



ATTACHMENTS MINUTES

Ordinary Council Meeting

Monday, 8 March 2021

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KEEPING OUR KIDS SAFE



A LINKS AVENUE COMMUNITY PRESENTATION: 8/03/2021

Show of hands if you are aware of our presentation from September last year and have had a chance to read it?

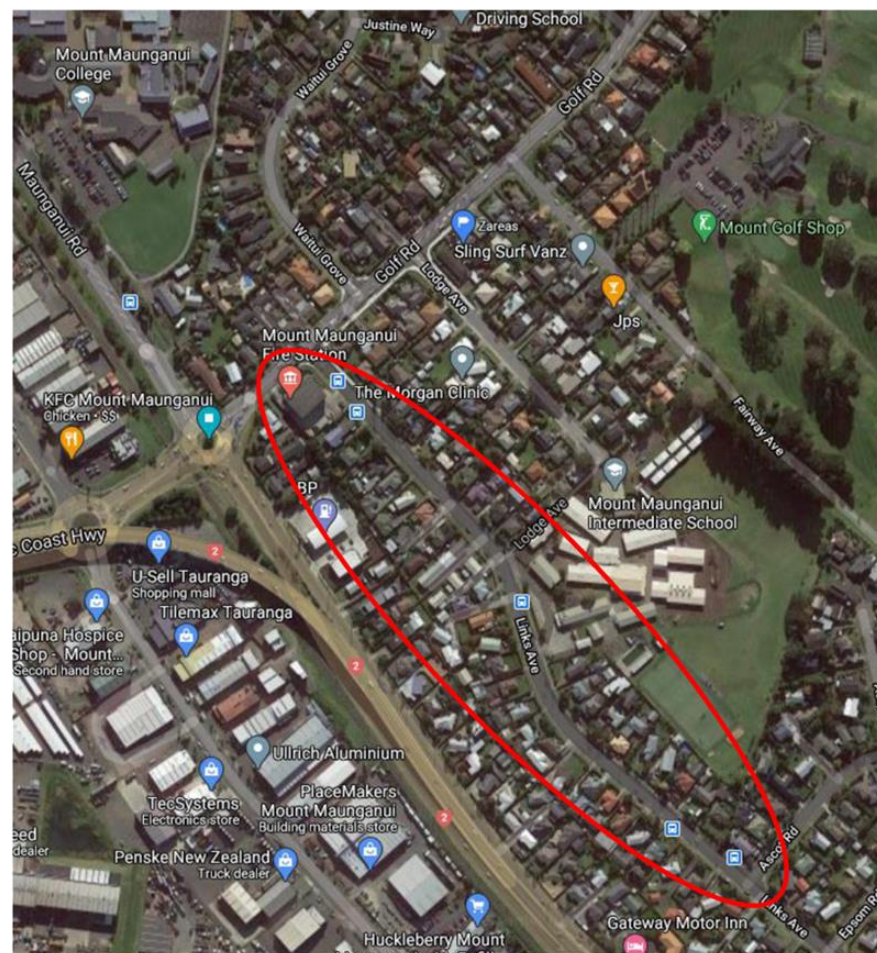
What are we talking about today?

The 500m from Ascot Road North to Golf Road

3 schools within 1km of this area

Up to 500 schoolchildren use a shared pathway, AN HOUR, during peak times.

Buses and traffic travel at 50km directly next to children: no safe separation



Recap

A bus lane was implemented as a trial 2 years ago as a temporary solution while B2B was constructed.

B2B has since been delayed several years yet there is no end to the bus lane 'trial'.

We presented in March 10th and 15th Sept, along with a petition from local residents, wanting changes due to serious concerns for the safety of children in particular, and requested the road be reinstated immediately to the previous design

Things can happen quickly. Within 48 hours of our last presentation painting crews were suddenly actioning recommendations from a safety audit, that had been outstanding for over 12 months....

We strongly believe that audit massively understates the serious risks presented to cyclists and pedestrians (see support info)

Recap

A number of council options have been presented since September, but nothing significant has changed on our roads. None of the communities ideas have been tabled. The options presented thus far fail to adequately address our concerns for child safety

Wider groups like Matapihi and Papamoa are now coming forward with the same concerns

In a 2020 city wide speed limit review, none of our 3 local schools were recommended for lower limits, but other Tauranga schools were

Work has recently been done on the pedestrian crossing footpath at Golf Road, which our group previously presented as being not safe and requiring relocated

In 2021 all local school roles have grown and may do so at an increased rate due to proposed re-zoning

NZTA Guidance Vs Links Ave

	NZTA Guidance	Links Ave
Path width (400+ users)	4m	1.6 - 2.5m
Road to path separation	150cm	30 – 60cm
Road lane width for buses	3m minimum	2.6m

Other guidelines have been ignored with this road design.

But in a nutshell, we are trying to fit too much into a road that is too small and never engineered for heavy vehicles

Ideal Road



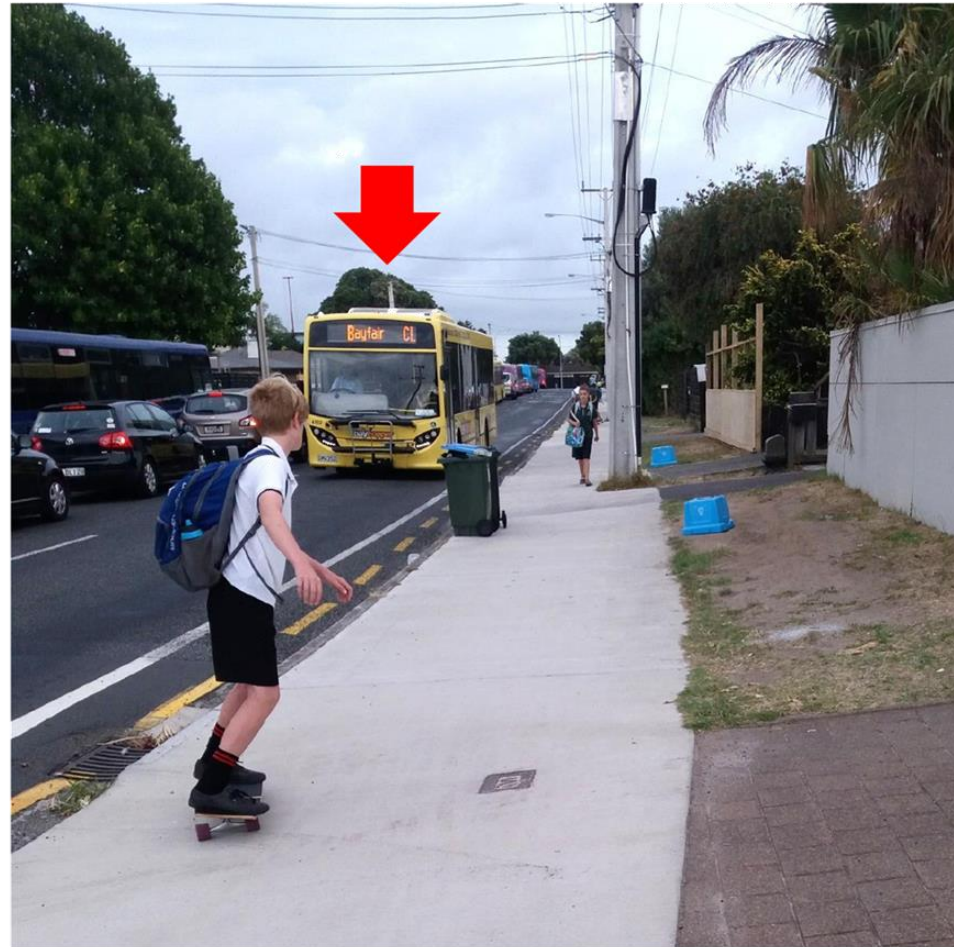
Links Ave, Monday Morning...



The road design see the majority of risk borne by children, who often make poor decisions and have no thought of the danger to their lives



There is NO margin for error here...



This is Ruby*....



2 weeks ago (24.2.21)

Ruby left school heading home towards Golf Road.

The shared pathway was crowded, and as she went past another student, she clipped that student's bike with her handlebars, causing her to veer left and onto the road.

Ruby collided with the side of an on-coming bus, sustaining injuries and was badly shaken by the experience.

Jason (Ruby's Father)

"I can see that Ruby was incredibly lucky and the incident could have been much worse, potentially fatal, had she hit the front of the bus"

INJURY, DIAGNOSIS AND ASSISTANCE	
Date of accident: 24/02/2021	Time of accident: 03:00 PM
fell off bike	
S520 (Sprain wrist ligament)	Left
S520 (Sprain wrist ligament)	Right
S51 (Sprain elbow/forearm)	Left
S540 (Sprm/prt tr,knee,lat coll lgmt)	Right
S541 (Sprain med.collateral lig.knee)	Right
SE41 (Contusion, knee and lower leg)	Right
SE41 (Contusion, knee and lower leg)	Left
SE2 (Contusion, trunk)	Right
(S520.00) Confirmed Confirmed (S51.00) Confirmed (S540.00) Confirmed (S541.00) Confirmed	
(SE41.00) Confirmed Confirmed (SE2.00) Confirmed	
Treatment Provider Signature: _____	Date : 24/02/2021
This form is NOT a complete ACC45 and is not suitable for sending to ACC. It is intended for referral Health Providers and Employers.	

Our concern is Ruby's is one of many incidents....

Lines down and power out after bus crashes into power pole outside Mount Maunganui school

2 Jun, 2020 9:03am

[Quick Read](#)

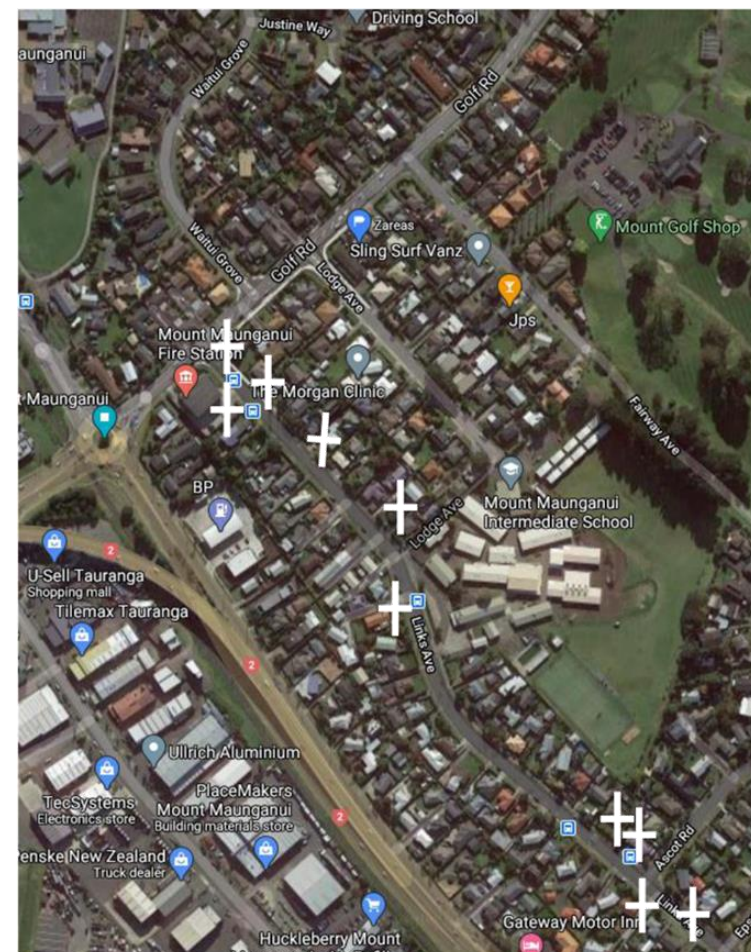


The incident happened at the crossing outside Mount Maunganui Intermediate School. Photo / Google Maps

Bay of Plenty Times

School Hour Incident Map

Date	Time	Where	Incident
30/01/2019	3pm	Boy v's Bus	Spur Ave
20/02/2020	8.30am	Bus v's Bus	Golf/Links
2/06/2020	8am	Bus v's Power Pole	Links Opposite MMI
25/08/2020	2.45pm	Cyclist v's Car	In front of Fire Station
5/11/2020	2.45pm	Cyclist v's Bus	100m South of Golf Rd on Links
5/11/2020	8.15am	Cyclist v's Bus	100m North of Spur on Links
6/11/2020	8.30am	Cyclist v's Bus	200m North of MMI
1/12/2020	8.20am	Cyclist v's Bus	Cnr Ascot and Links
4/12/2020	8.30am	Cyclist v's Bus	Cnr Ascot and Links
24/02/2021	3pm	Cyclist v's Bus	100m North of MMI



Kids wear the risk



Obscured Crossing Outside School



Golf Road Crossing







Summary

- The risks in the current design are obvious, and understated in safety audits, it's only a matter of time before we have a fatality
- We are working parents, we don't have time to do pedestrian counts, research roading rules, review NZTA documents etc. as we have over the last 2 years
- But we do because, as Ruby shows, the risk is real, every day
- Yet our communities' voice isn't being considered, none of our options tabled
- It feels like drown them in bureaucracy and process and they will go away
- It feels like Links Ave is the only long term plan, and giving ground now places that plan in jeopardy.
- Above all, our kids and community are paying a huge price, all day, for 30 mins of marginally better traffic flow

What do we want

- Safety to be the absolute priority and centre of thinking
- A minimum 1.5m separation of moving vehicles and foot traffic, in both directions, from Golf Road to Ascot Road North
- IMMEDIATE ACTION: which we have seen can happen.
End the trial, reinstate the previous road design: remove the bus lane
- No more run around:
Will any commissioner volunteer to own this issue and drive change?

How

Changes required to make this happen:

- Remove the 500m of bus lane from Golf Road to Ascot Road North and reinstatement of previous road design
- 30km speed limit during peak school hours
- Continue to enforce no parking on the Southbound lane from Golf to Ascot North
- Re-routing of most school buses to Oceanbeach or Maunganui Roads
- Bus stops placed in safer positions
- Relocation of Golf Road pedestrian crossing

Links Avenue Summary Sheet

Key Issues For The Community	Possible Solutions
No separation between coming traffic and kids on the footpath	Create a 1.5m minimum gap between traffic lane and curb by removing bus lane 500m from Golf Road
Large number of buses and trucks on a road not build for purpose	Redirect majority of heavy vehicles onto stronger, wider roads eg Maunganui Road
Accidents with buses, including live powerlines outside of a school	Reduce number of buses on Links Ave route to only those servicing MMI students. Remove power poles.
Poorly placed pedestrian crossings, create dangerous blind spots and overtaking into on-coming traffic	Relocate crossings, including Golf Road, and create wider pedestrian entry and exit points
Speeding traffic and poor speed cushions creating increased risk	Reduce school hour speed limit to 30km, better speed cushions
Road design see the majority of risk borne by children, who often make poor decisions/underestimate risk	Reduce risk and put majority of burden onto adults in cars, buses etc.



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Tauranga Community Housing Trust

Reference A12259559, Development Contributions for Community Housing Providers (CHPs)

Tabled at Ordinary Tauranga City Council Meeting, 8th March 2021

Tauranga Community Housing Trust (TCHT) raises the following points for consideration by Council:

1. The decision paper you are considering has not included any TCHT or other CHP engagement to our knowledge.
2. The TCC staff recommendation to maintain status quo is not satisfactory to TCHT.
3. There is no capital or upfront funding available to CHPs for developments. Our housing developments are funded through mortgages and grants. Development Pre-planning expenses such as outsourced consultants to prepare Resource Consent/Building Consent documentation and Development Contributions, lodgement fees etc are all paid upfront and not able to be financed. This has to be funded by the CHP through its operational budget. A current TCHT development forecasts this upfront liability as \$210,000. Financial certainty of subsidised Development Contributions would make a significant difference to the planning and financing of projects.
4. Approving grant applications for Development Contributions based on discretion is not ideal and potentially creates competition and inequity of decision making. We do not agree with the statement that CHPs are of various sizes and means and that this should be factored into decisions regarding subsidisation on a case by case basis. As a sector CHPs collectively agree that we need more housing and we are not competitive about who is building it.
5. CHP Developments take 1-2 years before construction commences. Timing challenges to align grants issued within a fiscal year against when the Resource Consent/Development Contribution is applied is problematic for both CHPs and council.
6. We respectfully disagree that the treatment of Development Contributions for CHP and Papakainga housing needs to be treated as separate policy. The constraints are either very similar or in some cases the same.

For the reasons outlined above, we suggest an annual allocation could be put into a budget for this activity and if there is money there when the CHPs Development Contribution is due then the CHP can access it (assuming it is within preset cap and eligibility criteria etc). If the budget is fully utilised in that fiscal year then so be it. This way the council is supporting a number of community houses to be built in a year – and not specific providers or groups. This will also ensure it is utilised in the period rather than granted for projects that do not proceed or are delayed.

Finally, we ask commissioners to expect more of council in terms of enabling innovative ways to support CHPs to positively address the housing crisis in Tauranga. We have provided some examples of TLA innovation over the page.

Some examples of ways TLA's are supporting CHPs***Targeted Incentives –***

- Hutt City incentivised new development of medium or high density residential or conversions to residential apartments by not charging building and resource consent fees, nor development and reserves contributions;
- Wellington Council incentivised first time homebuyers with a \$5,000 rates rebate; and
- Christchurch City provides development remissions for registered Community Housing Providers or other non-for-profit entities provided affordable homes have been offered in exchange.
- Hutt City has contracted local housing organisations to provide housing navigation and support services to those facing/experiencing homelessness.

Strategic Leveraging of Council Assets -

- Auckland, Christchurch and Wellington Councils have all leveraged the development of affordable homes meeting local needs on Council owned properties through negotiated agreements with registered Community Housing Providers (CHPs);
- Hutt City used its Council Controlled Organisation Urban Plus to develop medium density for-sale homes, proving demand for that typology and complimenting its incentives policy; and they are now looking to partner with Community Housing Providers (CHPs) to deliver affordable homes; and
- Hamilton Council is establishing a local Community Land Trust (CLT) to assist with the development and retention of permanently affordable homes. Initial capitalisation of the trust of approximately \$2m will be from the proceeds received from divestment of its housing stock.
- Nelson City Council has committed approximately \$8m of proceeds from the sale of its housing stock to reinvestment in affordable homes through Community Housing Providers.

Regulatory Requirements –

- Queenstown Lakes District Council adopted a development contributions scheme which requires a portion of all new developments to be affordable. The local housing trust receives these contributions and builds affordable rental and ownership homes under several schemes; and
- Auckland Council had mandatory affordability requirements associated with its now-expired Special Housing Areas.

Strategic Direction and Advocacy –

- Many Councils have engaged with their communities to develop an agreed housing strategy and identify the resources, actions and partners to implement them; and
- Councils have a platform and mandate to speak on behalf of their communities to advocate for governmental resources and policies to address local need, either individually or through partnerships such as Local Government New Zealand.



Civic Rebuild

8 March 2021



Civic Precinct



Financial summary

Capital costs - Civic Precinct	\$,000
New Central Library & Community Space	47,000
Civic Building Demolition	3,000
Civic Plaza & surrounds	11,000
<u>Total project costs</u>	<u>61,000</u>

Tauranga City Council