

Regional Transport Committee

Tasman District Council
16 February 2021



2021-24 National Land Transport Programme development

- This month we will work through and complete the initial moderation for improvements and low cost low risk activities.
- We will also complete moderation for continuous programmes.
- We expect to provide feedback on moderation for both continuous programmes and improvement activities in March.



Waka Kotahi Investment Proposal

We received a number of submissions on the Waka Kotahi Investment Proposal from councils.

- We're considering this feedback and are in the process of responding.
- We plan to review the Waka Kotahi Investment Proposal and make additional amendments where required.



Proposed Nationally Delivered Programmes

- We're reviewing feedback on the non-state highway activities proposed for inclusion in the 2021-24 NLTP.
- The activities will be assessed and prioritised before a final list is put forward for consideration for inclusion in the NLTP.
- We have more information available on our [website](#).



Arataki V2 – COVID-19 update

The employment modelling used to inform Arataki V2 is available



We are scoping follow-up analysis on key insights from the first 10 months of the COVID-19 pandemic



These new insights will be available within the next couple of months



30-Year Plan (Version 1)

- Last year we outlined our intent to start a 30-Year Plan.
- The plan would set out a three-decade plan of what Waka Kotahi needs to do to contribute to a thriving Aotearoa.
- We have decided to defer the start of this work until later this year.
- We will progress some initial planning.



Safe System case studies

- We've released new case studies about safety interventions to improve safety outcomes in our communities.
- These case studies focus on ways to prevent people being killed or seriously injured on our roads and streets.
- The first three case studies focus on:
 - Intersection speed zones
 - Raised safety platforms
 - Rural roundabouts

Intersection speed zones

SAFE SYSTEM CASE STUDY

Intersection Speed Zones improve safety at rural intersections

Intersection Speed Zones are used to improve the safety at rural intersections along high-speed roads. They detect when a driver is approaching on a side road and activate an electronic Variable Speed Limit sign to temporarily show a lower speed limit on the main road.

The aim is to temporarily slow oncoming traffic down to 60 or 70km/h, making it easier and safer for people to pull into or out of a side road across a high-speed rural road. This takes the pressure off at intersections and makes the road safer for everyone by reducing the risk someone is killed or seriously injured if a crash happens.

How long does it take to create an Intersection Speed Zone?

It takes around six months to investigate and complete an Intersection Speed Zone, depending on procurement, access to power, and related intersection improvements.

How much do Intersection Speed Zones cost?

Intersection Speed Zones cost approximately \$200,000 for design and installation, which may be higher or lower depending on site characteristics. These costs don't include ongoing maintenance costs - which relate to use of the data network for communication with the sensors and signs, collection of speed data (where this is measured), and repair of damage occurring from crashes and system malfunctions.

How effective are Intersection Speed Zones?

We monitored Intersection Speed Zones across New Zealand, and our research found that they successfully reduced speed along main (priority) roads.

It showed that when signs are activated, modal (the most common) speeds were close to the variable speed limit displayed, whereas mean speeds were well above the posted variable speed limit.

Mean speed reduction range	
Sign on vs sign off	3-10 km/h
Before signs were installed vs signs on	4-19 km/h

TOTAL CRASHES REDUCED BY 28%

FATAL AND SERIOUS CRASHES REDUCED BY 69%



Road to Zero video resources

- To help different audiences understand the part they play in reducing deaths and serious injuries on NZ roads we've developed a series of Road to Zero videos.
- You can watch the videos on our website: <https://nzta.govt.nz/safety/safety-resources/road-to-zero-resources/road-to-zero-videos/>



Tasman Updates

February 2021



SH60 Motueka High Street



SH6 between Hope & Wakefield

Tasman – Project Updates

Activity	Key date(s)	Commentary
SH60 Motueka High Street Safety Improvements	Late-February stakeholder and community engagement	<ul style="list-style-type: none"> • In August 2020 as part of the Government's COVID-19 Response and Recovery Fund we received \$6.8 million investment for safety upgrades on High Street in Motueka. • The investment will help upgrade the road with intersection improvements and pedestrian crossing signals. • We completed extensive engagement with the community and businesses in 2017, as some time has passed, we will be re-engaging with businesses, community and road users in late-February 2021. • We are currently finalising our preliminary designs and engagement plans, which will include engaging on the speed limit along High Street.
Richmond Programme Business Case		<ul style="list-style-type: none"> • Commenced the programme Business Case (PBC) for Richmond • Initial report back to the Council in April. Work is intended to be completed by end June 2021.
Nelson Future Access		<ul style="list-style-type: none"> • We are continuing to work closely with Nelson City Council to develop more detail around the Draft Proposal to ensure we can provide the right level of information when we next engage with the community. • Preparing for community engagement in the second quarter of this year.

Tasman Regional Update

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Nelson / Tasman State highway maintenance, operations and renewals	\$34.82M	Ongoing	Green	<ul style="list-style-type: none"> Ongoing maintenance and operations Currently delivering over 44 lane km of pavement reseals and 1.1 lane kms of rehabilitation work in 2020/21 Ongoing Takaka Hill night road closures will be well notified to allow for safe maintenance operations
SH60 Waitapu Bridge, Takaka	n/a	Ongoing	Green	<ul style="list-style-type: none"> Waka Kotahi has agreed with Manawhenua kī Mōhua that overnight camping is not desirable at this site A key aim for Waka Kotahi and Manawhenua kī Mōhua is to restore the river environment and the water quality at this site, while maintaining community access. We will continue to work with the community as we develop the longer-term plan and solutions for this site.
SH6 Wakefield pedestrian crossings	n/a	Ongoing	Green	<ul style="list-style-type: none"> Following community concerns Waka Kotahi is undertaking a review of the current pedestrian crossing facilities and considering improvement options such as island extensions, raised platforms and lower speed limits. A comprehensive report will be released in the coming few weeks.

Tasman

LOW COST / LOW RISK projects

Completed works

- SH6 Great Taste Trail road crossing improvements
- SH6 Old School Rd Kohatu intersection improvements (developer contribution)
- SH6 Murchison pedestrian safety improvements
- SH60 Takaka Hill motorcycle underrun rails
- SH60 Takaka to Paines Ford shared path

Works underway

- SH6 Glenhope to Gowan southbound shoulder widening

Works to commence shortly

- SH60 Birds Hill shoulder widening
- SH6 Brightwater (River Terrace Rd), works commencing shortly to alleviate SH flooding.

Tasman Emergency Works

Activity

Commentary

SH60 Takaka Hill Repairs



- We are in the final construction phase of the remaining five slip sites. The road will continue to be reduced to one lane with traffic lights at each end of the work.
- Retaining walls are well underway for two of the five slip sites. The foundations for the final three sites have nearly reached full depth after which time work will begin on building the retaining walls.
- Challenges across these five sites has been significant, including the geology. Decomposed rock and weak soil made it much harder to reach a solid foundation before being able to build up the retaining walls in the narrow and steep gullies. This has meant the project has gone longer than originally planned.
- Progress is being made and our aim is to have two lanes open by mid to late 2021, with project completion by end of 2021. Naturally, weather events and contractor performance beyond our control will play an important part in achieving these milestones.
- During construction, a free shuttle service is available to take cyclists through the work site safely.

SH65 Deadmans Slip



- Works have recommenced to complete the pavement on the diverted highway this summer, following which the temporary speed limit will be lifted.

2019 Safe System Summary

A Safe System Summary of annual road deaths 2019 - Tasman Nelson Marlborough



Last loaded on 03/02/2021

People

Region



12 DEATHS

4 Light vehicle drivers (25+)

2 Young drivers

1 Passengers

5 Motorcyclists

1 Pedestrians

0 Heavy vehicle drivers

1 Cyclists

Aged 25 to 69 years old



\$139 SOCIAL COST OF DSI (\$M)

Roads & roadside



17% died on roads with a medium or higher IRR



75% died on roads in areas defined as rural



2 died on head-on crashes



6 death involved roadside objects



0 died at urban intersections



3 died in rural run-off-road crashes

Speed

2 died on roads with a speed limit set higher than the SAAS

1 died on roads in the top 10% requiring speed management

Vehicles



40% died in 1-star or 2-star light vehicles



1 died in crashes involving a truck



5 died in crashes involving motorcycles

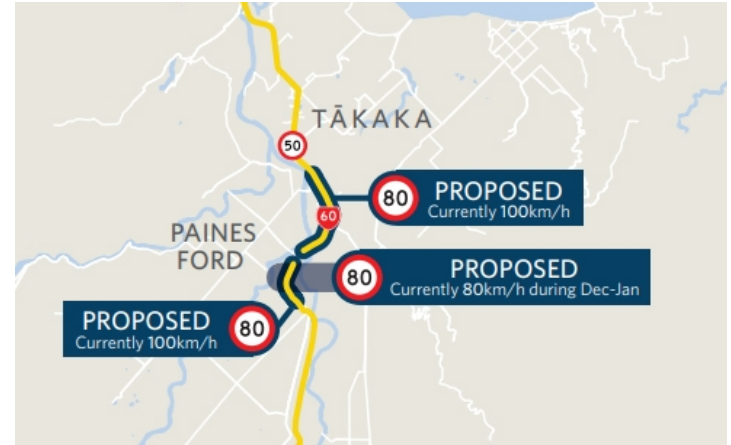


1 died not wearing a seatbelt

*Numbers are preliminary, based on the notification received during the month. May vary from HoT figures.

Tasman Project Updates – Speed & Safety

Activity	Commentary
SH60 Paines Ford to Tākaka speed review	<ul style="list-style-type: none"> In 2020, we completed consultation on this speed review. We are currently getting documentation finalised to be able to announce the decision on this speed review within the coming months.
SH6 Hope to Wakefield speed review	<ul style="list-style-type: none"> In late 2020, we completed consultation on this speed review. We are currently getting documentation finalised to be able to announce the decision on this speed review within the coming months.



Hei konā mai

