

WSP | 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

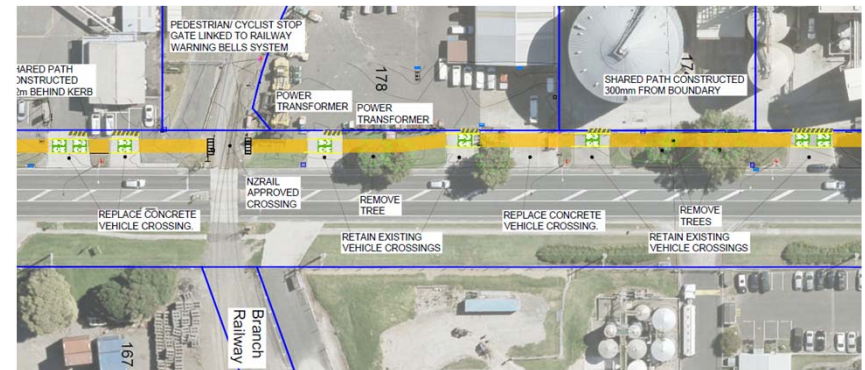


# Where and Why

## Safety audit at scheme level strongly disagrees with cycleway on the Port Side (left/west)

### Why

- Numerous commercial entrances used by heavy vehicles 26 vs 6
- Dangerous goods, chemical and bitumen storage
- Lack of sight distance on exit
- Cyclists at risk from left turning trucks on entry
- Trucks require 20m stacking length



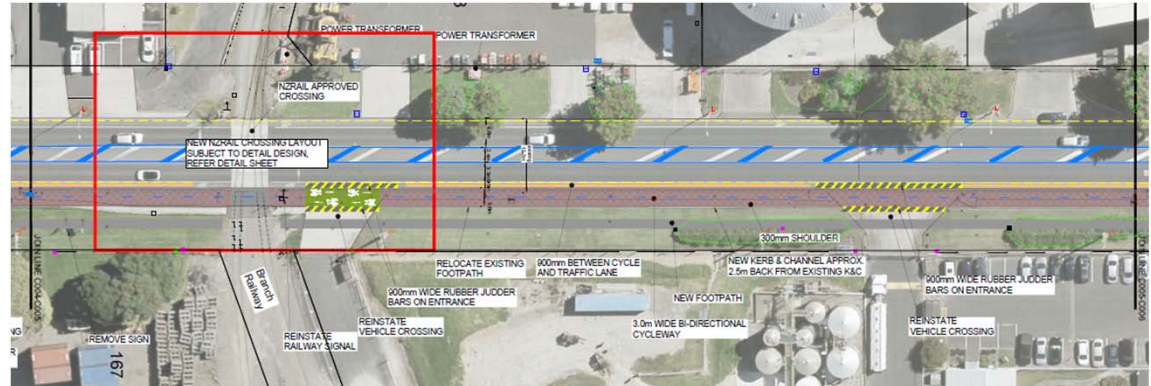
Initial concept plan

# 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

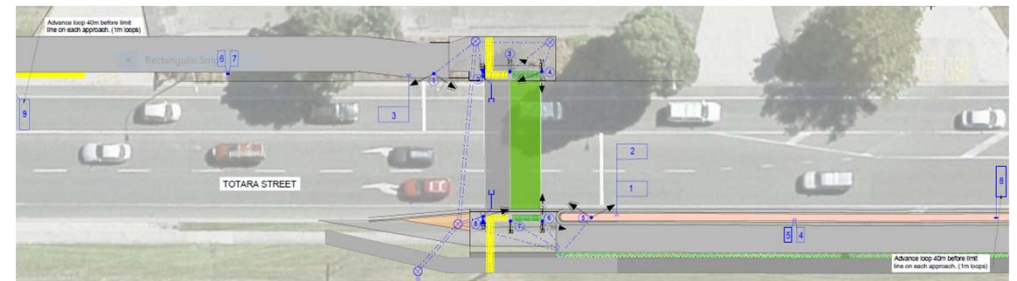
# Workshop Design Process



Urban design by Isthmus

## Signalised Mid-Block Crossings

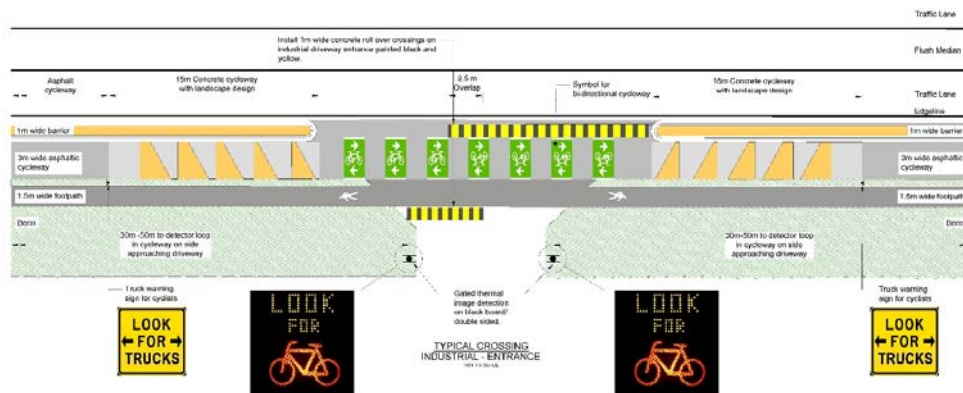
- 2 signalised crossings
- Located back from intersection
- Urban design approach treatment



# 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

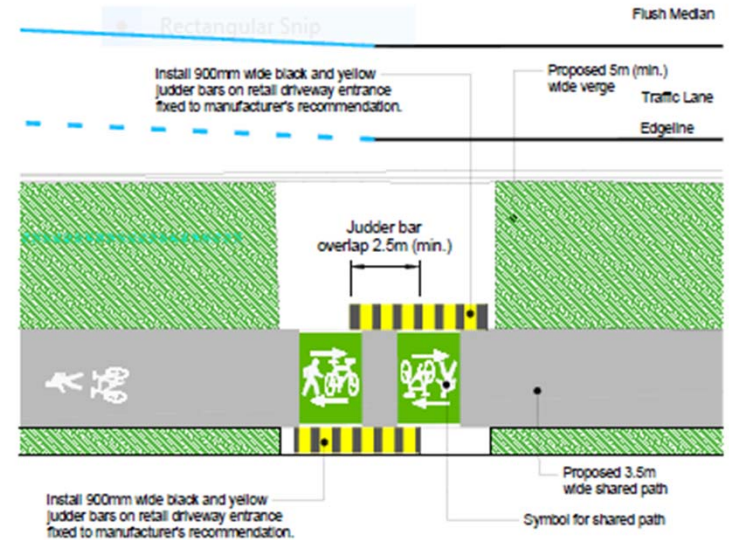
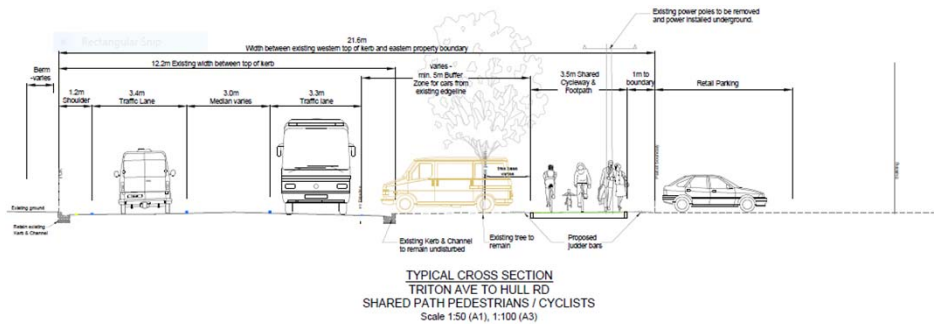


Photo of Christchurch example

WSP Opus

# Workshop Design Decision

## Railway Crossings

- 2 x automated gates
- VeloStrail
- ALCAM & LCSIA



*Christchurch examples*



# Workshop Design Decision

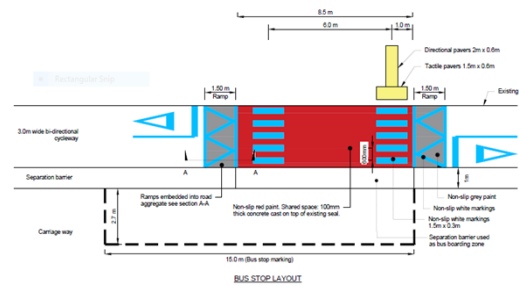
## Signalised Intersections x 3

- 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

## Bus stops

- Buses stop in live lane
- Raised platform within cycleway



Detail of Christchurch example

# 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

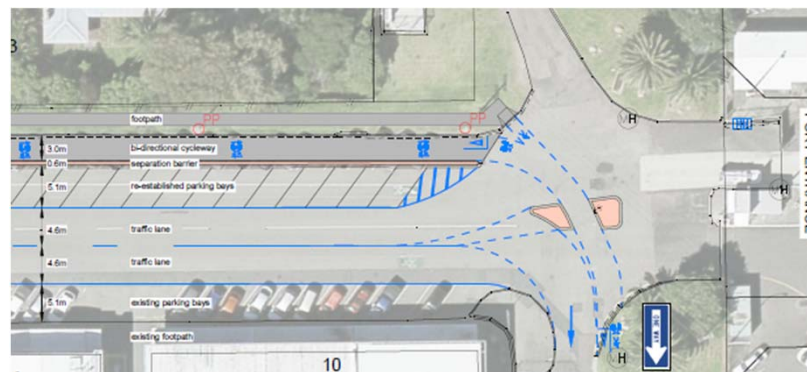
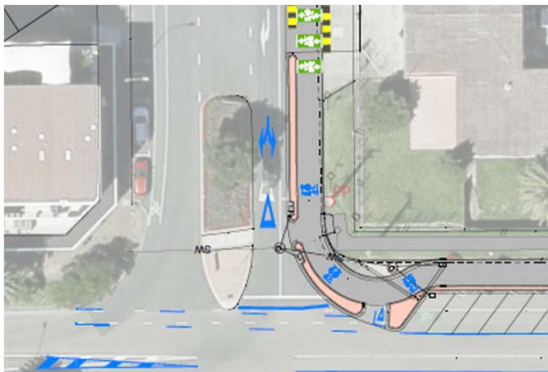


## Rata St Link

- 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 ?**