

## Tauranga City Council

### Minutes of the Transport Committee

**Date/Time:** Tuesday, 26 February 2019 : 1:00 p.m.  
**Venue:** Tauranga City Council Chamber, 91 Willow Street, Tauranga

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#### Open Section

**Members Present:** Cr Rick Curach (Chairperson)  
 Cr Terry Molloy (Deputy Chairperson)  
 Mayor Greg Brownless  
 Cr Larry Baldock  
 Cr Leanne Brown  
 Cr Kelvin Clout  
 Cr Bill Grainger  
 Cr Steve Morris  
 Cr John Robson

**Non-Voting Members Present:** Cr Stuart Crosby – BOPRC (Alternate)  
 Rob Campbell – NZTA (Alternate)  
 Mark Haseley – NZTA (Alternate)

**Apologies:** Cr Max Mason  
 Cr Mike Williams - WBOPDC  
 Cr Lyall Thurston – BOPRC  
 Alistair Talbot – NZTA

**Leave of Absence:** Cr Catherine Stewart

**In Attendance:** Christine Jones, General Manager: Strategy & Growth  
 Martin Parkes, Acting General Manager: Infrastructure  
 Carlo Ellis, Acting General Manager: People & Engagement  
 Mathew Stewart, Principal Strategic Advisor/Committee Lead  
 Bruce Robinson, Principal Transport Advisor  
 Clare Cassidy, Senior Transport Planner  
 Karen Hay, Team Leader: Cycle plan Implementation  
 Barbara Clarke, Committee Advisor

M19/9.1

#### Apologies

**Moved Cr Clout/Seconded Cr Grainger**

**That it be resolved**

***That the Transport Committee:***

***Receives apologies for absence from Crs Mason (TCC), Thurston (BOPRC) and Williams (WBOPDC,) and Member Talbot (NZTA).***

**CARRIED** unanimously

M19/9.2

Public Forum

**(a) Peter Haywood - Kulim Park Redevelopment**

Key points

- Resident of Beach Road and frequent user of Kulim Park.
- Missed consultation period on Kulim Park redevelopment due to residential relocation.
- Aware there had been significant consultation, open days, and a volume of submissions.
- Generally, pleased with process; it was a “well thought out” plan.
- Important to separate vehicles from pedestrians for safety.
- All cars should be kept to the harbour side of the access road.
- A maximum of 30 car parks and 5 freedom camper parks was appropriate.
- Concerned with parking on grassed berms; designated parks were needed.
- Additional overflow carparks during events should be located in front of the boat ramp.
- Approved the recognition of cycle initiatives.
- With proposed amendments, he endorsed the plan and urged the Council to move forward with implementation.

Staff in response to questions

- Since the newspaper article, Council had received six further statements from the public in support of the project, and one that was non-comital.

Items for staff follow up

- Mr Haywood was requested to provide a copy of his written submission to staff for circulation by email to Elected Members.
- Staff were requested to keep Mr Haywood apprised of updates during the Kulim Park Reserve Management Plan process.

**(b) Philip Brown – Tauranga E Bike Highways**

Scope of presentation

- He was President of Papamoa Residents and Ratepayers Association (PRRA), and a qualified Traffic Engineer who maintained an interest;
- Local roading network at peak capacity/growth issue;
- Cost of public transport;
- Personal transport modes worked;
- Public transportation paradigm solution was E bikes;
- Creating E bike highway;
- Benefits for residents of Papamoa and Te Tumu;

- Using railway reserves to connect Omokoroa and Welcome Bay attendance providing social value.

Mr Brown in response to questions

- He had not communicated with KiwiRail in relation to the utilisation of the rail corridor.
- There were options for an E bike highway to cross SH29, but details of the concept had yet to be developed.
- He had not consulted with the iwi/hapu of the Matapihi peninsular.
- The matter required further investigation in its entirety.
- The route shown in his presentation was unobstructed and continuous.

Through the Chairperson, staff noted that public safety in the proximity of railway tracks was not only an issue of primary concern to KiwiRail, but to Council.

Items for staff follow-up

- Staff were requested to contact KiwiRail to ascertain its position on the potential utilisation of the rail corridor for this purpose, and to circulate the response via email to Elected Members and Mr Brown. It was also requested that the background to the question and the response be provided to Transport Minister Phil Twyford as a matter of record.

The Chairperson noted Council's investment, support for investigation, and interest in the provision of cycle ways.

**(c) Les Wallen - Greerton Traffic / Road Improvements (Restoration)**

Key points

- Greerton Village traffic improvements were ineffective and unpopular.
- An incorrect solution had been applied resulting in congestion and compounding issues.
- Traffic calming on Manson Road was not required.
- Greerton businesses experienced profit losses, more empty shops.
- Access for emergency vehicles had been negatively impacted.
- Less carparks for shoppers now.
- Chadwick Road pedestrian crossing dangerous as it was located too close to the roundabout.
- Truck and trailer units were compromised when stopped by pedestrians using the crossing (due to the length of their vehicles).
- Shoppers now avoided Greerton in favour of Gate Pa or Fraser Cove shops due to access issues.
- Greerton accidents prior to traffic improvements, (as reported in BOP times), were disputed, as not logged with Fire Service (who attended).
- Sought reinstatement of prior traffic situation.

(d) **James Hughes – Bus Lane from BayPark Link to Hewletts Road (Greater Tauranga)**

Key points

- Here to restate need for bus lane from BayPark Link connecting onto Hewletts Road.
- Had presented options previously.
- As the project was currently under construction, it was a timely opportunity to connect the bus lane.
- Infrastructure was already in place.
- Approximately twice per week car transporters unloaded in the bus lane, blocking buses and cyclists. Police considered this a parking issue, but it was a state highway.

Mr Campbell (NZTA) in response to a question

- NZTA had contacted parties blocking the bus lane and some had rearranged their operations. Actions being taken accordingly.

(e) **Heidi Hughes – Arataki Corridor Study (Greater Tauranga)**

Key points

- Arataki Corridor Study undertaken in response to the BayFair to BayPark project disruption/traffic congestion, and to increase use of public transport.
- Original stakeholder engagement wide with an advanced concept plan presented.
- Transport planners had been firm on bus and cycle lane locations from the start.
- Links Avenue:
  - Concerned with bus lanes now in Links Ave, as no space for cycles, and none of the safety measures yet in place.
  - Rubbish trucks added to congestion and cars parked in the bus lane.
  - Issues had resulted for students on their first day back at school, as they were faced with traffic changes made during school holidays.
- Concerned with implementation and communications to community, no apparent coordination of project stages.
- Sought that Council reference the overall plan in future.
- A need to ensure connectivity with current projects when anticipating multi-modal network.
- City wide plan required to avoid missteps.
- Risk averse approach not working.

Ms Hughes responded to a question

- Links Avenue needed a wide, shared path for all users. This was part of the project and was achievable on that street. The roll out of the project was an issue as this had not been achieved for the community before other aspects were taken away.
- The plan was beneficial for the community, but timing and communications were important to get community acceptance.

Staff advised that the Chief Executive was looking at the issue of community engagement and communications, particularly around transport and urban form.

(f) **Carol Gordon – Public Transport Failure**

Key points

- Spoke as an individual (not on behalf of Greater Tauranga).
- Tauranga's public transport system today was a systemic failure, as despite years of collaborative planning, the vulnerable were abandoned and their safety compromised with the rollout.
- Elderly users were reliant on public transport system, and had been left stranded on the side of the road.
- This Council did not design the totality of the roads, or hold the contract, but was part of decision making, Blueprint processes, budgets and systems.
- All parties were responsible for the outcome caused by many facets of systemic failure.
- Tauranga City had infrastructure responsibilities not adequately underway at the time of the new bus scheduling.
- The urgent challenge was national and local capacity to undertake an integrated response to global megatrends. These trends were part of a new Transport paradigm. Council's understanding of them was important.
- As a social scientist, she had undertaken research for SmartGrowth and BOPRC, and had presented submissions to this Council on the relevance of issues for age-friendly urban planning and transport policy matters.
- Feedback from users interviewed, was that buses did not go where people needed to go. More shelters, seating, crossings, better signs and timetables were required.
- There was no sub-regional or regional working group addressing a framework for the transport vision for tomorrow that started today.
- Tauranga Urban Strategy was an excellent document and all those who had worked on it were commended. It was helpful in guiding the growth and development of liveable communities.

M19/9.3

**Change to the Order of Business**

**Moved Cr Grainger/Seconded Cr Clout**

**That it be resolved**

***That the Transport Committee:***

***Amends the order of business so that the first item on the Agenda be report DC6 titled Petition: Greerton Village Traffic Safety Improvements, in order to release members of the public in attendance for this item.***

**CARRIED** unanimously

**Confirmation of minutes, matters arising and adoption of recommendations**

M19/9.4

**Confirmation of minutes**

Moved Cr Morris/Seconded Cr Baldock

**That it be resolved**

***That the Transport Committee:***

- (a) ***Confirms the minutes of the following meetings as a true and correct record (and the recommendations contained therein be adopted [if relevant]).***

(a) ***M18/107 Transport Committee*** ***10.12.2018***

**CARRIED** unanimously

**Matter arising**

- Council's request to Police to increase monitoring of driver behaviour in Arataki was being followed up and would be reported back by email.

**Staff response to a question**

- Other matters for staff follow up would be addressed by staff during the presentation of the Transportation update report on the agenda.

Moved Cr Curach/Seconded Cr Molloy

**That it be resolved**

***That the Transport Committee:***

- (b) ***Confirms the minutes of the following meetings as a true and correct record (and the recommendations contained therein be adopted [if relevant]).***

(b) ***M18/106 Temporary Road Closure Subcommittee*** ***10.12.2018***

(c) ***M19/1 Temporary Road Closure Subcommittee*** ***31.01.2019***

(d) ***M19/4 Temporary Road Closure Subcommittee*** ***18.02.2019***

**CARRIED** unanimously

M19/9.5

**Declarations of conflicts of interest**

No conflicts of interest were declared.

**Business**

**M19/9.6**

**DC6 – Petition: Greerton Village Traffic Safety Improvements**

The following items were tabled at the request of persons who were unable to attend, and the Chairperson took these as read.

**Tabled Item (1)** Sally Benning and Greerton Village Business Owners re: Greerton roading.

**Tabled Item (2)** Kevin Russo re: Greerton roading.

**Tabled Item (3)** Bryan Cox re: Greerton roading.

Christine Jones, General Manager: Strategy & Growth introduced the report.

Points raised by Elected Members

- MP Clayton Mitchell had intended to be at the meeting to discuss toll removal, but had tendered an apology as he had been unable to attend.
- The petition showed resident's concerns but had not requested actions.
- The efforts of the organiser and petitioners were appreciated.

At the recommendation of staff, the Chairperson directed that the Committee receive the report and petition, then move to the following item on the agenda, (Transportation Projects), which would allow the Committee to consider transportation projects as a whole, but in particular, to consider the Greerton project as the first priority while members of the public were present.

**Moved Cr Clout/Seconded Cr Morris**

**That it be resolved**

***That the Transport Committee:***

- Receives report DC6 titled Petition: Greerton Village Traffic Safety Improvements.***
- Receives the petition provided with signatures of those people who are against the roading improvements at Greerton Village.***

**CARRIED** unanimously

**M19/9.7**

**DC7 - Transportation Projects - January 2019 Monitoring Report**

**A Greerton Traffic Project**

Martin Parkes, Acting General Manager: Infrastructure, provided an update on the Greerton traffic project, noting that Council had entered into the monitoring phase. He and Christine Jones, General Manager: Strategy & Growth responded to questions.

Staff responses to questions

- Traffic Control Centre monitoring of traffic flows/journey times.
- NZ Police crash data provided to Elected Members via email.
- Removal of Route K tolls not in Council's jurisdiction; Council could only pass on request received via petition.
- Fifteenth Avenue connection recognised as critical to network. NZTA would not consider outside the Tauranga Northern Link (TNL) corridor.
- St Johns access from Seventeenth Avenue to Takitimu (potentially via emergency vehicle only link) had not been considered; likely engineering issues.
- In relation to potential under/overpass in Greerton, an initial overview could be undertaken. Such passes tended to take up a lot of land space, potentially resulting in loss of greenery and parking.
- Acknowledged long standing traffic congestion issues on Greerton section of Cameron Road; impacted by significant population growth last two years. Complex issues; solutions challenging.
- Pedestrian crossings in Greerton compliant with current design standards. Nothing from safety audit to indicate location of crossings should change. Had adjusted delayed timing for pedestrians.
- Never two lanes through Greerton, but were two lanes approaches to roundabouts. Traffic had slowed but flowed better through roundabout. Safety goals achieved, as prior performance at roundabouts poor with a number of crashes.
- Since original project overview 2015/16, budget, process and objectives had been delivered on. If Council sought review of performance other than safety, an independent assessment could be undertaken.
- Buses could be included as part of a review. Each site would be considered on its merits. Some roundabouts were too small for the traffic volume they were in existence to deal with.

Rob Campbell (NZTA) responded to questions on the following

- Had been past discussions with St Johns in relation to connection to Takitimu Drive. Could be further discussion; aware engineering issues likely.

3.08 p.m.

Member Campbell (NZTA alternate) **withdrew** from the meeting.

Christine Jones, General Manager: Strategy & Growth advised that a community review of engagement and a safety review (of physical works) were currently planned.

Items for staff follow up

- Staff were requested to write to the Minister in relation to the need for NZTA to start immediate work on a connection from Fifteenth Avenue to Takitimu Drive (part of the TNL), with a view to alleviating congestion at Cameron Road/Greerton.
- Staff were requested to write to Police, Fire Service and Ambulance (first responders), seeking their position on access to Takitimu/Greerton Village via Cameron Road.



- Staff were requested to engage consultants to scope and identify options for Greerton Village in relation to the following:
  - improving traffic flows, including bus and emergency services priorities in the short-medium term;
  - opportunities for an underpass or overpass for pedestrians;
  - exploring benefits or issues in moving the current pedestrian light signalisation further to the north; and
  - report back to the Committee.

3.20 p.m. The meeting was **adjourned**.

3.40 p.m. The meeting was **reconvened**.

## **B Transportation Projects – Appendix A**

The Chairperson noted that Member Rob Campbell had been called away. Mark Haseley, (Principal Transport Planner, NZTA), was in attendance to respond to any questions of clarification.

He advised that **DC7 Appendix A: Transportation Projects: January 2019** would now be considered project-by-project.

Bruce Robertson, Principal Transport Advisor provided a verbal update on the Tauranga Transport Model.

### Staff responded to questions on the following projects

- City wide Speed Management Plan;
- Tauranga Transport Model;
- Parking Plan;
- Dive Crescent demolition/carparks;
- Grenada Street cycleway trial;
- Girven Road improvements;
- Cameron Road corridor improvements;
- Arataki bus interchange;
- Bus interchange city centre;
- Ngatai Road improvements;
- Totara Street corridor;
- Maranui Street upgrade;
- Resealing Oriental Parade;
- Domain road deteriorated condition;
- Fifteenth Avenue and Turret Road;
- Hairini Causeway/Turret Road;
- LED streetlights upgrade;
- Park n' Ride study;
- NZTA funding;
- Barks Corner traffic signals.

5.25 p.m. Cr Baldock **withdrew** from the meeting.

- State Highway 29 / Cambridge Road intersection;
- State Highway 2 / Elizabeth Street roundabout;

5.35 p.m. Cr Morris **withdrew** from the meeting.

- Maungatapu underpass / Hairini;
- Hewletts Road.
- Seventeenth Avenue link for emergency vehicles.

Items for staff follow up

- Staff were requested to provide further detail in relation to the road surface in the Oriental Parade area.
- Staff were requested to provide further information in relation to potholes in Maranui Street.
- Staff were requested to provide further detail about the sequencing rollout for the replacement of existing streetlights with LED luminaries.

**Moved Cr Clout/Seconded Cr Robson**

**That it be resolved**

***That the Transport Committee:***

***Received report DC7 titled Transportation Projects January 2019 Monitoring Report.***

**CARRIED** unanimously

**M19/9.8**

**Tauranga Cycle Plan Update - Councillors' presentation on a visit to Christchurch City in relation to Cycleways**

Following indications from Members, the Chairperson ruled that the item be deferred to a future workshop to ensure there would be sufficient time for discussion.

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The meeting closed at 6.00 p.m.

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Confirmed by resolution of Council  
passed the 16<sup>th</sup> day of April 2019.

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Chairperson