

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

**File Number:** A13218663

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### PURPOSE OF THE REPORT

1. This report responds to the matters raised in the submission and petition from the Papamoa Residents and Ratepayers Association (PRRA) regarding the trial of the cul-de-sac treatment in Links Avenue.

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### RECOMMENDATIONS

That the Council:

- (i) Receives the report Papamoa Residents and Ratepayers Association submission re Links Avenue trial.
- (ii) Considers that the recommendations in the Links Ave Trial Update report appropriately address the points made by the Papamoa Residents and Ratepayers Association in their petition and submission.

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### DISCUSSION

2. Council undertook a trial of a cul-de-sac in Links Avenue between 15 November and 17 December 2021. The purpose of the trial was to improve safety for vulnerable users on Links Avenue and prioritised safety over the convenience of those that use the street as a through route.
3. The trial was undertaken following the receipt of a Safe System review that assessed the risk of a serious or fatal accident occurring on Links Avenue being unacceptably high.
4. The submission received from the PRRA (attached to the report) contains a number of matters and these are responded to in the following sections of the report.
5. On 13 December 2021, Philip Brown on behalf of the PRRA presented a petition to the Council (attached to the report). The matters outlined in the petition are generally covered in this report and the Links Avenue Trial update report included in this agenda.

### BUS LANE HISTORY

6. The bus lane was added to Links Avenue when the traffic volumes became unacceptably high and the delays to the bus services were impacting on the journey time reliability. The lane was installed to allow traffic to bypass the queued vehicles along Links Avenue. At the time the bus lane was intended to be a trial as it was anticipated that it could be removed upon opening of the Bayfair to Baypark (B2B) project in 2021. The estimated completion date for the B2B project is now late 2023.
7. At the time the bus lane was installed, estimated traffic volumes in Links Avenue would have been approximately 4,000-4,500 vehicles per day (vpd). The current traffic volumes are 7,000-7,500vpd and still rising.
8. The installation of the bus lane has moved the vehicles lanes closer to the shared path. If the traffic volume was reduced, the bus lane can be removed as buses will not be delayed, and this is proposed as part of the recommended stage 2 trial for Links Avenue.
9. Simply removing the bus lane does not improve safety as the traffic volumes are too high for a residential street where vulnerable users are having to share the road space with vehicles.

### BUS PATRONAGE

10. There are approximately 6,000 passengers who catch a bus in Links Avenue each month. 2/3 of these are school aged children and the bus services are an important travel mode for students in the local area. This patronage equates to approximately 200 people per day and approximately 130 students catching the bus. These same students are dropped off in Links Avenue in the morning peak.
11. In relation to the use of Links Avenue by buses, Links Avenue was identified as supporting three priority modes in the Transport System Plan (TSP). These were walking and cycling, public transport and residential traffic. Links Avenue is intended to remain as the primary bus route through the Arataki area.
12. Discussions have been held with the Regional Council about reducing the number of buses that use the street and only buses that stop in the street using it. Buses that are relocating (not in service) or express services may be able to use Maunganui Road.

### LINKS AVENUE CLASSIFICATION

13. Links Avenue is a residential street and designed to provide access for the residents that live in the street and the streets immediately off it. Prior to the B2B construction, the traffic volume was approximately 2,000-2,500vpd and at this traffic volume it was considered safe for school children to walk and cycle along the street.
14. The primary arterial routes in the Arataki area for moving vehicles are Oceanbeach Road, Golf Road, Girven Road and Maunganui Roads.
15. Links Avenue is not an arterial route and was not designed to provide a third route for traffic trying to move between Papamoa and the Mount and the Hewletts Road area.

### LINKS AVENUE PAVEMENT

16. The pavement in Links Avenue is struggling to cope with the traffic volume now using the street. The pavement was designed for a residential street and as volumes have increased sections of the pavement have failed. With the high traffic volumes Council was unable to undertake permanent repairs and had been patching the road to try and maintain a suitable pavement surface.
17. Council undertook some more permanent pavement repairs when the cul-de-sac trail was underway and traffic volumes were lower.
18. The road pavement will need to be reconstructed, but with a reduced traffic volume and chip sealing to waterproof the road it is hoped that the pavement will remain in a reasonable condition for another 2-3 years and this work can be done once the B2B project is completed. The existing pavement will need to be removed. The new pavement will be thicker, so access into and out of the street will be impacted significantly during that process.

### BUS LANES ON MAUNGANUI ROAD

19. The PRRA have suggested an alternative solution would be to install bus lanes on Maunganui Road to provide for express services from Te Tumu, Papamoa East, Te Puke and further out.
20. The B2B project was not designed to accommodate bus lanes and there is insufficient width available to retrofit bus lanes into the project without removing vehicles lanes. This precludes the installation of dedicated bus lanes but does not prevent future express services using the State Highway.
21. Bayfair is an important destination for bus users so it is likely bus services will continue to have this as a drop off and pickup point in the future.

### **NEXT STEPS**

22. Waka Kotahi, Regional Council and Council staff would be happy to meet with representatives of the PRRA to discuss bus services for the Papamoa area.

### **ATTACHMENTS**

1. **Papamoa Residents and Ratepayers Association - Submission on Links Avenue Trial - A13220063**
2. **Petition Links Avenue - Papamoa Residents and Ratepayers Association - presented to Council 13 December 2021 - A13220415**