

Date: Friday 9 August 2024
Time: 1:00 PM
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street, Richmond

Joint Nelson Tasman Regional Transport Committee

Komiti Te Kawenga Rohe o Nelson Tasman

MINUTES ATTACHMENTS

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PUBLIC FORUM: Council provides the opportunity for public forum input at its ordinary meetings. The views and opinions expressed in public forum do not necessarily reflect the position of the Tasman District Council, Council officers or elected members



7 August 2024

Julia McLean
New Zealand Equestrian Advocacy Network

Dear Julia

Equestrian Sports New Zealand (ESNZ) is the national sports organization for equestrian in Aotearoa, New Zealand. We aim to provide safe environments for our members and the wider equestrian community, to enjoy competition and recreational equestrian pursuits at all levels of participation.

On behalf of ESNZ I give our full support for the Advocacy Network to ensure horse riders are formally recognised as Vulnerable Road Users in New Zealand transport legislation.

ESNZ strongly believes that the formal recognition of horse riders as Vulnerable Road Users is an important step toward ensuring their safety and wellbeing, as well as allowing for important safety messaging to educate the public.

Yours sincerely,



Heidi Bulfin
Community Manager – Horse and Human Wellbeing
Equestrian Sports New Zealand
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7 August 2024

Dear Julia,

On behalf of the New Zealand Pony Club Association, we support for the initiative to formally recognise horse riders as Vulnerable Road Users in New Zealand transport legislation.

As an organisation deeply embedded in the equestrian community, which includes many of our members and volunteers, NZPCA stands firmly behind this advocacy.

Should you need any further information or wish to discuss this further, please feel free to contact me.

Yours sincerely,

A handwritten signature in black ink that reads "R. C. Turnbull".

Chief Executive Officer
New Zealand Pony Clubs Association



Bruce Sharrock
NZ Thoroughbred Racing
18 Dick Street
Cambridge

30 July 2024

Julia McLean
Canterbury Equestrian Advocacy Group Chair
New Zealand Equestrian Advocacy Network
Email: horseridersvru@gmail.com

Support for the Formal Recognition of Horse Riders as Vulnerable Road Users

Dear Julia,

On behalf of New Zealand Thoroughbred Racing (NZTR), I am writing to express our full support for the recommendation that horse riders be formally recognised as Vulnerable Road Users in New Zealand's transport legislation. We believe this recognition is vital for enhancing the safety and well-being of the equestrian community across New Zealand.

Horse riding is not only a popular recreational activity but also a significant aspect of our country's cultural heritage and rural lifestyle. As an organisation dedicated to promoting the sport and ensuring the safety of all involved, we understand the unique challenges horse riders face when sharing roads with motor vehicles. Recognising horse riders as Vulnerable Road Users would bring numerous benefits to the equestrian community, including:

- **Enhanced Safety Measures:** Formal recognition would likely lead to the implementation of specific safety measures designed to protect horse riders. These could include lower speed limits in areas frequented by riders, improved signage to alert drivers to the presence of horses, and designated horse crossings. These measures would significantly reduce the risk of accidents and injuries.
- **Increased Awareness and Education:** By recognising horse riders as Vulnerable Road Users, there would be greater emphasis on educating drivers about how to safely share the road with horses. Awareness campaigns and inclusion in driver education programs would foster a more considerate and informed driving culture, ultimately benefiting both riders and drivers.

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These stories are in no particular order of importance or severity. They are illustrative of the common themes in road user behaviour and decision making that are putting lives at risk on New Zealand roads.

Please remember, for every near miss, there is always the realisation that it could have been a lot worse.

“I had a close call with a truck. It refused to slow down when I was waving frantically at it to do so. The driver finally did when my horse started to bolt onto the road. The end result was me being thrown off onto the road in front of the truck which had finally stopped. I don't ever want to land a couple of metres in front of a truck again. This is why we need education and understanding about horses sharing the road. The driver had at least 150-200m to react, I measured this later in my van. The driver had no clue about horses and what someone frantically waving at him from horseback means. There's about 50-100m where we can't get off the road and I always try to trot there. I didn't have time to dismount safely.” June 2024

“I was out riding my endurance horse on a quiet rural road. It was the middle of the day in Summer. I saw a car coming towards me at speed. My horse turned as I saw smoke coming from its tyres. Its brakes locked on and my horse was hit from behind. I was thrown 6m onto the middle of the road. My horse died at the scene. He had his leg ripped off. He cried out as he tried to get up, and then died before any services arrived. The 18-yr old driver was charged with careless driving causing injury and death and dangerous driving. His two passengers and himself were uninjured. Police determined the vehicle was travelling at 162km and hit my horse at 116km. I'm sharing my story because since my I accident 20-yrs ago, there hasn't been an improvement in road safety for horse riders.”

“We were in a small group of 3 horses riding on a 5-metre-wide grass verge. A Ute towing a trailer full of wrapped bailage (the plastic loose and flapping in the wind) whizzed past us, presumably doing 80km or more. It DID NOT SLOW DOWN. My child's pony got a huge fright, reared and my daughter fell off. The driver continued on his merry way. Didn't stop to see if she was okay”.

“I was out riding with my friend and our two children on ponies. The local hay contractor was in his tractor, with his big hay rakes swaying around and he was not slowing down for us. My friend decided she'd move into the middle of the road so he was completely aware that we were there, but he ignored us. He went on the road verge around us tanking along without a second thought to us and the kids. Following behind him were about 3 of the local volunteer fire fighters going nice and slow and just shaking their heads at the insanity”.

“My daughter and her pony, along with my friend on her horse with her two children with ponies (on leads) were waiting to cross South Eyre Road to go to the local arena. A truck went past and blasted his horn. My daughter's pony jumped sideways. She was bowled over. My friend was able to grab the pony before things got really bad”.



Image 1 – Nelson Junction

Regional Transport Committee

Presentation to combined Tasman / Nelson Regional Transport Committee

9 August 2024

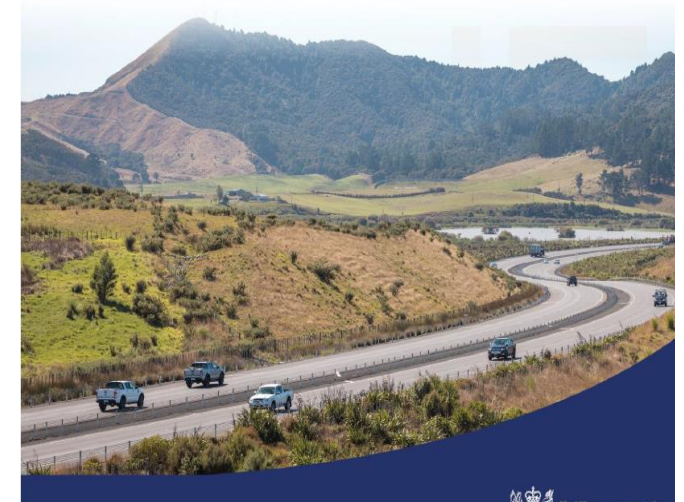


2024-27 NLTP Development

- The Government released the final GPS - 2024/34 in June 2024
- You can read it online at: www.transport.govt.nz/GPS2024
- GPS 2024 signals investment of \$22 billion in the land transport system during 2024-27
- The overarching priority for transport investment will be supporting economic growth and productivity to deliver greater prosperity
- The other three priorities are increased maintenance and resilience; safety; and value for money
- GPS 2024 identifies 17 Roads of National Significance and 11 Roads of Regional Significance to prioritise for investment during the 2024-27 NLTP
- We've finalised our Investment Prioritisation Method (IPM) – and are now prioritising improvement activities
- Our Board will adopt the 2024-27 NLTP at the end of August, for publication early September

Government
Policy Statement
on land transport
2024-34

June 2024



Roads of National Significance (RoNS)

- The RoNS will support economic growth.
- All RoNS projects remain subject to investment decisions and funding.
- While awaiting finalisation of GPS 2024 and confirmation of the 2024-27 NLTP, we're establishing each project's scope, estimate costs and timelines, and better understanding the inter-dependencies with other state highway activities.
- Initial conversations with industry are underway to understand market capability and capacity, ahead of procurement beginning later this year.
- The SHIP 2024-34 proposes staging individual projects over 3 NLTP periods.
- Planning is underway to set up a 10-year pipeline of work for all projects.
- To inform the pipeline, we have grouped projects into 3 waves to indicate the likely NLTP period where each of the projects could commence construction.
- Pending confirmation of funding (under the 2024-27 NLTP), we'll begin early planning for all projects by June 2025 and construction on some of the RoNS within the next 3 years.



Consultation on setting speed limits

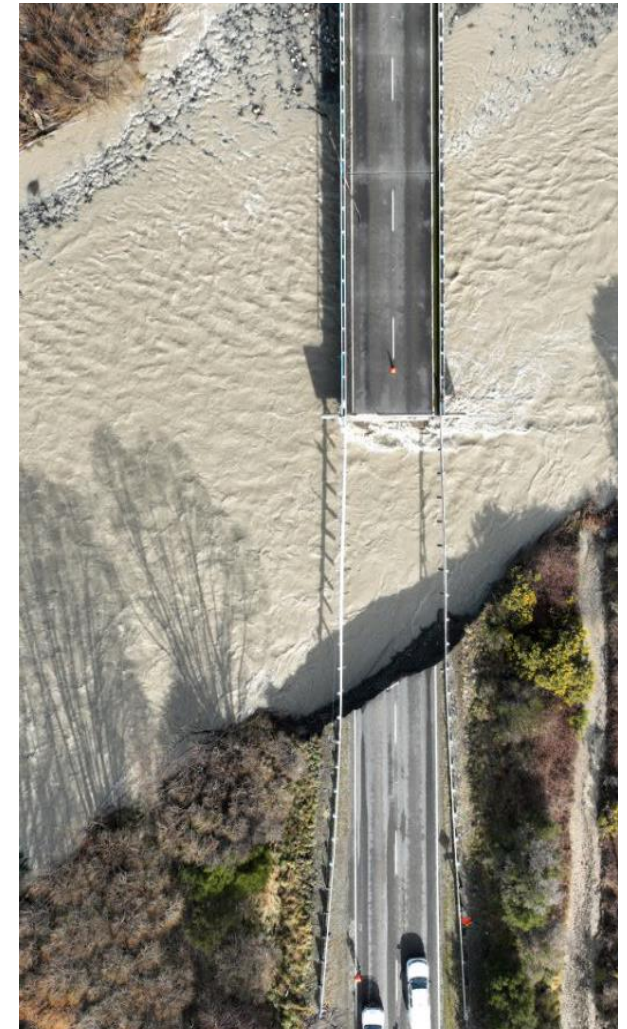
Draft Land Transport Rule: Setting of Speed Limits 2024

- Public consultation was open until 11 July 2024.
- The draft rule sets out criteria, requirements and procedures to be followed by RCAs when reviewing and setting speed limits for roads within their jurisdictions.
- It proposes an approach to setting speed limits that seeks to ensure economic impacts – including travel times – and the views of local road users and communities are considered, alongside safety, when setting speed limits.
- The proposed rule and the consultation document are available on the Ministry of Transport website.
- Feedback and questions can be sent to speedrule@transport.govt.nz.



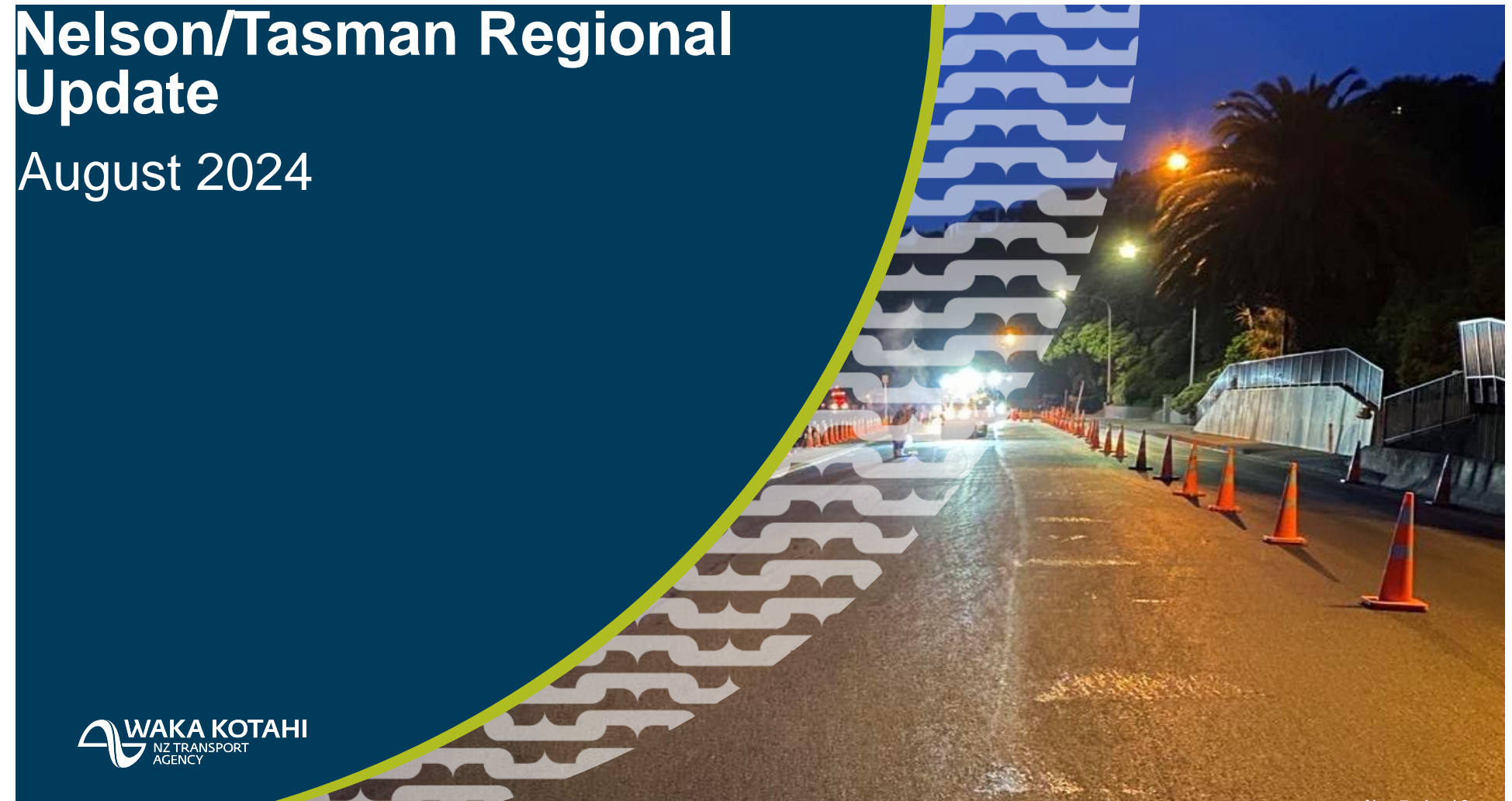
Emergency works policies review

- More frequent and intense weather-related events are putting increasing pressure on the funding available for emergency works response and recovery.
- In recent years, emergency works funding has significantly exceeded its National Land Transport Fund (NLTF) allocation.
- We've had to rely on substantial Crown funding for severe nationally significant weather events that overwhelm the NLTF.
- We've reviewed our current emergency works policies and Funding Assistance Rates (FAR) to make sure the policies are fit for purpose and the NLTF can sustainably fund emergency works in 2024-27.
- We've consulted on the proposed changes and are currently analysing the submissions.
- Policy and process changes will be published in July 2024. Decisions on FAR will be made by the end of 2024. If approved, they would take effect on 1 July 2025.



Nelson/Tasman Regional Update

August 2024



Regional M&O overview

- SH 60 Takaka Hill underslip
 - Investigation, then design & procurement of resources – aim for opening pre-Christmas
- Pothole Prevention
 - 24hr response - enhanced fixes
 - 24/25 Programme - renewals sites being ratified
- SH Operations
 - Revised levels of service for cyclic activities to reflect our renewed focus on pavements



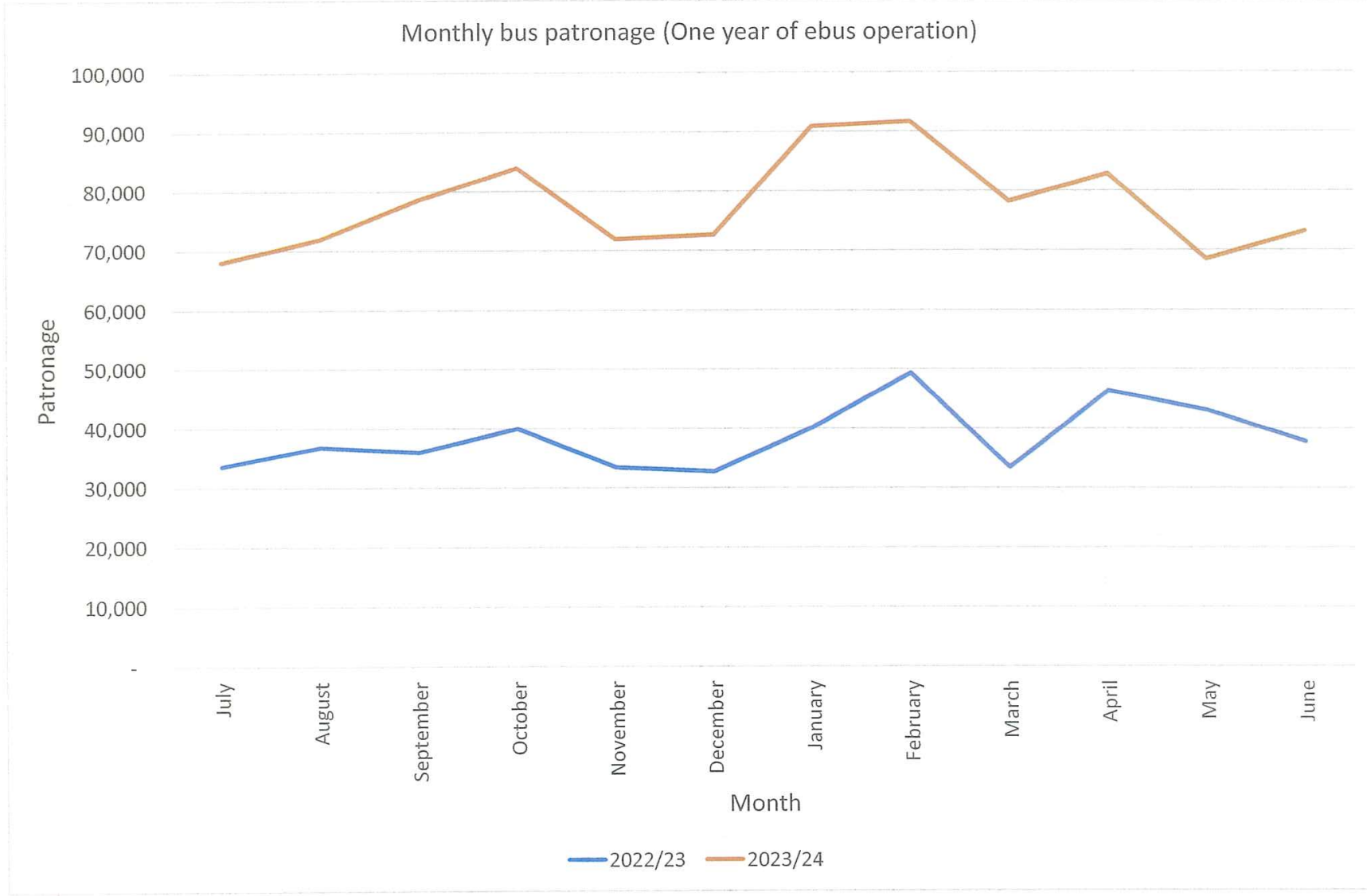
Nelson/Tasman Regional Update

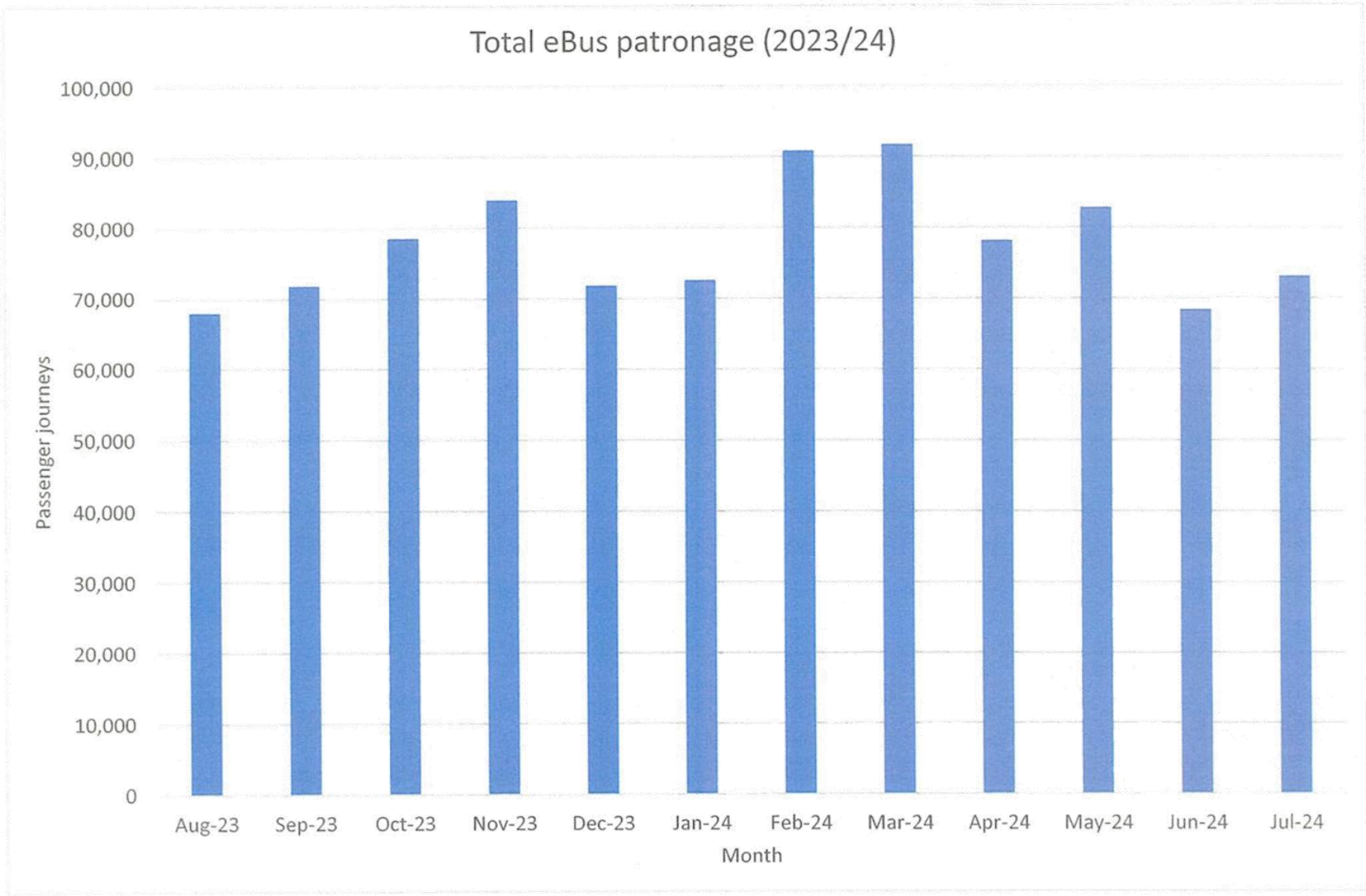
Activity	Commentary on near to short-term State Highway components
RoNS – Hope Bypass	<ul style="list-style-type: none"> • The Hope Bypass designation lapse date has been extended until 1 November 2038. • We have contacted affected landowners to inform them of the lapse date extension and what it means for them. • Once the National Land Transport Programme is confirmed we will be able to update on next steps around scope and design timing. • Construction is unlikely to start until 2030+.
SH63 The Wash Flooding (Crown Resilience Funded)	<ul style="list-style-type: none"> • SH63 is the key detour route for the strategically important SH1 and SH6 routes but floods regularly at 'The Wash'. • SH63 has a low point on the approach to 'The Wash' bridge that is inundated when the Wairau River extends across the flood plain. The solution has have been tabled and currently under review.
SH6 Rai Saddle Underslip Protection (Crown Resilience Funded)	<ul style="list-style-type: none"> • Ongoing underslips have been occurring on the route over the last decade. • We are currently developing a list of priority sites to be treated to prevent future underslips. Note this project is for the portion of the route ii within the Marlborough region.
SH6 Kawatiri to Owen River Erosion Protection (Crown Resilience Funded)	<ul style="list-style-type: none"> • The Buller River is undermining SH6 in several locations between Kawatiri Junction and the Owen River Bridge. This project is to prevent the regression.
SH63 Windy and Narrows Rockfall (Crown Resilience Funded)	<ul style="list-style-type: none"> • SH63 is the key detour route for the strategically important SH1 and SH6 routes but is subject to rockfall at 'Windy Point' and the 'Narrows' which can result in unplanned road closures and at worst, rocks striking road users. • This project seeks to develop treatment solutions to the identified sites. Rockfall hazard assessments are currently being conducted.
SH65 Higgins Rockfall (Crown Resilience Funded)	<ul style="list-style-type: none"> • SH65 is the key detour route for the strategically important SH1 and is subject to rockfall at 'Higgins' which can result in unplanned road closures and at worst, rocks striking road users. This project seeks to install a rockfall retention solution to reduce these risks. Optioneering is currently underway.
SH60 Birds Hill (Crown Resilience Funded)	<ul style="list-style-type: none"> • An ancient landslip has reactivated resulting in large debris humps being deposited onto SH60. Options report has been completed.
SH6 Dellow Bluff Rockfall Protection	<ul style="list-style-type: none"> • Currently working through treatment solutions, costs, and programme.



Hei konā mai







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