT allows the showcasing and easy access to the Heritage Sites of The Elms and Historic Village. The Elms could have a Visitors Centre for a “coffee/tea and muffin”, Retail Shop and Small Museum for the Ocean Liner Passengers to access. The Historic Village could be re-engaged on the Visitors loop by riding the REDLINE down Cameron Road.

HISTORICAL SITES

- Tauranga Historic Village;
- The Elms (New Zealand’s oldest Georgian Style House completed 1847)
- Te Awanui Waka;
- Mauao;
- 11no. Marae across Tauranga City;
- Maori naming of the Streams and Waterways
- Omanawa Falls Hydro Electric Power Station
- Gate Pa

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