
SH6 Blenheim to Nelson

November 2017

Community engagement report



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This document is available on the NZ Transport Agency's website at www.nzta.govt.nz

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PROJECT BACKGROUND

Safe Roads is looking at how we can improve road safety, reduce crashes and improve efficiency on State Highway 6 between Blenheim and Nelson.

This 111km stretch of SH6 between Blenheim and Nelson is an important road for tourists and people driving to and from Picton for work, and is used for driving freight to Nelson's port and airport.

Between 2006 and 2016, 20 people have lost their lives and 93 have been seriously injured in crashes on this road. Many of these crashes involved drivers losing control and running off the road and hitting trees, power poles and other hazards. There have been head-on crashes on this highway, and some crashes at intersections.

There have also been problems in the past with how well the highway recovers from unexpected events like earthquakes and floods as well as hold ups and road closures caused by crashes.

Earlier investigations and engagement, showed:

- The road changes a lot, with steep sections and a lot of twists and turns, particularly between Rai Valley and Nelson. This meant there were a lot of run-off road crashes.
- The higher speeds from Blenheim to Rai Valley as well as high numbers of vehicles, urban areas, tourist activities and intersections also meant there were a high number of crashes.
- A natural disaster or other problem with SH6 could have a real impact on communities, cutting them off for a long time.

Fixing these problems would help prevent people being killed or seriously injured, and make sure communities have better access to SH6.

ENGAGEMENT

Locals know the Blenheim to Nelson road better than anyone. Safe Roads wanted to give them a chance to have their say, gather their views on how safety could be improved and to find solutions that will work best for all those who live on and use this road.

Community open days

Five community open days were held in August 2017 to give locals an opportunity to meet and talk with the project team about their issues with the road.

- Monday 7 August: Founders Heritage Park, Nelson 2pm – 7pm
- Tuesday 8 August: Founders Heritage Park, Nelson 9am – 2pm
- Wednesday 9 August: Marlborough Convention Centre, Blenheim 2pm – 7pm
- Thursday 10 August: Havelock Town Hall, Havelock 9am – 12pm
- Thursday 10 August: Mount Richmond Estate Meeting Room, Rai Valley 3pm – 7pm

A total of 317 people attended over the five days (169 at 2 open days in Nelson, 67 in Blenheim, 53 in Havelock and 28 in Rai Valley). 192 online submissions were received.

We also produced a range of supporting material:

- **Aerial maps** of the project location were available. Attendees were invited to place post-it note comments and suggestions directly onto the maps. Feedback from these maps has been included in the overall feedback themes.
- **Posters** outlining the range of safety treatments that could be considered for the route, for example side barriers and wide centrelines.
- **Information sheets** about the project and specific kinds of safety treatments that could be used on the highway.
- **Hardcopy feedback form** – for open day attendees to give their feedback (freepost envelopes were also provided for open day attendees who wanted to give their feedback at a later date).
- **Online feedback form** – for those who wanted to go to the Safe Roads website and enter their feedback.

Raising awareness and promoting participation

People were told about the open days through:

- A mail drop of 40,000 letters with information about the project and upcoming open days.
- 4 advertisements in local papers.
- Targeted Facebook posts - between 24 July and 11 August on the NZ Transport Agency South Island Facebook page.
- 2 media releases about the open days were sent to local media on 24 July and 2 August.
- Emails to community groups, schools and key stakeholders.
- Information was also distributed by Marlborough District Council and Nelson City Council.

FEEDBACK

What did we ask people?

1. What problems have you experienced or are you aware of on this road?
2. Are there risks or hazards that concern you for specific sections of the highway?
3. What could we do to make the road safer?
4. How often do you use this road?
5. What do you mostly use this road for/why do you travel on it?
6. What sort of vehicle do you use most often on this road?
7. Where do you live nearest to?
8. Do you live on the route?

Open day attendees were also asked to write comments on post-it notes and place them on a map of the road to highlight areas we should focus on. The key themes from this feedback are reflected below.

1. What problems have you experienced or are you aware of on this road?

Areas to pass/pull over

“Slow traffic with very few safe passing areas and pull over areas”

“There is a definite lack of passing lanes. Frustrated drivers that cannot pass are a hazard”

The most common theme in feedback was the need for more places for slower vehicles, particularly heavy vehicles, campervans and tourist vehicles to pull over so other vehicles could pass them safely.

People said that the narrow and winding nature of the road made passing difficult and thought more could be done to fix this.

Many felt that the lack of places to pass led to drivers getting frustrated and overtaking dangerously.

Speed

“Have an 80km speed limit from Trafalgar St Roundabout to the end of urban limit past Clifton Terrace School”

“Drop the speed at intersections to 80kmh and 70kmh”

“Please reduce speed limit to 80 near intersections in Atawhai”

“Speed limit reduced to 80 over the mountains”

“Change all speed limits when there is a school involved especially country schools”

There were a range of community comments about speed, but most people felt that speed limits on parts of the road were too high. Comments were mostly about the following four themes.

The winding and narrow nature of the road makes the 100km/h speed limit dangerous, both in terms of the challenging drive and dangerous overtaking. This was a particular problem on the challenging Whangamoia Hill section of the road and around the Pelorus Bridge area.

Speeds approaching some townships and past schools are too high – creating danger for communities, particularly pedestrians and children.

Speed was a problem at intersections. High speeds and limited visibility meant it was hard for drivers to safely turn in and out of SH6. People also said there were problems caused by the combination of speed, the high number of vehicles and the number of driveways on the stretch of highway near the residential area between Atawhai and Nelson.

Speed limits were not consistent along the road. This was confusing and sent the wrong message about driving to the conditions

Driver behaviour

“Slow drivers who do not pull over to let other drivers pass. Dangerous overtaking”

Most comments were about speed and passing opportunities but also said that a number of road users either drive too slow or too fast, do not pull over when they have the opportunity to do so, or do not pass safely.

Increase in traffic

“It’s a major freight and traffic route that is growing busier by the day”

Comments noted a general increase in the number of vehicles on the road – particularly heavy vehicles and tourist traffic. Many comments also said there was more traffic since the November 2016 Kaikoura earthquake.

Walking and cycling

“The road is terrible for cyclists! I have ridden from Havelock to Blenheim many times and would love to ride to Nelson but the road between Havelock and Nelson has barely enough room for two trucks let alone cyclists!”

Comments said the road was dangerous for people on cycles as well as for people walking in the communities along the road. This was usually because of the narrow and winding nature of the road, blind corners, and the lack of a verge which meant there was no room for cyclists if drivers made mistakes.

For people walking, speed approaching townships and close to schools were considered the biggest problems.

Narrow roads and condition of roads

“Poor road seal conditions- it seems that the quality of the seal repairs are inadequate for the volume of traffic. Most repairs are done when the weather conditions are not favourable and therefore they don’t seal properly”

“Tight corners on the Nelson side of the Whangamoia Hill”

“Narrow with some tight corners in places can be slippery in winter not enough safety barriers on some parts of the road.”

A number of comments were about the poor quality of the road in some sections, particularly worn-out surfaces, gravel on the road and ice in winter.

Many comments said the road was challenging to drive especially on Whangamoa Hill.

Intersections and side roads

“Merging has become more difficult with increased traffic and speed limit still at 100kmh inside the city's boundary which is ridiculous”

People felt that intersections were risky in several places, especially between Hira and Nelson.

The section of SH6 between Atawhai and Marybank received the most comments and these were about:

- Issues turning in/out and merging in Atawhai Drive and SH6 intersection because of the volume and speed of traffic (11 mentions).
- The passing lane on Atawhai Drive and Malvern Avenue ends with two major side roads (Malvern Avenue and Bay View), and merging lanes are too small and short (7 mentions).
- It's difficult to turn in/out of Bay View Road because there are no exit lanes (5 mentions).
- Because at least 5 – 6 roads join into SH6 between Atawhai drive and Clifton Tce, people said they would prefer an overall 80kph speed limit (20 mentions).
- Several comments noted the undesirable narrowing of the cycleway before the Marybank intersection with SH6 and remarked that crossing the intersection was difficult (parents of children at Clifton Terrace School).
- There were problems with speed on Dodson Valley Road.

People also felt that some other intersections were dangerous because of speed or because it was hard to see other vehicles when merging. These intersections included:

- Glen Road/The Glen – it was difficult for drivers to turn off onto this road, and some felt that a separate turn off lane and merging lane was required (5 mentions)
- Cable Bay intersection (4 mentions)
- SH6 at Woodbourne Airport
- French Pass turnoff (11 mentions)
- Atawhai Drive at QEII Park (also known as Cemetery Point)
- Tui Glen Road

2. Are there risks or hazards that concern you for specific sections of the highway?

Blenheim – Renwick

- The biggest issue for people on this stretch of road was the lack of safe areas for pulling over or passing with 15 mentions, followed by cyclist safety (7 mentions), speed (5 mentions), agricultural vehicles (4 mentions), increase in traffic (4 mentions).
- Intersections that people mentioned as being unsafe included:
 - Wairau Valley Road/SH6

- Rapaura Road/SH6
- Jacksons Road/SH6
- Woodbourne Airport/SH6
- Kaituna/Tuamarina Rd

Renwick – Rai Valley

- The biggest issue for people on this stretch of road was the lack of safe areas for pulling over or passing (64 mentions)
- The Pelorus Bridge area was also highlighted as dangerous for a range of reasons. These included the speed limit being too high when people drove into the area, the lack of warning signs, and the current one-way bridge, which people felt should be double-laned or replaced (28 mentions).
- People felt that the French Pass intersection was dangerous for turning vehicles (11 mentions).
- Speed on this section of highway was also noted (20 mentions):
 - The 100km/h limit at Canvastown School was too high and encouraged dangerous overtaking (9 mentions).
 - The speed at which drivers approached Havelock was too high, especially around Havelock School (5 mentions).
- Issues with how quickly the road can recover from natural disasters and unexpected events were also raised a number of times with people highlighting the section of road between Renwick – Havelock was prone to flooding and slips (6 mentions).
- People also mentioned cyclist safety (3 mentions), school bus safety (1 mention) and making the Rocky Creek Road area wider (3 mentions).

Rai Valley – Hira

- The biggest issue for people on this stretch of road was the lack of safe areas for pulling over or passing (44 mentions).
- People felt that driving conditions on the Whangamoia Hill were challenging because of tight corners and the speed people drove at (41 mentions).
- People highlighted the windy nature of the entire section of highway, and many said this meant that drivers frequently crossed the centreline (38 mentions).
- Other areas of concern included: poor road surface (14 mentions), speed – particularly in relation to the need for speed signs in Collins Valley (11 mentions), sun strike (6 mentions), the need for better signs to make sure people were aware of risks (9 mentions).
- A number of people also said that the road around Hira School needed safety barriers, and a lower speed limit is needed around the school (5 mentions).

Hira – Nelson

- The biggest issue for people on this stretch of road was that the 100km/h speed limit between Atawhai and Nelson was too high (40 mentions).
- Feedback from a Cable Bay camp ground operator is particularly relevant as they said that many of their clients in campervans or towing caravans are using the Cable Bay intersection at the busiest time of the year and tourist and traffic numbers are continuing to grow. For this reason, they would like to see the speed limit dropped to 80km/h.
- Not everyone felt the same way about speed. The North Nelson Community Group said they would like the speed limit between Glen Road/SH6 and Nelson to remain at 100km/h and noted that the actual speed people drove at was already low.
- People were concerned about the lack of safe areas for pulling over or passing (20 mentions).
- The difficulty of driving on Gentle Annie Saddle was noted (10 mentions).
- Some people also thought that cycling was not safe along this section of the route (4 mentions).

3. What could we do to make the road safer?

Passing lanes/pull over bays

This was the most common piece of feedback (100+ mentions), and it was clear that people were frustrated about the current lack of passing lanes or shoulders that were wide enough for slower drivers to be able to pull over. They did not usually explain why they thought this would make the road safer, but those who did said more pull over areas would reduce dangerous overtaking that was caused by driver frustration. By slower vehicles, they meant trucks, campervans and other tourist vehicles.

Lower speed limits between Atawhai and Nelson

This area was the most noted in comments with many people suggesting that the current 100km/h speed limit was not appropriate for the amount of traffic and the number of intersections, driveways where drivers might come on or off the road. Many people suggested that an 80km/h speed limit would be more appropriate.

Lower speed limits around schools on the Blenheim to Nelson route

A lot of people raised speed outside as an issue. Hira School, Clifton Terrace School, Rai Valley School, Havelock School and Canvastown School were all commented on. The most common comments were about:

- Havelock School – people supported changing the current 70km/h limit to 50km/h.
- Canvastown School – people supported changing the current 100km/h limit to 80km/h, they also wanted double yellow lines on the road and for more to be done to raise awareness of school zone.

Increased/improved signage – there were a number of suggestions to install more signs to warn drivers about:

- challenging driving conditions – particularly over the Whangamoia Hill
- the need for slower drivers to pull over
- the need to drive at 40km/h when children are around outside schools

Installation of safety treatments - a number of people suggested installing more safety barriers, rumble strips, and more double yellow lines on bends and difficult sections of road and around schools.

Road surface improvement – a number of people said that fixing potholes and doing more maintenance on the road would improve the safety of the road.

Road straightening – several people suggested that making the Whangamoia Hill straighter will reduce crashes, and there were also comments about straightening tight corners generally.

4. How often do you use this road and what do you mostly use this road for?

Most people travel on the road on a daily basis, many use it on a weekly basis –and a number use the road monthly.

Most people were using this road to drive to work and to do day-to-day chores like picking up children, shopping, and travel to sports.

5. What sort of vehicle do you use most often on this road?

Whilst most people are driving cars, there are significant numbers who cycle sections on a daily basis.

6. Where do you live nearest to/do you live on the route?

Most people who commented, did not live directly on the route, but said they lived in (in order of number of responses):

1. Nelson
2. Atawhai
3. Blenheim

NEXT STEPS

We will consider the feedback we received as we look at options for improving road safety and travel times along State Highway 6 between Blenheim and Nelson.

We expect to be able to share our thoughts and seek feedback again by April 2018.

More information is available at www.nzta.govt.nz/b2n.

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Appendix A: Landowner letter



Safe Roads

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July 2017

State Highway 6 Blenheim to Nelson – help us improve your journey and make the highway safer

Safe Roads has been created to help deliver a \$600 million programme to make rural roads and roadsides safer. We have identified State Highway 6 between Blenheim and Nelson as one of the roads in the state highway network that can be made safer.

There is a poor road safety record on this section of State Highway 6. Between 2006 and 2016, 12 people have lost their lives and a further 49 have been seriously injured in crashes on this stretch of road. Many of these crashes involved loss of control with drivers running off the road and hitting roadside objects such as trees and power poles. There were also head on crashes on this highway and some at intersections.

Fortunately, there are ways to prevent more crashes like these. We'll consider a range of safety improvements and features, for example:

- **Side barriers** - to act as a safety net, catching vehicles leaving the road before hitting something less forgiving like a tree, power pole or drainage ditch.
- **Median barriers** - to stop vehicles crossing the centreline and hitting an oncoming vehicle.
- **Wide centreline** - to provide greater separation between vehicles, and give fatigued or distracted drivers time to regain concentration and take action before crossing over into the opposite lane.
- **Rumble strips** - to give distracted drivers a wake-up call if they stray across the white line.
- **Wider sealed shoulder at the side of the road** - to give recovery room for drivers who drift out of their lane or lose control.
- **Improve signs and road markings** - to warn drivers of risks they need to prepare for further down the road such as intersections, stop signs or sharp curves.
- **Improve intersections** - that have poor safety records.

By making improvements to the roads and roadsides, we will help the people who live and work in the area as well as others who rely on it for wider business or travel purposes.

As members of the community, you know the road better than anyone. We would like you to tell us how you use the route, what you think could be improved, and help us find solutions that will work best for everyone.

We will be hosting a series of community open days in August 2017 and invite you to come along, to hear about the project, and to give us your input and ideas.

State Highway 6 Blenheim to Nelson Community Open Days:

<i>Date</i>	<i>Venue</i>	<i>Time</i>
Monday 7 August	Founders Heritage Park, The Granary Room 87 Atawhai Drive, Nelson	2pm - 7pm
Tuesday 8 August	Founders Heritage Park, The Granary Room 87 Atawhai Drive, Nelson	9am - 2pm
Wednesday 9 August	Marlborough Convention Centre, Pre-Function Area, 42a Alfred Street, Blenheim	2pm - 7pm
Thursday 10 August	Havelock Town Hall, Main Road, Havelock	9am - 12pm
Thursday 10 August	Mount Richmond Estate, Meeting Room, 7090 State Highway 6, Rai Valley	3pm - 7pm

Over the coming months we'll work with stakeholders, landowners and the community to gather views and feedback. This will be taken into consideration when making decisions on the options to improve road safety in this area, as we work towards delivering solutions to improve the State Highway 6 route.

We value your opinion and look forward to seeing you at the open days next month. For people who can't attend the open days, more information about the project and how to have your say is available on www.nzta.govt.nz/b2n



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Appendix B: Information sheet



Safe Roads

INFORMATION SHEET ONE | AUGUST 2017

6 **Blenheim to Nelson safety improvements**

We're looking at ways to make State Highway 6 from Blenheim to Nelson safer for everyone. This project is part of the Safe Roads and Roadsides Programme to prevent people from dying or being seriously injured on our state highways.

Help us make your road safer

New Zealand Government

HELP US TO MAKE YOUR ROAD SAFER

6 We're making the road between Blenheim and Nelson safer



20 people have died and 93 have been seriously injured

Something needs to change on this section of SH6. Between 2006 and 2016, 20 people have lost their lives and a further 93 have been seriously injured in crashes.

Many of these crashes involved loss of control with drivers running off the road and hitting roadside objects such as trees and power poles. There have also been head-on crashes on this highway, and some at intersections.

Something has to change

There are ways we can upgrade the road to prevent more crashes like these, but to get it right, we need your help. After all, it's locals who know their roads best.

What safety measures are we considering?

- People will always make mistakes, but there are things that we can do to make this stretch of road safer. For example, we could:
 - » install side barriers to stop drivers hitting something harder like a tree, power pole or drainage ditch
 - » install median barriers to stop drivers crossing the centreline and hitting an oncoming vehicle
 - » improve signs at high-risk locations

- » widen centrelines to steer drivers away from each other and give tired or distracted drivers time to take action before crossing over into the opposite lane
 - » install rumble strips to give distracted drivers a wake-up call if they stray across the line
 - » widen the sealed shoulder at the side of the road to give recovery room for drivers who drift out of their lane or lose control
 - » improve intersections where there have been crashes.
- Regardless of what causes a crash, speed generally plays a part. We want to ensure that drivers have the necessary cues so they can choose the safe and appropriate speed for the road conditions.



Side barriers
Barriers stop your vehicle before you hit something harder – like a tree or a power pole.



Wide centrelines
Widening the centreline is a simple and effective way to steer drivers away from each other.

6

HELP US TO MAKE YOUR ROAD SAFER

What's happening, and when?

We want to start work on safety improvements in 2018. We will be talking to people in the community about solutions that will work for everyone.

We welcome your input and ideas



Dean Palmer, **03 922 7221** or **027 405 8747**



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Provide feedback online at nzta.govt.nz/b2n/have-your-say before Monday 28 August

Help us make this stretch of road safer so everyone can enjoy safer journeys.



COME ALONG TO OUR OPEN DAYS

Monday 7 August

Founders Heritage Park
The Granary Room
87 Atawhai Drive, Nelson
2pm - 7pm

Tuesday 8 August

Founders Heritage Park
The Granary Room
87 Atawhai Drive, Nelson
9am - 2pm

Wednesday 9 August

Marlborough Convention Centre
Pre-Function Area
42a Alfred Street, Blenheim
2pm - 7pm

Thursday 10 August

Havelock Town Hall
Main Road, Havelock
9am - 12pm

Thursday 10 August

Mount Richmond Estate
Meeting Room
7090 State Highway 6, Rai Valley
3pm - 7pm

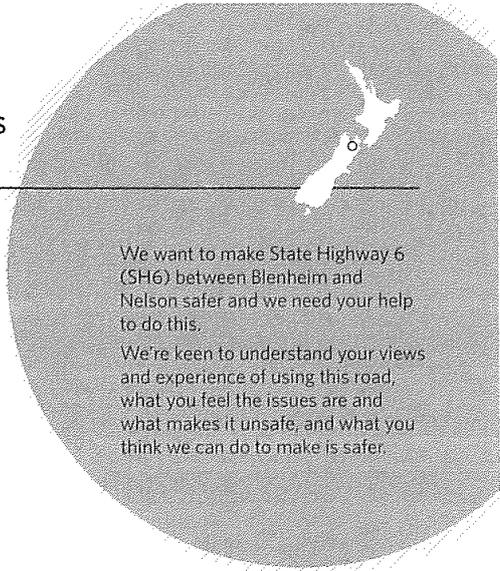


Safe Roads



Appendix C: Feedback form

6 Blenheim to Nelson safety improvements



Feedback form

1. What problems have you experienced or are you aware of on this road?

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

2. Are there risks or hazards that concern you for specific sections of the highway?

Between Nelson and Hira:

.....

Between Hira and Rai Valley:

.....

Between Rai Valley and Renwick:

.....

Between Renwick and Blenheim:

.....

3. What do you think we could do to make the road safer?

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....



New Zealand Government

6

Blenheim to Nelson safety improvements

4. How often do you use this road?

- Daily
 Monthly
 Weekly
 Other please specify

5. What do you mostly use this road for/why do you travel on it?

- To commute to work
 For tourism
 For school run
 To visit friends and family
 For commercial purposes (e.g. freight)
 Other please specify
 For recreation (e.g. cycling, going to parks, sports)

6. What sort of vehicle do you use most often on this road?

- Car
 Bus/commercial
 Motorcycle
 Agricultural
 Truck
 Bicycle

7. Where do you live nearest to?

- Nelson
 Canvastown
 Atawhai
 Havelock
 Cable Bay
 Renwick
 Hira
 Blenheim
 Rai Valley
 Other please specify

8. Do you live on the route?

- Yes
 No



6

Blenheim to Nelson safety improvements

9. How did you hear about this project?

- Letter Print Other please specify
 Social media Media release

Thanks for your feedback.
Please share your views
by Friday 25 August 2017

You can either leave your form
in the box provided,

post it to:
Safe Roads
PO Box 1318,
Waikato Mail Centre,
Hamilton 3240

or email:
Dean.Palmer@saferoads.co.nz

Name: _____

Address: _____

Phone number: _____

Email: _____

For more information please visit www.nzta.govt.nz/b2n or email
Dean.Palmer@saferoads.co.nz

Please tick if you do not wish to receive further information.

Ngā korero muna - Important privacy information: All personal information that you provide via this feedback form will be held and protected by the New Zealand Transport Agency in accordance with our privacy statement and with the Privacy Act 1993. Feedback is public information. Please indicate if your comments are commercially sensitive or for some other reason you do not want them disclosed.

Appendix D: Press ad



We're looking at ways to improve safety and reduce crashes on State Highway 6 between Blenheim and Nelson. Locals know the road better than anyone. We would like you to tell us how you use the route, what you think could be improved, and help us find solutions that will work best for everyone.

We invite you to come along to hear about the project, and to give us your input and ideas.

For more information see nzta.govt.nz/b2n

Drop in and see us:

Monday 7 August
 Founders Heritage Park
 The Granary Room
 87 Atawhai Drive, Nelson
 2pm - 7pm

Tuesday 8 August
 Founders Heritage Park
 The Granary Room
 87 Atawhai Drive, Nelson
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Thursday 10 August

Havelock Town Hall
 Main Road, Havelock
 9am - 12pm

Thursday 10 August

Mount Richmond Estate
 Meeting Room
 7090 State Highway 6,
 Rai Valley
 3pm - 7pm

Appendix E: Media releases



Improving safety State Highway 6 Blenheim to Nelson – local communities invited to meetings in Nelson, Blenheim, Havelock and Rai Valley

The NZ Transport Agency is investigating ways to help improve road safety and reduce crashes on State Highway 6 between Blenheim and Nelson. This section of highway provides an important freight link between Picton and Port Nelson, a popular route to the West Coast for tourists and a favourite ride for motorcyclists.

Transport Agency Director Regional Relationships Jim Harland says this part of State Highway 6 has seen a large number of crashes and something has to change. "In the 10 years to 2016, 12 people lost their lives and a further 49 have been seriously injured in crashes on this part of the highway. This is unacceptable and we see it as a priority to make this route safer," Mr Harland says.

The 110km section of State Highway 6 between Blenheim and Nelson crosses a diverse and changing landscape, with a combination of flat, rolling and winding terrain. This creates challenges for traveller safety.

"By making improvements to the roads and roadsides, we will help the people who live and work in the area as well as others who rely on it for wider business or travel purposes. Members of the local community know the road better than anyone. We would like them to tell us how they use the route, what they think could be improved, and help us find solutions that will work best for everyone."

The Transport Agency is hosting a series of community open days in August and invites local people and anyone who uses this route to come along, hear about the project, and provide input and ideas. "It's a good opportunity to talk to the project team who can answer questions and listen to feedback," says Mr Harland.

State Highway 6: Blenheim to Nelson Community Open Days:

Date	Venue	Time
Monday 7 August	Founders Heritage Park, The Granary Room 87 Atawhai Drive, Nelson	2pm – 7pm
Tuesday 8 August	Founders Heritage Park, The Granary Room 87 Atawhai Drive, Nelson	9am – 2pm
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Thursday 10 August	Mount Richmond Estate, Meeting Room 7090 State Highway 6, Rai Valley	3pm – 7pm

For people who can't get to the open days, more details on the project and how to have your say is available on www.nzta.govt.nz/b2n.

"The feedback received will be taken into consideration when making decisions on safety options for State Highway 6 between Blenheim and Nelson," says Mr Harland.

"Safety improvements will make State Highway 6 and its roadside more forgiving of human error, reduce the risk of crashes happening and limit their severity when they do."

The SH6 Blenheim to Nelson project is part of the New Zealand Government's \$600 million Safe Roads and Roadsides Programme to reduce the deaths and serious injuries to people on high-risk rural highways across the country.

Improving safety on State Highway 6 Blenheim to Nelson – community open days 7-10 August, 2017

2 Aug 2017 05:28 pm | NZ Transport Agency

The NZ Transport Agency expects a high level of interest in the upcoming community open days next week (7-10 August) in Nelson, Blenheim, Havelock and Rai Valley. The meetings will outline a range of safety approaches which could be used on State Highway 6 between Blenheim and Nelson and seek community feedback on these.

Transport Agency Director Regional Relationships Jim Harland says between 2006 and 2016, 20 people died and 83 were seriously injured* in crashes on this part of the highway.

Blenheim to Nelson: 20 people died and 83 seriously injured



"Many of these crashes involved loss of control with drivers running off the road and hitting roadside objects such as trees and power poles," he says. "There have also been head-on crashes and some of these have been at intersections. Something has to change and that's why making this route safer is a priority."

Mr Harland says the Transport Agency is keen to hear from local communities about how they use the route and what they think could be improved.

"We'd like as many people as possible to come along to the open days. They're a great opportunity to hear about the project and have a chat with the project team – including safety experts – and give us your ideas," says Mr Harland.

For those that can't make it to the open days, the best way to provide feedback is by using the online feedback form at www.nzta.govt.nz/b2n/*

State Highway 6: Blenheim to Nelson Community Open Days:

Date	Venue	Time
Monday 7 August	Founders Heritage Park, The Granary Room 87 Atawhai Drive, Nelson	2pm – 7pm
Tuesday 8 August	Founders Heritage Park, The Granary Room 87 Atawhai Drive, Nelson	9am – 2pm
Wednesday 9 August	Meriborough Convention Centre Pre-Function Area, 42a Alfred Street, Blenheim	2pm – 7pm
Thursday 10 August	Havelock Town Hall, Main Road, Havelock	9am – 12pm
Thursday 10 August	Mount Richmond Estate, Meeting Room 7090 State Highway 6, Rai Valley	3pm – 7pm

*Editor's note: The figures for fatalities and serious injuries noted above are for the entire route from Blenheim to Nelson. Figures included in the previous media statement dated 24 July 2017 covered the section from Rai Valley to Nelson only.

Tags

Media release Southern

Appendix F: Newspaper articles



26 Jul 2017

Marlborough Express, Blenheim Marlborough

Author: Jeffrey Kitt • Section: General News • Article type : News Item • Audience : 5,645
 Page: 3 • Printed Size: 724.00cm² • Market: NZ • Country: New Zealand
 ASR: NZD 1.480 • Words: 592 • Item ID: 816580081
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Time to fix 'scary' state highway

JEFFREY KITT

A stretch of highway across the top of the south prone to serious car crashes has seen both residents and the transport agency push for change.

The road from Blenheim to Nelson, which crosses diverse landscape with a combination of flat, rolling and winding terrain, has claimed 12 lives in 10 years.

A further 49 people have been seriously injured in crashes over the past decade on the route popular with tourists and freight.

The 115-kilometre road is set for an upgrade as part of a national \$600 million roading programme, and residents have been invited to have their say on the highway.

The NZ Transport Agency will hold community meetings in Nelson, Blenheim, Havelock and Rai Valley in the next two weeks to discuss ways to improve road safety.

Yankiwi Retreat owner Lesley Commette lives beside the highway, 2km south of Havelock.

The accommodation provider said the road was "scary" as drivers stuck to 100kmh and made it difficult to enter or exit her property.

"I think people constantly try to do 100kmh. I just pull over to let them pass me," she said.

"100kmh is very fast and sometimes you have big, old trucks coming up on you. It's scary.

"I can see why crashes happen."

The section of State Highway 6 from Okaramio to Havelock was the most dangerous stretch of road, claiming five lives in the past 10 years.

Improving road safety was simple, according to Commette, who advocated for lower speed limits and the construction of a walking path.

"I'm not very impressed because there is no walking path. You have to walk on the side of the road, which is dangerous," she said.

Transport Agency director regional relationships Jim Harland accepted the route had seen a large number of crashes and said something had to change.

Twelve deaths over the past decade was unacceptable and making the road safer was a priority, Harland said.

"By making improvements to the roads and roadsides, we will help the people who live and work in the area as well as others who rely on it for wider business or travel purposes," he said.

"Members of the local community know the road better than anyone. We would like them to tell us how they use the route, what they think could be improved, and help us find solutions that will work best for everyone."

Meeting with the community would allow the transport agency to receive ideas and input from people on the ground, Harland said.

Their feedback would be taken into consideration when making infrastructural decisions, Harland added.

"Safety improvements will make State Highway 6 and its roadside more forgiving of human error, reduce the risk of crashes happening and limit their severity when they do," he said.

The project was funded as part of the Safe Roads and Roadsides

Programme, which aimed to reduce deaths and serious injuries to people on high-risk rural highways.

The first Marlborough community meeting would be held in Blenheim at the Marlborough Community Centre, Alfred St, on August 9 from 2pm.

This would be followed on August 10 with meetings at the Havelock Town Hall and August Mount Richmond Estate, in Rai Valley, from 9am.

The Nelson community meetings would be held on August

7 and 8 at Founders Heritage Park.

For more information on the upgrade, visit the agency website.



26 Jul 2017

Marlborough Express, Blenheim Marlborough

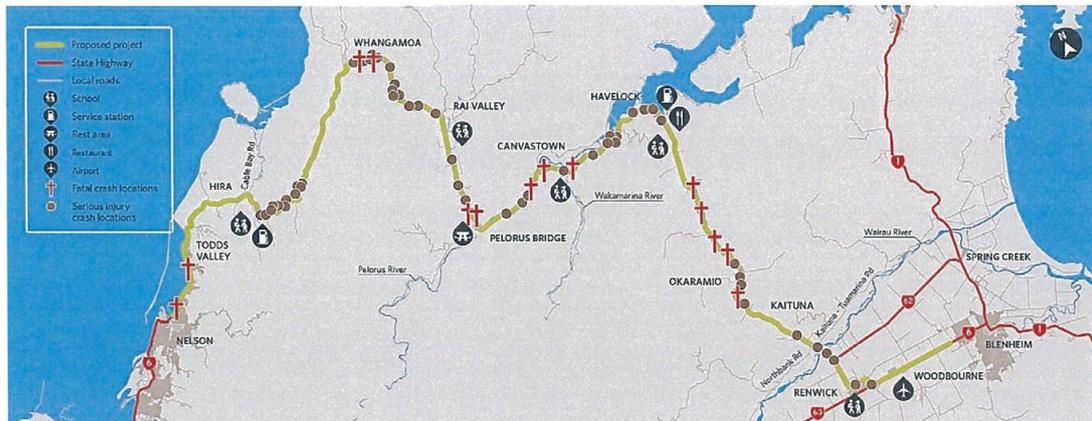
Author: Jeffrey Kitt • Section: General News • Article type : News Item • Audience : 5,645
 Page: 3 • Printed Size: 724.00cm² • Market: NZ • Country: New Zealand
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The section of State Highway 6 from Okaramio to Havelock is the most dangerous stretch on the Blenheim to Nelson road, claiming five lives in the past 10 years. PHOTO: RICKY WILSON/STUFF

6 Blenheim to Nelson



Credit: NZTA



11 Aug 2017
Blenheim Sun, Blenheim

Author: Cathie Bell • Section: General News • Article type : News Item
Audience : 18,535 • Page: 9 • Printed Size: 223.00cm² • Market: NZ
Country: New Zealand • ASR: NZD 558 • Words: 199 • Item ID: 826483198

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Page 1 of 1

Highway meeting draws them in

By Cathie Bell

A call for suggestions on how to improve State Highway Six between Blenheim and Nelson has drawn high interest, New Zealand Transport Agency staff say, with meetings in Blenheim, Havelock and Rai Valley this week being popular.

It is understood more than 90 submissions had already been received before the meetings started.

Fairhall resident Graeme Savage was one of the 67 people who went to the Blenheim meeting on Wednesday afternoon, and says it is time something is done to improve the highway.

He says he knows the road 'like the back of my hand'.

"I have been travelling back and forth for 65 years. I've travelled it a lot. I lived here and worked in Nelson, so travelled it every week, and I had parents in Nelson, so I'm back and forth a lot."

He says he remembers when the stretch through the Whangamoas was gravel.

Many of the suggestions at the Blenheim meeting are around putting in more passing bays.

For those that can't make it to the open days, the best way to provide feedback is by using the online feedback form at www.nzta.govt.nz/b2n.



Graeme Savage talks with NZTA's Andrew James about State Highway Six.



11 Aug 2017
Marlborough Express, Blenheim Marlborough

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'People make the road unsafe too'

JEFFREY KITT

Driver attitude, not just the road, needs to improve along a dangerous stretch of highway across the top of the south, Raymond Smith says.

The Picton man has lost two cousins to fatal car crashes on the State Highway 6 route between Blenheim and Nelson, and he says something needs to change.

"Many of us have lost people on this road. It's important that the roads are safe, and that the people using them are safe," Smith said.

The 115-kilometre route on State Highway 6 has been earmarked for upgrades after 20 deaths and 93 serious injuries on the road over 10 years.

Smith was one of many Marlborough residents to offer their thoughts on the highway at drop-in sessions hosted by the NZ Transport Agency this week.

While lower speed limits and wider roads would improve the highway, Smith said drivers also needed to take responsibility.

"I'm really happy that this is happening because the road needs to be made safer, but it is the people that make the road unsafe too," he said.

"If we can pick out blind sections or straighten out others, it will have an impact."

An 8-metre map of State Highway 6 allowed members of the public to leave sticky notes and identify problem areas at the sessions.

Canvastown and Pelorus Bridge were areas Smith identified as dangerous, while Kaituna, near Blenheim, attracted a lot of notes.

"Trucking [has] intensified from logging, dangerous as cars [are] flying," one note read.

"Not enough vision from here to Okaramio," another said.

The road between Blenheim and Nelson crossed diverse and changing landscapes with flat and rolling terrain from Blenheim,

Renwick and Havelock to the Rai Valley. This transformed into winding and hilly terrain from Rai Valley to Nelson.

NZTA transport system manager Frank Porter said more than 200 people attended sessions in Nelson, Blenheim, Havelock and Rai Valley.

Their views would be used to gain better understanding of the highway, Porter said.

"For example, one visitor has highlighted the importance of some trees along the route which are a home for bats. That sort of local knowledge is much appreciated," he said.

"We will carefully collate all this information which we expect will support the data we already have."

The next step would be the development of works to improve safety along the route, which could start next year, Porter said.

"The indicative budget at this early investigative stage is up to \$25 million," he said.

The agency had previously suggested it was open to a number of safety features for the route, including side barriers, median barriers, wide centre lines, rumble strips, wider shoulders, better signage, improved intersections and speed reviews.

NZTA director of regional relationships Jim Harland said many crashes on the highway involved loss of control before hitting objects on the roadside such as trees or power poles.

"There have also been head-on crashes and some of these have been at intersections. Something has to change and that's why making this route safer is a priority," he said.

Feedback forms on the route would remain online on the NZTA website until August 28.

"I'm really happy that this is happening because the road needs to be made safer, but it is the people that make the road unsafe too."

Raymond Smith



The public leave post-it notes to describe which sections of State Highway 6 need attention.

PHOTO: JEFFREY KITT/STUFF



11 Aug 2017
Nelson Mail, Nelson

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Printed Size: 148.00cm² • Market: NZ • Country: New Zealand • ASR: NZD 344
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Atawhai speed cut among SH6 safety improvement ideas

Reducing the speed limit around Atawhai to 80 kilometres an hour is among public suggestions made to improve State Highway 6 safety.

A total of 169 people attended open days held by the New Zealand Transport Agency at Founders Park in Nelson this week.

The agency has identified the 110kmh section of highway between Blenheim and Nelson as a priority for improvement because of the large number of fatal and serious accidents.

Between 2006 and 2016, 20 people have died and 93 were seriously injured on the highway. Five of the deaths happened on the waterfront stretch around Atawhai that largely has a 100kmh speed limit except for a small sec-

tion around Clifton Terrace School.

The agency invited public feedback at the open days on a large photographic map of the route.

A cluster of submissions written on sticky notes were placed between Atawhai and Hira calling for a speed reduction to 80kmh and improvements to some corners, particularly the sharp bend before the turn-off to Glen Rd.

Other suggestions were for more passing lanes on the winding Whangamoia hill section.

The agency said potential safety improvements could include side and median barriers, improved signage, wider centrelines, rumble strips, wider shoulders and

improved intersections.

NZTA manager Frank Porter said the public feedback would be included into business cases for improvement projects.

They would be developed through the regional land transport plans overseen by regional committees that have local body representatives.

Porter said the agency would be talking to all three top of the south councils about speed management.

Submissions can be made on a feedback form at <http://www.nzta.govt.nz/projects/sh6-blenheim-to-nelson/have-your-say/>

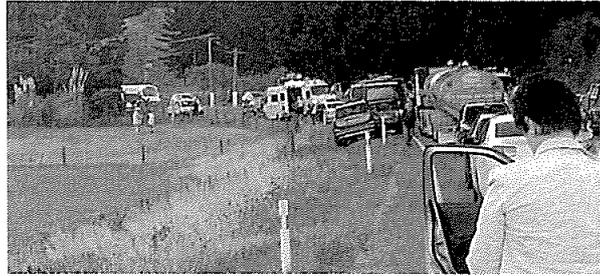


19 Aug 2017
Nelson Mail, Nelson

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The accident scene near Okaramio.

Design wins and losses

There is a cluster of grey dots and one red cross on a map of State Highway 6 near the small Marlborough settlement of Okaramio.

The cross represents a fatality; the six dots on the New Zealand Transport Agency map are crashes where at least one person has been seriously injured between 2006 and 2016.

Dan and Andre's crash in April 2016 was one of them. The map was on display last week when the NZTA hosted an open day in Nelson and Blenheim to get feedback on plans to improve the state highway between Blenheim and Nelson.

It has identified improving the highway as a priority because of the large number of crashes on it.

Between 2006 and 2016 20 people have died and 93 have been seriously injured on the 110km section that travels through diverse terrain. The stretch from Okaramio, where Dan and Andre's accident happened, to Havelock was one of the most dangerous, with five deaths in the past 10 years.

Dan placed a sticky note on the grey dot representing his accident. "Rumble strips, shoulder width," he wrote. "Particularly bad accident in April 2016."

Dan says ideally median strips would be a major crash prevention tool on the country's highways, but he accepts the country's low population and long roads make it

extremely costly.

Rumble strips are a cheaper tool, but there was a chance they could have alerted the driver of the other vehicle when he began drifting across the centre line.

"I'm certainly keen for much more to be happening with better road safety and design," Dan says. "But it is a compromise we have made because we choose to be hyper mobile."

He also supports the call from the Automobile Association this month for the Government to spend much more on upgrading rural highways where many fatal crashes occurred.

While road design may lag, Dan says he is thankful for the design of modern cars that helped him and Andre survive the impact. The small Holden Barina he was driving was only a year old, and had the safety features that absorbed the massive forces from the collision. Airbags, front and side impact protection and a strengthened frame around the driver and passenger did their job.

Andrea says simply an older car would not have saved her husband and son. "If I see older cars on the road now, I think that you are driving a death trap."

Dan has not been back to the scene of the accident yet, but he is back behind the wheel. "Getting back on the horse really is the only cure for it."