



# **MINUTES**

**Extraordinary Council Meeting  
Monday, 14 February 2022**

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**MINUTES OF TAURANGA CITY COUNCIL  
EXTRAORDINARY COUNCIL MEETING  
HELD AT THE BOP REGIONAL COUNCIL CHAMBERS, REGIONAL HOUSE, 1 ELIZABETH  
STREET, TAURANGA  
ON MONDAY, 14 FEBRUARY 2022 AT 2.30PM**

**PRESENT:** Commission Chair Anne Tolley, Commissioner Shadrach Rolleston,  
Commissioner Stephen Selwood, Commissioner Bill Wasley

**IN ATTENDANCE:** Marty Grenfell (Chief Executive), Paul Davidson (General Manager: Corporate Services), Barbara Dempsey (General Manager: Regulatory & Compliance), Tony Aitken (Acting General Manager: People & Engagement), Nic Johansson (General Manager: Infrastructure), Christine Jones (General Manager: Strategy & Growth), Gareth Wallis (General Manager: Community Services), Brendan Bisley (Director of Transport), Andy Vuong (Programme Manager: Cycle Plan Implementation), Will Hyde, (Senior Transportation Engineer), Coral Hair (Manager: Democracy Services), Robyn Garrett (Team Leader: Committee Support), Sarah Drummond (Committee Advisor), Anahera Dinsdale (Committee Advisor)

## **1 APOLOGIES**

Nil

## **2 ACCEPTANCE OF LATE ITEMS**

Nil

## **3 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN**

Nil

## **4 CHANGE TO THE ORDER OF BUSINESS**

Nil

## **5 DECLARATION OF CONFLICTS OF INTEREST**

Nil

## **6 BUSINESS**

### **6.1 Links Avenue Trial Update**

**Staff** Brendan Bisley, Director of Transport

#### **Key points**

- Advised that the Papamoa Ratepayers and Residents Association representative was unable to attend today's meeting to speak to their petition, and would attend the next Council meeting on 28 February to speak.
- The situation in Links Avenue was symptomatic of what was occurring in many places across the city. Congestion was being experienced across the city; therefore traffic was using streets that were not arterials and were not designed for volumes of traffic.

- The safe system review carried out had indicated there was an unacceptable risk of a serious or fatal accident on Links Avenue. The installation of the bus lane had squeezed other lanes; the trial was aimed at improving safety in Links Avenue for vulnerable users.
- The five-week trial saw traffic volume on Links Avenue drop by 70%. The wider network coped with the overall trip time very similar; however, queues were longer and started earlier.
- Explained how the trial and traffic counts and times were monitored; and noted public feedback received, with mid-point and end of trial surveys carried out. The trial was not popular, with exit from the Concord Avenue end of the street particularly difficult.
- The report recommendation was to undertake another trial further up Links Avenue towards Concord Avenue. Noted that alternative access to the east was provided by Spur Avenue. A longer trial of four months was recommended as short trials did not stimulate behaviour modification.
- The city could no longer build its way out of congestion; behaviour, attitude and modal change was needed.
- The proposed trial had more factors to it such as changes to road surfaces and road markings to enhance safety.

### **In response to questions**

- In terms of safety with the closeness of vehicles to the shared pedestrian/cycleway, there was still the issue that these roads were not designed for this volume of traffic; they were residential streets with an expectation of safety.
- The need to deal with the wider issues of traffic around the city was noted, Links Avenue was only one conversation. When traffic/road investment was being considered, use of arterial roads, collector roads and residential streets should all be reviewed with a quality of life perspective for residents as well as traffic engineering considerations. Being able to move around the city was a key problem with the quality of life of Tauranga residents.
- A substantial reduction in traffic would likely see cyclists migrate back to the road off the shared pathway. This would also be influenced by a reduction in the speed limit.
- There was no data on traffic congestion and travel times for Links Avenue before the bus lane was installed. The likely trend would have been increasing congestion regardless of the bus lanes and the trial.
- Anticipated traffic volume and vehicle movements were based on extrapolation of current figures. It was expected that traffic volumes on Links Avenue would reduce from current levels when the Baypark to Bayfair link was operational; however, volumes were unlikely to reduce fully back to previous levels of 2000/2500 vehicle movements.
- The buses had previously operated on Maunganui Rd and were moved to Links Avenue after several near misses. A high proportion of usage of the bus service was school children and there was clear danger with crossing several lanes on a busy road; the route was moved into Links Avenue which was where the residential catchment for bus use was based e.g. schools. Maunganui Rd with still less safe for bus users than the bus route now on Links Avenue, with a high likelihood of a serious or fatal accident.
- There would be continual involvement with the community as the trial progressed, with the trial adapted where possible as feedback was received.

### **Discussion points raised**

- Acknowledged the residents of Links Avenue who had presented to Council on several occasions.
- Reemphasised that this was a trial, not a permanent solution, and was part of a bigger picture. A wider system strategic view was fundamental.

**RESOLUTION CO2/22/1**

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report on the cul-de-sac trial that took place in Links Avenue.
- (b) Approves a further trial of a cul-de-sac on Links Avenue at the Concord Road end for a minimum period of 4 months. Staff are to gather data and report back to Council regarding recommendations on a permanent solution prior to the trial being removed.
- (c) Approves the trial resurface Links Avenue (chipseal) and removing the existing bus lane in the process for the duration of the trial.
- (d) Endorses a temporary 30km/hr speed limit along the length of Links Avenue for the duration of the trial and appropriate traffic calming measures installed to ensure traffic speeds are kept low.
- (e) Approves Council staff engaging with the residents on Links Avenue and the streets that have direct access off it regarding the street layout for Links Avenue if traffic volumes were able to be reduced to a level that a bus lane was no longer required.

**CARRIED**

**6.2 Papamoa Residents and Ratepayers Association submission re Links Avenue trial**

**Staff** Brendan Bisley, Director of Transport

**RESOLUTION CO2/22/2**

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (i) Receives the report Papamoa Residents and Ratepayers Association submission re Links Avenue trial.

**CARRIED**

**6.3 Traffic & Parking Bylaw Update 34 (Links Ave trial)**

**Staff** Brendan Bisley, Director of Transport

**Key points**

- The proposed changes to the bylaw allowed implementation of the Links Avenue trial; once the trial was finished, staff would bring back a report for revocation of bylaw provisions no longer needed.

**In response to questions**

- A marked cycleway with a 1.8m buffer was planned, which would restrict parking alongside the shared pathway.

**RESOLUTION CO2/22/3**

Moved: Commissioner Stephen Selwood  
Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the Traffic and Parking Bylaw 2012 Amendments Report.
- (b) Adopts the proposed amendments to the Traffic and Parking Bylaw 2012 Attachment as per Appendix B, effective from 28 February 2022.

**CARRIED**

**7 DISCUSSION OF LATE ITEMS**

Nil

**8 CLOSING KARAKIA**

Commissioner Rolleston closed the meeting with a karakia.

**The meeting closed at 3.22pm.**

**The minutes of this meeting were confirmed at the ordinary meeting of the Tauranga City Council held on 28 February 2022.**

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**CHAIRPERSON**