

WSJ | OPUS

Totara Street:
Route to Mt
Maunganui past
NZ's busiest Port





Mauo
(Mt Maunganui)

Rata Street

Bay Oval Link

Totara Street
Route

Hull Road

Maunganui
Road

SH2 Hewletts Road

Totara Street Transport Committee

Tauranga City Council:
A Client Perspective

Project Goals

- Provision of a seamless, protected and high quality cycle connection
- Enhanced safety for people on bikes
- People on bikes of all confidence levels are catered for
- Improved operation and safety of the corridor, in particular for heavy vehicles
- Improved road crossing points for pedestrians



Tauranga City



Totara Street Transport Committee

Key Facts

- High priority Port and Industrial operations
- Nationally Strategic corridor
- More than 19,000 daily traffic, 10 to 20% HCV's
- 25 trains per crossing per day
- 2338 people on bikes a week
- Current facilities for cyclists and road users are inadequate



Tauranga City



Totara Street Feedback

Feedback

- 80% of respondents agree or agree with suggestions
- 80% of business and Ports of Tauranga disagreed with proposal on western alignment

Suggestions

- Support for physically separated facilities.
- Improvements to Hull Road/Totara Street roundabout.
- Considerations of landscaping planting and to not remove trees.
- Completing the connection to Mount Maunganui.
- Safety matters relating to Totara Street/Hewletts Road



Photo of Christchurch example

Totara Street Feedback

Those opposing the cycle proposal

- Two-way cycle lanes and conflict between people on bikes.
- Drivers looking for people on bikes coming from the opposite direction to normal traffic flow.
- Conflict and visibility issues between vehicles at multiple commercial driveways.



Photo of truck on entry to Totara Street



Photo of Christchurch cycleway example

WSP Opus

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Safety by Design

Route Selection Options



Port and Rail

- Ports working with NZTA and TCC on longer term solutions
- Totara Street is not planned as main Port Route
- Speed limit change
- Alternatives are being sought including linking through Te Maire Street

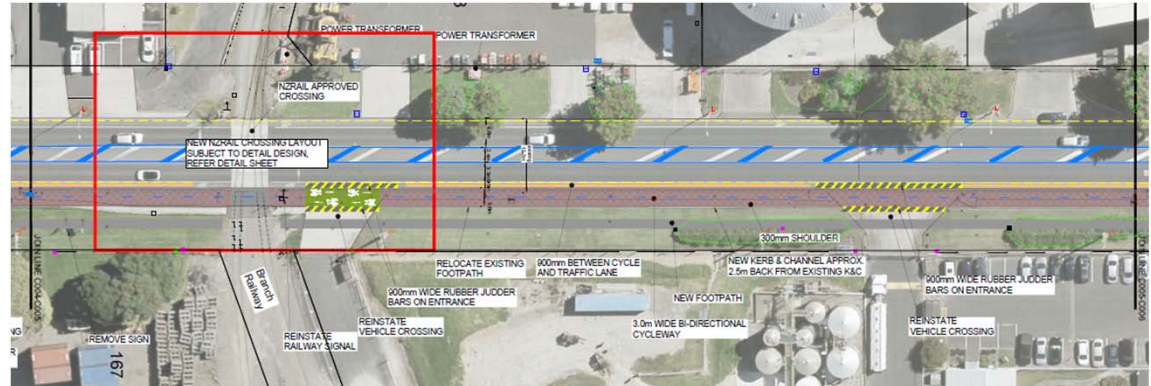


Where and Why

Design team and Client Workshop resolution for vulnerable users

Cycleway and footpath East side (right)

- Reduced heavy vehicle entrances
- Clearer passage
- Rail crossing switching gear
- Avoids truck stop
- Removed from Port traffic
- **Require bi-directional**



Design treatments required to make this as safe as possible

Workshop Design Decision



-  Mid block Signals
-  Hull Road
-  Triton Avenue
-  Waimarie (modify existing)
-  Mid block Signals

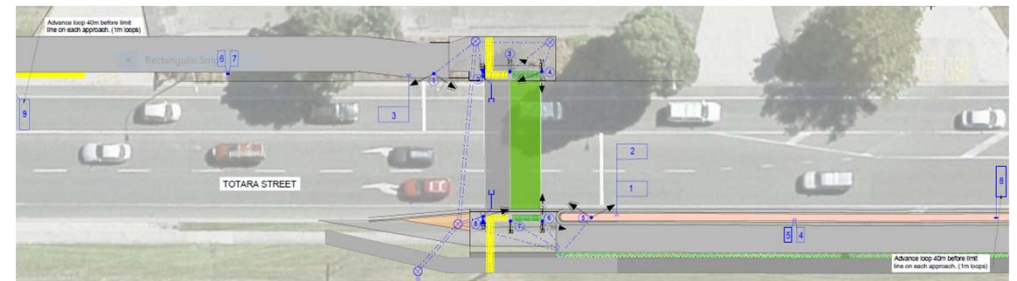
Workshop Design Process



Urban design by Isthmus

Signalised Mid-Block Crossings

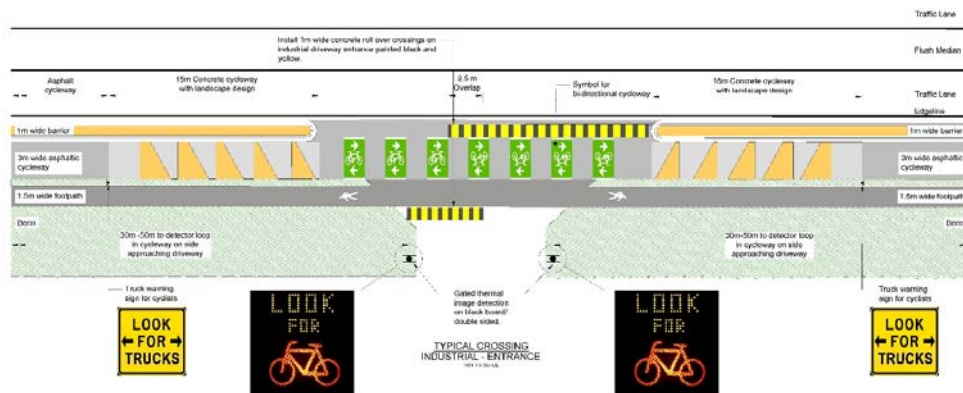
- 2 signalised crossings
- Located back from intersection
- Urban design approach treatment



Workshop Design Decision

Industrial Crossings

- WSP Opus Research recommendation
- Concrete judder bar built in
- Green cycleway pedestrian bars
- Advanced thermal detection
- Activated warning signs at entrance



Urban design by Isthmus

WSP Opus

Safety Design Decision

Retail Crossings

- Set back 5m
- WSP-Opus Research recommendation
- Bolt on judder bar
- Green cycleway pedestrian bars
- Signage for vehicles at dual entrances
- Cyclist warning signs on approach

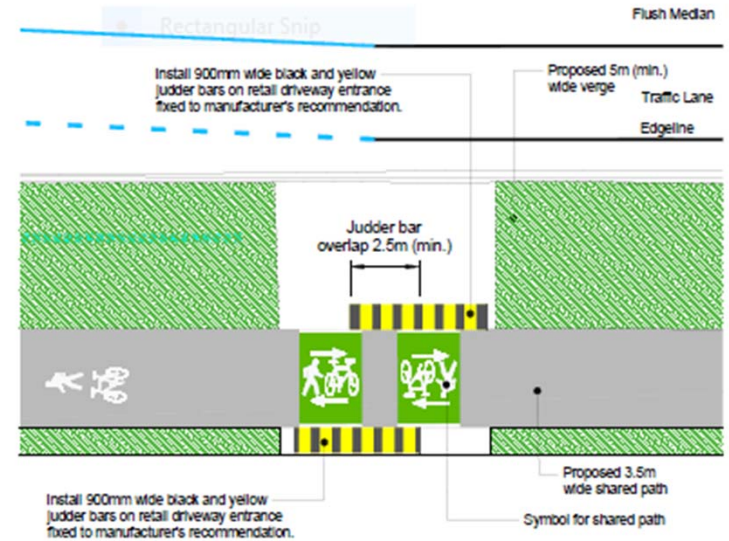
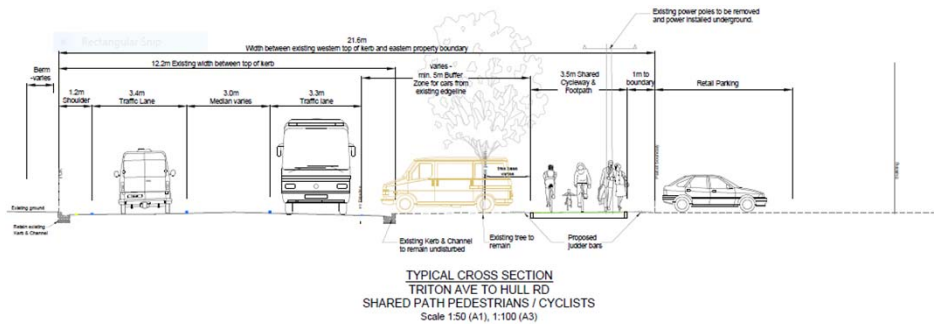


Photo of Christchurch example

WSP Opus

Workshop Design Decision

Railway Crossings

- 2 x automated gates
- VeloStrail
- ALCAM & LCSIA



Christchurch examples

Workshop Design Decision

Signalised Intersections x 3

- Port entrance of Hull Road
 - Existing roundabout
 - No 'U' turn facility
 - logs
- Tee intersection of Triton Ave
 - Storage to Port
 - Pedestrian phase across Totara
- Rail Crossing
- Modify signal layout at Waimarie
 - Remove left slip
 - Avoids truck stop
- Hewlett's Road (Existing signals)

Workshop Design Decision

Signalised crossing & Gateway to Bay Oval

- Opportunity for urban design

Why Cross

- Avoids side roads and retail
- Makes use of available berm
- Road cross section can be modified



Urban Design by Isthmus

Design Decision

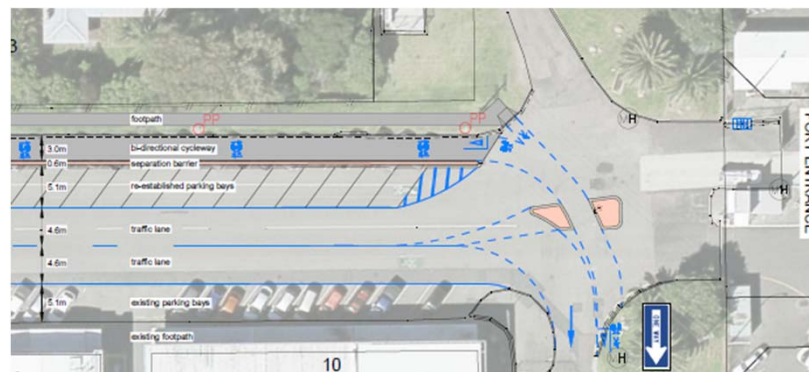
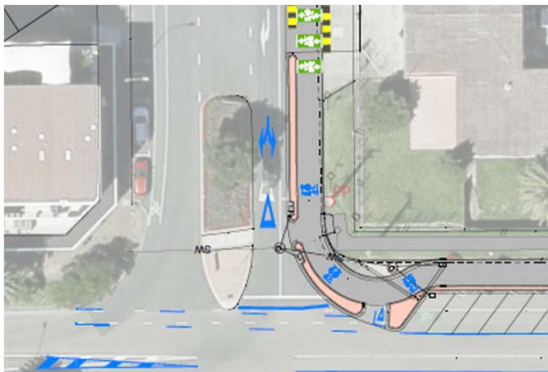


Rata St Link

- Connects to the Mt
- Connects to cruise ships

Design considerations

- Make use of left turn lane
- Reallocate road space
- Visibility at intersection



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Questions ?