

# Project Brief

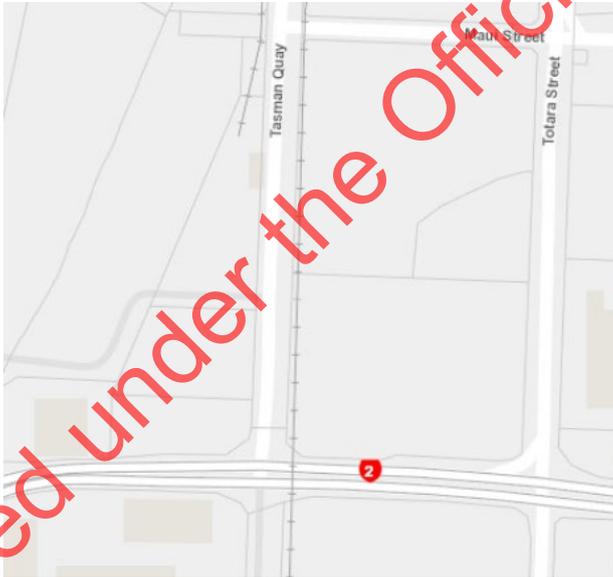
## LCLR Walking and Cycling

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**CC:** Adam Francis, Team Lead Safety Engineers  
**For:** (TBC), Project Manager  
**Date:** 30/08/2023

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## NZCT-xxx- SH2/Tasman Quay Path and Crossing



### Location

Region	Tauranga
Location	SH2, 150m west of Tasman Quay to Totara Street
Co-ordinates	-37.66539176523246, 176.18434261120456
RS/RP	SH2 0151/6.000-6.430

# Context

## Problem

### Problem 1

There has been a fatal crash between a HGV turning left from SH2 into Tasman Quay and a roadway cyclist heading eastbound.

### Problem 2

The site requires resealing in the 23/24 year, but the time for that is uncertain

### Problem 3

Co-ordination of work by well-meaning teams is not clear:

- LCLR Cycling Programme has budget for path changes
- Road Safety can improve the roadway and identify system lessons
- System Management can complete smart maintenance works

## Opportunity Overview

### Opportunity A

Enhancing the obviousness of the existing shared use path (SUP) with better lines and signs can promote the use of the SUP to people on bikes.

### Opportunity B

Enhancing the attractiveness and convenience of the pedestrian crossing by upgrading to a Dual Crossing of Tasman Quay can promote the use of the SUP to path riders and some faster riders alike

### Opportunity C

Widening the shared use path (within the existing kerblines) in the section east of Tasman Quay can help people on foot and bikes share the path width more easily

### Opportunity D

The cycle drop-down ramp can be removed from the SUP to help promote the route choice of the SUP as a whole

# Operations

## Work Objective

Develop one LCLR project that completes all the Opportunities identified as a single commission of professional services and,

Recognise the Opportunities can be delivered in parts or a whole as best suits System Management approval for best value access to the corridor

## Project Outline

### Opportunity A – Enhancing the SUP Signs and Lines

- Verify the appropriateness of the draft sign and line changes described in Appendix A
- Consult with Kiwi rail for support with any SUP sign changes in the dormant railway corridor
- Develop a project cost estimate
- Develop a plan for use by a contractor
- Identify a delivery time and method

### Opportunity B – Enhancing the SUP Crossing of Tasman Quay

- Consult with Kiwi rail to understand and balance the needs of the dormant railway corridor with the loss and risks of a HGV/Bicycle route in combination
- Take extra care with underground services given the land use
- Create extra space between the southbound vehicle limit line and the SUP crossing lines so that waiting trucks do not encroach the crossing bars
- Preferably create a front grass verge of 1.0m at the western radii to keep HGVs and bicycles further apart
- Create a 3m wide SUP in this intersection area where space permits
- Refer to RTS14 for tactile paving and 20:1 dropped kerb gradients
- Develop the concept of a Dual Crossing format push-button crossing into a detailed design for Waka Kotahi review
- Strip out unnecessary signage and posts, as these hinder bike to HGV visibility, cause distraction for drivers and pose pathside hazards and to make space for the advance direction sign that pinches the SUP to come into this area.
- Develop a cost estimate
- Complete a Safety Audit
- Identify a delivery time and method
- Develop a construction plan for use by a contractor from the approved detailed design

Where compromises offer the better value please confer with the Client

### Opportunity C – Widening the SUP surface within the existing kerblines

The length of SUP from 100m west of Totara Street, to the western kerblines of Totara Street has a front grass verge with street lighting columns and service valve covers within it.

- Identify the scope for levelling of the service covers and chambers with a view to removing the verge and creating a wider SUP (i.e. check chamber clearances to assets)
- Develop the concept of verge removal into a design for SUP widening to then match the surrounding path construction and geometry
- Add new line markings around the lighting columns to “Drawing STANDARD-R02” (attached) but without the diagonal bars
- Develop a clear plan or instruction for the contractor
- Develop a Cost Estimate

- Identify a delivery time and method

Where compromises offer the better value please confer with the Client

### Opportunity D – Cycle Dropdown Ramp

At the dropped kerb bike ramp approx. 100m west of Tasman Quay:

- Develop a clear plan or instruction for the contractor
- Develop a Cost Estimate
- Identify a delivery time and method

Nominally: Cut out all of the footway to rear of path, all kerblines between the full height kerbs, and relay to match the existing surrounding path (crossfall, surface and materials) and saw cut (not trowel) to suit existing frequency of expansion joints.

### Work of others

This LCLR project must consult with the regional road safety team because:

1. The on roadway cycle lane might be, subject to investigation:
  - a) Kept as-is
  - b) Enhanced with better markings, greening, limit lines or advance stop boxes
  - c) Removed (requiring a Gazette) and replaced with a 0.5m Fog Line in places and subsumed into traffic or special vehicle lanes in others.
2. The corridor railway signs might be, subject to investigation:  
Updated and pruned to reduce distraction to HGV and PSV drivers

And with the System Manager because:

The reseal Temporary Traffic Management and a Labour force offers a smart maintenance opportunity, in line with current policy of better value for money.

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In System Management – Contact Melissa Clare [melissa.clare@nzta.govt.nz](mailto:melissa.clare@nzta.govt.nz)

# Project Environment

## Particulars

<b>Title</b>	<b>NZCT- (TBC) – SH2 Tasman Quay Path and Crossing</b>
Category	LCLR Walking and Cycling
Region	Bay of Plenty (Tauranga)
Location	SH2/Tasman Quay and nearby
Co-ordinates	-37.66539176523246, 176.18434261120456
RS/RP	SH2 0151/6.000-6.430
<b>AADT</b>	<b>50,000 AADT</b>
Speed Limit	70kph
<b>Provisional Budget</b>	<b>Approx 300k not including TTM</b>
Budget Expectations	Complete the project in general accordance with the 'Operations' and identify the budget needed
<b>Provisional Timeframe</b>	<b>Design and Minor Construction 2023/24. Crossing Construction likely 24/25 or preferably 23/24</b>
PM Tolerance	+/- 10% (time budget scope and escalate if greater)
WBS Code	To be issued on acceptance
<b>Stages Required</b>	<b>Investigate Design Construct</b>
Stages Timing	As practical to co-ordinate with reseal works and cost effective corridor access as directed by System Manager
Safety Audit	Once, at end of the crossing design stage
Resource Consent	Low
Protected Trees	Low
Utilities Risk	Moderate due to heavy industry nearby (vents)
Legal Risk	Moderate due to Kiwirail as RCA in places
Political Risk	Moderate (due to Fatal crash)
RCA Risk	Moderate due to high AADT and HGV's
Optioneering	Low – only one main option for the crossing
Reporting	Monthly meeting, Planview
Sources	N/A
Guidance	Cycling Network Guidance (online)
<b>Overall Complexity</b>	<b>Moderate</b>

## Appendix A

The Client Team's has drafted the following SUP line and sign changes to expedite the investigation and design process or to offer a separable portion of easy works but it is important to collaborate with Road Safety Engineering for support.

### From 150m west of Tasman Quay to Tasman Quay

Regarding the SUP on the northern side (from west to east)

*Includes green surfacing on the SUP which may need to be added first*

1. At the eastern end of the concrete restraint barrier provide a high conspicuity, reflectorised Safe Hit post or similar into the Shared Use Path (SUP) to help westbound cyclists to avoid striking the concrete barrier end
2. At the Streetlighting Column (LC) within the SUP provide a 100mm wide white line from a point 0.3m in front of the LC to the corner of the grass verge approx. 8m to the west. (No line is needed to the east of LC)
3. In the SUP, between the above LC and the Manhole approx. 12m to the east provide a white Pedestrian and Bike symbols as Figure M2-4 and M2-3, preferably on a green background if timing permits, for path users heading east to read
4. At the LC just east of the bike ramp remove:
  - a) The Cycle Lane sign
  - b) The white SUP surface warning (of LC) bar markings

And provide:

a 100mm wide white line arrangement to guide cyclist past the LC as shown in Drawing STANDARD-R02 (attached) but without the diagonal bars

5. At the next LC adjacent to the westbound traffic lane arrows array:
  - a) (See note on Railway Signs)
  - b) Provide an LC line arrangement to STANDARD-R02 but without the diagonal bars
  - c) Clean the Tsunami Sign

### At the SH2 Tasman Quay Intersection

Western side of Tasman Quay

9. Relocate the Shared Use Path signs from the post to the LC (6m to the east), mount them above the Tsunami sign there to face east and westbound traffic, and remove the redundant sign pole to tip.
10. In the SUP, between the primary signal head (for eastbound traffic) and the superpit, provide a white Pedestrian and Bike symbols as Figure M2-4 and M2-3, preferably on a green background if timing permits, for path users heading west to read.

Eastern side of Tasman Quay

11. Provide two (New) SUP signs for the nearby LC and mount at 2.5m to face east/west traffic
12. In the SUP, between the tertiary signal head (for eastbound traffic) and the catchpit provide a white Pedestrian and Bike symbols as Figure M2-4 and M2-3, preferably on a green background if timing permits, for path users heading east to read

13. Remove both 'Look for Trains' signs located near the dormant railway tracks to tip (NB: provided Kiwi rail are aware, and we commit to replace if needed later)

Tasman Quay to Totara Street

14. At the advanced direction sign, located 40m east of Tasman Quay, clean plates and posts and paint the posts white. (Note this sign will hopefully be relocated in the Crossing Project so it does not need SUP markings initially)
15. At the Bus Lane Begins sign, relocate all signs to the LC adjacent to the start of the Bus Lane and remove signpost and socket and make good the SUP surface

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