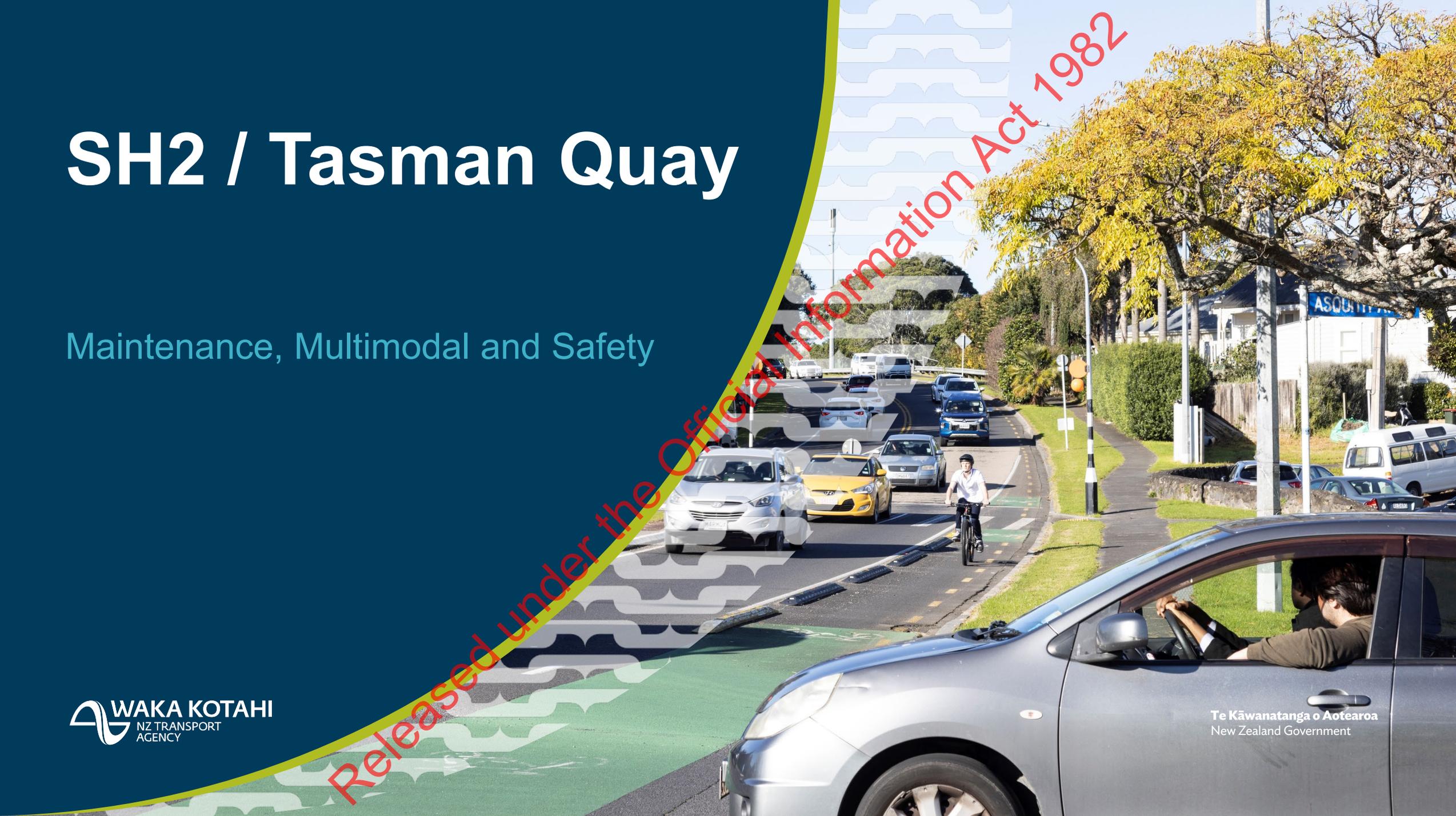


SH2 / Tasman Quay

Maintenance, Multimodal and Safety

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Outcomes

- Situation
- Reseal Opportunity
- Clarifying Road Safety Input
- Options A and B
- Discussion

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The bridge route is:

- Intimidating: even confident road cyclists use the shared use path

(single lane, little shoulder, 70kph, 50k AADT, 10% HGVs)
- There is no alternative route nearby
- The SUP is difficult to see for drivers so they won't expect cyclists emerging near Tasman Quay

People cycling will remain here



Section 1

- The SUP existed in 2008, and had a cycle ramp added in about 2010 (Source: Streetview)
- The ramp (arrow) allows confident riders to access the multilane roadway an cycle lane
- The reason for building the ramp could be to solve a risk or inconvenience



Section 2

- The first in a series of left lane drops.
- Cyclists head primarily North at Totara Street but many also head east, on-road.
- Westbound road cyclists can use the jug-handle to crossing option (arrow)



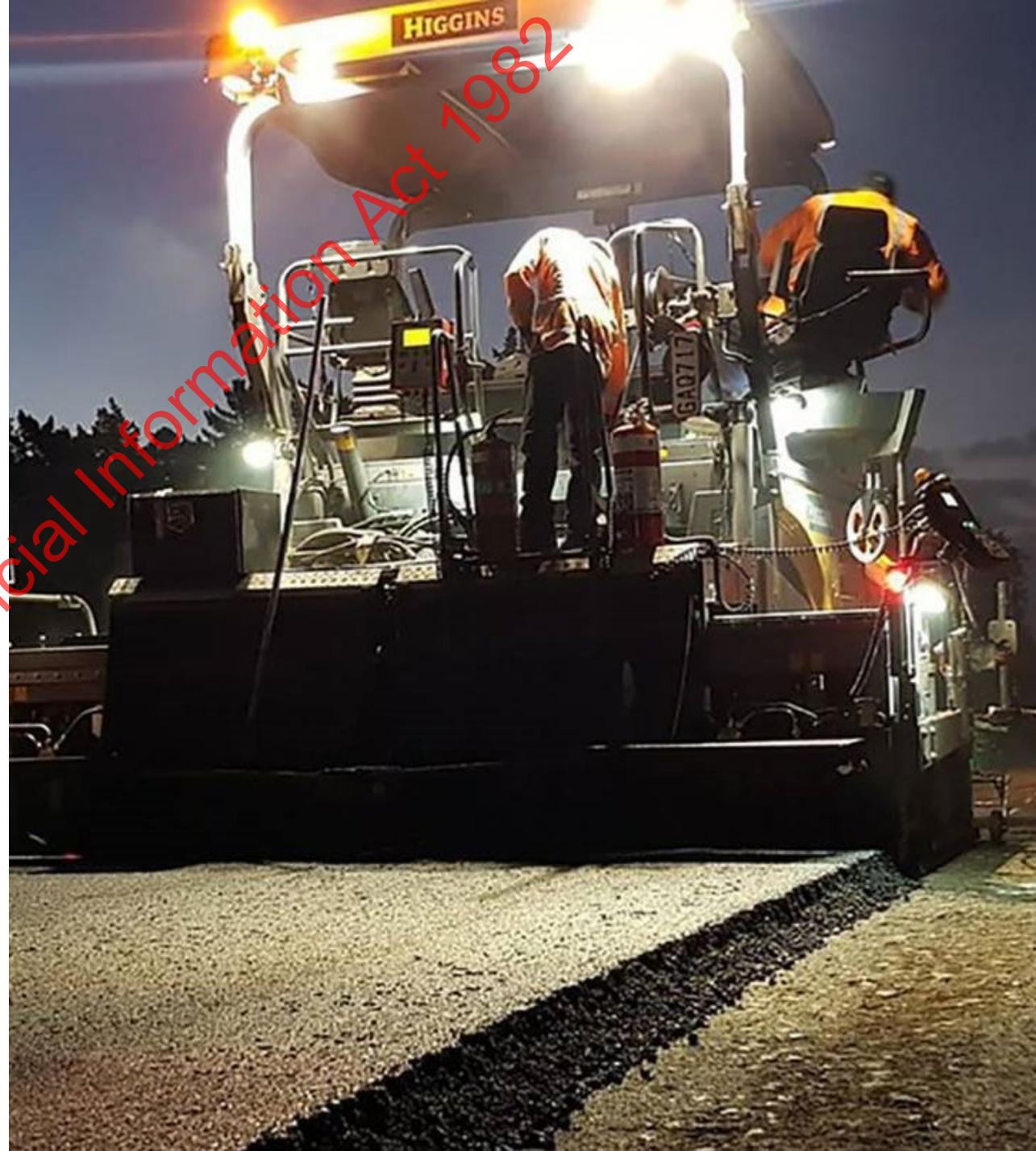
Strava Heatmap



Reseal

Due in the '23/24 Construction Season'

- Not currently urgent, the reseal programme is unknown – could be early or late in the 23/24 year (TBC)
- Extents include all of the cycle lane and fatal crash site
- Sought 'stand alone quick win' sought by Maintenance Team in contact with Tauranga City Council
- Maintenance approached Multimodal Team
- Fatal crash is important/urgent but reseal is not yet confirmed to be urgent, its still developing
- s 9(2)(g)(i)
- The reseal would need a clear plan to make line marking design for changes (e.g. if we remove the cycle lane)





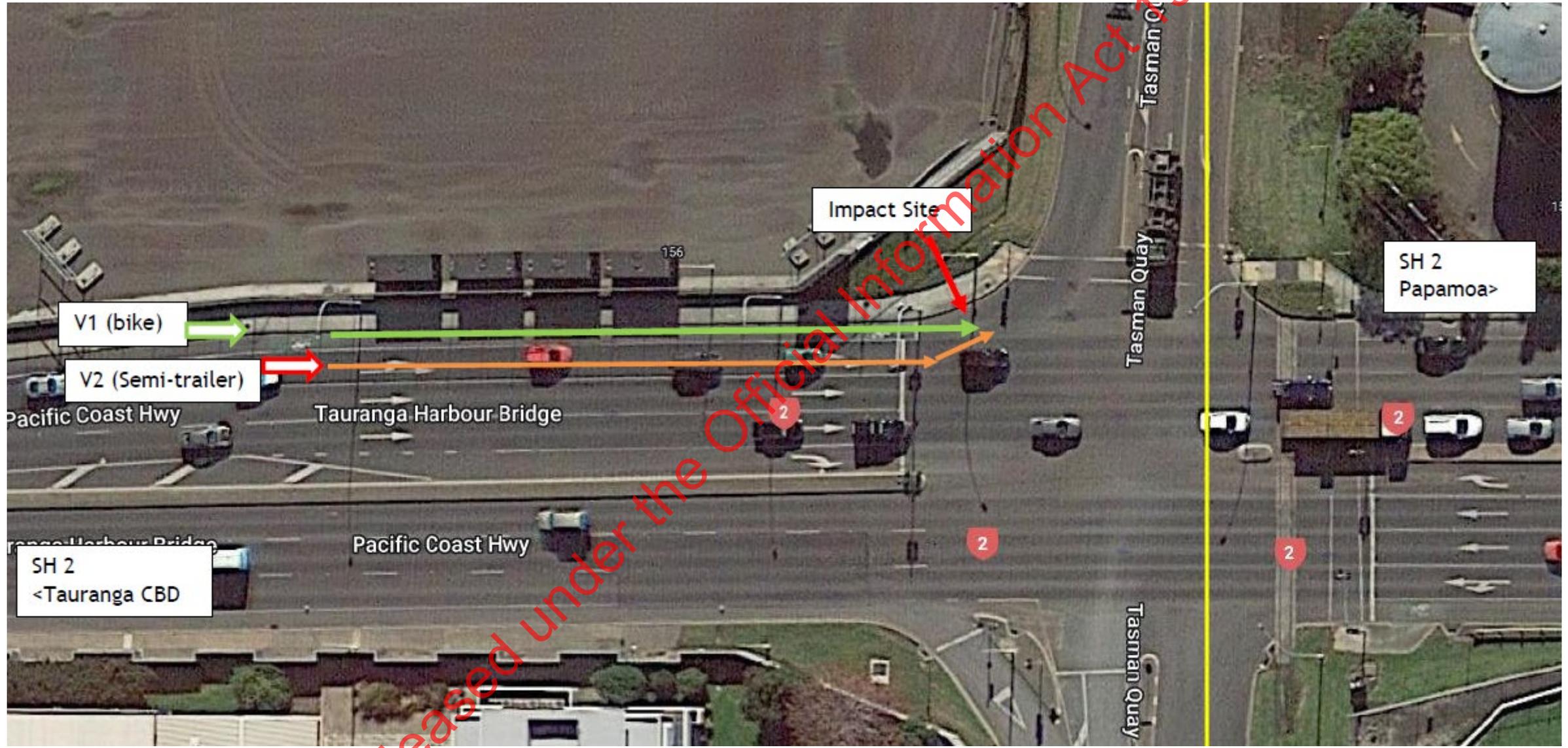
Fatal Crash Report

s 9(2)(a)



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Crash Diagram





Fatal Crash



Recommendations

Short Term

1. Should consider removing cycle lane and filling in the bike ramp
2. SUP not clearly an SUP – make it more obvious
3. ‘A few weeks’ (Gazette also needed)

Longer Term

1. Widen the SUP out, because the corridor is unlikely to change, or any separation of cycle lane be effective

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- **Multimodal Development – Initial advice: reseal occurring in a few weeks**

Immediate Changes

(no design, operational budget)
High risk on Multimodal Team

- Green patches
- Pedestrian and Cycle Symbols
- SUP signs also visible to drivers
- Lines around lighting columns
- Prune SUP signs near crossing
- Remove the bike ramp
- *Remove the cycle lane (later retracted)*

Prompt LCLR Project

(as 'Immediate' plus:)

- A new crossing at Tasman Quay
- Verge removal in the east to widen the path within kerblines (services need to be checked for height)
- LCLR Funding is existing process
Can easily apportion out quickest parts

The nature of the LCLR has options



- **LCLR Crossing design will be 23/24, construction hoped before July24**
- **A project manager can separate the portions to arrange the immediate works**

Risks

- s 9(2)(g)(i)
- Safety Team are the appropriate respondents to the FCR Recommendations – all component changes are part of the overall safety balance of a corridor.
- s 9(2)(g)(i)
- Removal of the bike ramp is interrelated to the roadway cycle lane safety. Confident riders will still aim to join the roadway somewhere nearby. The next opportunity is at the red man phase at Tasman Quay between left turning trucks
- A reseal is an opportunity for good value changes, in line with GLT direction and the GPS.
- A reseal is directly relevant to cycles - limit line position, loop detector placement, lane arrows, roadway warning sign updates become options, but the appropriateness should be decided upon by the safety team. Even chance to plan for SUP widening (a FCR Recommendation)
- A fatal/coronial scrutiny needs both quick and meaningful changes and system lessons to project elsewhere and into guidance sources for others

- Multimodal Team have drafted two LCLR Approaches to seek Road Safety input:

Option A – LCLR Project Approach

Not related to Safety
Not related to Reseal

This is the independent works option

- SUP Signs and Lines
- Bike ramp removal
- A Crossing at Tasman Quay (likely later)
- Verge removal in the East

Relatively Quick, could be endorsed by Safety Team regarding the bike ramp
Has immediate and quick wins

Option B – LCLR+ Project Approach

Collaborates with Safety
Uses the Reseal Opportunity

Same as Option A, plus:

- Bike Ramp and Lane co-ordination
- Scope for causation mitigation work
- A better 'Waka Kotahi' representation
- Less risks for decision makers

Still has immediate and quick works but uses the LCLR PM to manage the collaboration between teams into one plan

Discussion

