

MINO-1121 Transport initiatives in Nelson

3 July 2024

Providing content for the Minister of Finance's upcoming speech in Nelson.

NZ Transport Agency Waka Kotahi (NZTA) response:

- NZTA has recently completed a range of capital projects in Nelson, including SH60 Ruby Bay Bypass safety improvement works (median barrier, new side barrier, road widening and new drainage) and two pedestrian refuges on SH6.
- Capital projects underway include the Hope Bypass Roads of National Significance project (currently in very early development phase, costs and construction start dates not yet confirmed) and improving the Whakatu Coastal Pathway alongside SH6 (work due to be completed 12 July 2024).
- NZTA is investigating ways to improve resilience between SH6 Hope Saddle and SH65 Higgins Bluff, the SH60 Tākaka Hill underslip, SH60 Birds Hill overslip, SH63 Windy Point and SH65 Higgins rockfall, and SH6 Kawatiri to Owen River Erosion.
- NZTA spent approximately \$9.5 million for renewals programme in the region in the 2023/24 summer season, including 82 lane kilometres of chipseal and asphalt sites
- NZTA Board has endorsed the following indicative allocations for Nelson City Council's continuous programmes as part of developing the 2024-27 National Land Transport Programme (NLTP):

Activity Class	2024-27 indicative funding allocation	2021-24 allocation at NLTP adoption	2024-27 allocation compared to 2021-24 allocation (%)
Local Road Pothole Prevention	\$13,725,000	\$7,618,000	+80%
Local Road Operations	\$19,813,000	\$13,159,000	+51%
Public Transport Services	\$6,492,000	\$5,985,000	+8%
Public Transport Infrastructure	\$377,000	\$141,000	+167%

The figures above are in total cost which is both local and NLTF share.

- Indicative allocations for the state highway activity classes for Nelson/Tasman region are as follows:

Activity Class	2024-27 indicative funding allocation
State Highway Pothole Prevention	\$44,231,000
State Highway Operations	\$17,100,000

- The final investment levels for all continuous programmes will be confirmed by the Board when it adopts the NLTP in August 2024.

BACK POCKET – transport issues

- SH6 Rocks Road shared pathway is not being funded. There have been calls from local MPs, councillors and people within the region that improvements to Rocks Road walking and cycling and seawall are

needed. The SH6 Rocks Road walking and cycling project, which is part of Nelson Future Access programme, did not demonstrate a high level of GPS alignment and has not been included within the State Highway Investment Proposal (SHIP).

- The Nelson and Tasman Mayors have also expressed their disappointment that the SHIP has scheduled the Hope Bypass to start within the 10-year timeframe, but not to be completed. NZTA advised them that the SHIP has considered the phasing of all of the RoNS, and this large programme has required careful planning at the national level.
- The Hope Bypass has a designation over land that was previously a rail corridor and had been envisaged as a two-lane road starting from the “Richmond Deviation” section of SH6 and continuing across SH60 and past Hope township.
- The Mayors have asked that NZTA consider changing the scope and considering four-laning SH6 from Quarantine Road (the road to the airport) in Nelson along the Whakatu Drive and Richmond Deviation sections, while ending the new road at SH60 (rather than continuing past Hope township). This is not aligned with the findings of the recent Richmond PBC.
- The Nelson Mayor is also advocating for an alternative local road connection between Nelson and Richmond (Hill St through Stoke). SH6 Whakatu Drive between Nelson and Richmond is a route that is vulnerable to disruption, with no straightforward alternative route if it is closed for maintenance or because of an incident. The Nelson Mayor is advocating for a new parallel connection road to be built connecting Hill Street, through the back of Saxton Oval, to the Ridgeway. This has not been identified in any of the recent regional business cases.

Noted by Minister

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