
SH1 Opawa Bridge Engagement Summary



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EXECUTIVE SUMMARY

The New Zealand Transport Agency sought public feedback between May 11 and June 9 2016 on its proposal to replace the historic Opawa Bridge on State Highway 1.

The Transport Agency notified the public through a media release and newspaper advertisements in three local newspapers and on the Transport Agency's website. Two drop-in sessions of three and four hours offered the public an opportunity to ask questions on the preferred option and other aspects of the investigation.

A booklet with information about the investigation was made widely available. It included:

- the problems identified with the existing bridge (that it is too narrow and has poor structural resilience);
- why the road and bridge are strategically important;
- why a Blenheim bypass is an issue that will be considered in a separate investigation;
- the preferred option;
- the benefits of investment; and
- how to give feedback including a form.

A "Consideration of Options" report detailing the 11 options considered, the reasons why options had been discounted, and the reasons for selecting the preferred option was also prepared. The report and the booklet could be found on the project website and in hard copy for viewing at the Marlborough District Council, Marlborough Roads offices, and at Blenheim and Picton Libraries.

The public could submit feedback:

- at the drop-in sessions;
- on the project website;
- by posting the feedback form to a Freepost address; or
- by submitting the form in boxes located at each of the public viewing locations.

Individual meetings were also held with Iwi.

A total of 173 responses were received from individuals and stakeholders during the engagement period. The public was asked to provide feedback on four separate questions.

The main finding is that approximately 70% of all submitters favour a bypass to a new bridge or a bypass first, then a new bridge. The primary reasons cited are:

- a new bridge will not solve the congestion problems in Blenheim; and
- the money is better spent on a long term solution.

The remaining 30% of submitters generally support the preferred option. These submitters also prefer the idea of retaining the existing historic Opawa Bridge for pedestrians and cyclists and would like a safe route from one side of SH1 to the other.

The Key Stakeholders who made written submissions and three Iwi also support the preferred option of retaining the existing bridge.

The issue of the Blenheim bypass does not change the need to replace the Opawa Bridge. It remains a future option and will be considered, along with other State Highway corridor improvements, as part of the State Highway 1 Picton to Christchurch investigation.

1. BACKGROUND TO PUBLIC ENGAGEMENT

In early 2015 the NZ Transport Agency launched an investigation of the Opawa Bridge to improve travel on State Highway 1 north of Blenheim. The investigation of the bridge was identified as part of the Government's Accelerated Regional Rooding Package, which provided funding to progress a selection of regionally important state highway projects to address economic efficiency, safety, and resilience issues on our regional transport networks.

The Opawa Bridge was identified as a high priority for replacement. Investigation identified that the bridge is too narrow for larger vehicles, and is susceptible to damage during earthquakes and heavy flooding events. A number of options were considered ranging from "do nothing", to "constructing a completely new bridge."

In January 2016 the Government announced a preferred option to build a new two-lane 10.8 metre wide bridge on the western side of the existing bridge, retaining the existing historic bridge for pedestrians and cyclists.

2. MATERIAL PROVIDED TO THE PUBLIC

The following material was made available to the public throughout the engagement period from 11 May to 9 June 2016:

- The booklet containing the feedback form (Copy attached in Appendix A); and
- The options report (Copy attached in Appendix B).

It was available on the Transport Agency's project website and at the following locations:

- The Marlborough District Council office in Blenheim;
- Marlborough Roads office in Blenheim;
- Blenheim Library;
- Picton Library; and
- The public drop-in sessions.

A project specific email address was set up for people to provide feedback.

3. NOTIFICATIONS TO ADVISE PUBLIC OF ENGAGEMENT

The public were notified about the investigation and the dates for engagement and feedback period by the following methods.

3.1 Media releases by Transport Agency

There were two media releases entitled as follows:

- Have your say on the proposed new SH1 bridge over Opawa River – 11 May 2016
- Marlborough community has its say about Opawa Bridge replacement – 20 June 2016.

Copies are attached in Appendix C.

3.2 Website updates

There were two website updates:

- Engagement Opening – 10 May 2016
- Engagement Closing – 9 June 2016

3.3 Advertising

Quarter page advertisements were placed in the Marlborough Express, Marlborough Midweek, and the Blenheim Sun newspapers (attached in Appendix C):

- Engagement opens and base information about the investigation – 11 May 2016
- Information sessions and base information about the investigation – 18 May 2016
- Information sessions and base information about the investigation – 20 May 2016
- Base information about the investigation – 25 May
- One week left of engagement and base information about the investigation – 1 June 2016.

4. PUBLIC INFORMATION DROP- IN SESSIONS

Two drop-in sessions were held on Thursday 19 May from 4pm to 7pm and on Saturday 21 May from 10am until 2pm at the Scenic Circle Hotel, Blenheim. These sessions provided the public with the opportunity to ask members of the project team questions about the options considered, and the preferred replacement option for the Opawa Bridge. Approximately 40 people attended each session, with some completing the feedback form on the day.

5. FEEDBACK RECEIVED

5.1 Methods to provide feedback

In addition to providing feedback at the public drop-in sessions, the public was able to provide feedback through the following methods:

- In hard copy format into submission boxes at the public libraries, council offices, and Marlborough Roads offices;
- In hard copy format to a Freepost PO Box address;
- Emailed to the project email address; and
- Filling out an online survey via the project website address.

5.2 Total number of responses received

The total number of responses received from individuals, organisations, key stakeholders, or other groups was 173. A breakdown of the submission format is provided in Table 1:

Number of Responses	Format
86	Hard copy feedback form
16	Email response
71	Internet survey
173	TOTAL

Table 1: Total Number of Responses by format

5.3 Feedback received on the questions asked

The answers to the four questions asked are provided in the following sub-sections. It is worth noting that many people chose not to answer the questions, but gave their opinion about a bypass which has been summarised under Question 4 – Anything else to consider.

5.4 Question about the Transport Agency's preferred option

Question 1 on the feedback form asked people what their opinion is about the Agency's preferred option and 142 submitters answered it. The responses were varied but are generally either for or against the preferred option or for a bypass. 33% of respondents to this question support the preferred option.

For Preferred Option	Against Preferred Option	Prefer Bypass Option (not a question in the survey)
46 (33%)	37 (26%)	59 (41%)

5.5 Question about the new bridge structure and design

Question 2 on the feedback form asked people to comment on what elements they would like to see reflected in the new bridge structure or its design and 97 submitters answered it. Common themes are:

- Maintain character of old bridge – 14 comments
- Modern, simple and elegant design, nothing fancy for new bridge – 13 comments
- Wide enough for heavy vehicles to pass – 11 comments.
- Provision for cyclists and a safe means of crossing SH1 for pedestrians and cyclists (such as an underpass) – 6 comments
- Functional and safe – 5 comments
- Good visibility with low side walls – 4 comments

The general opinion is that the new bridge should be simple, cost effective, have low sides, maintain the character of existing bridge, and be functional and safe. Commenters asked that the old bridge is retained and used for cyclists and pedestrians.

5.6 Question on the other options considered by the Transport Agency

Question 3 on the feedback form asked people to comment on the other options considered by the Agency and 101 submitters answered it. The responses are:

- 73 favour Option 11 – a bypass to get heavy traffic around Blenheim
- 1 favours Option 7 – a new bridge with wider lanes
- 4 do not favour a bypass – as it will adversely affect the commercial aspects of the CBD

Twenty-three responses to this question did not relate to the question asked. Comments refer instead to other Transport Agency projects and general issues about the existing bridge.

5.7 Question on other considerations

Question 4 on the feedback form asked about other considerations and 136 submitters answered it. Common themes are:

- 80 favour a bypass
- 4 favour a bypass first then a bridge
- 7 favour facilities for cyclists on old bridge and possibly new
- 5 favour safe means of getting from west to east over SH1 bridge for pedestrians and cyclists
- 5 favour nice landscaping and planting and gateway to Blenheim
- 5 favour protection of historic bridge.

Of the 80 submitters who favour a bypass, they cited these primary reasons: a new bridge will not solve the congestion problems in Blenheim or the money is better spent on a long term solution. Thirty responses were specific individual responses, unrelated comments, or no comment.

5.8 Overall summary of responses

An overall review of all 173 submissions indicates that 121 (70%) expressed a preference for a bypass, with the remainder generally supportive of progressing the preferred option.

The full spectrum of feedback is provided in Appendix D.

6. RESPONSES FROM ORGANISATIONS

6.1 Key stakeholders

Key stakeholders that responded are:

- NZ Automobile Association
- Marlborough Landscape Group
- Heritage New Zealand Pouhere Taonga
- The Marlborough District Council Reserves Department
- Bike Walk Marlborough.

Comments from the above stakeholders are summarised below, and the full submissions are attached in Appendix E.

NZ Automobile Association

The Council of the Marlborough District of the NZ Automobile Association advised full support for the construction of a new bridge across the Opawa River. They are also supportive of a Blenheim bypass in principle but note it is a completely separate issue to the replacement of the bridge.

Marlborough Landscape Group

The Marlborough Landscape Group highlighted that the Opawa Bridge is a grand entrance into Blenheim and a leafy and vegetative welcome is sought rather than hard structures. The group requested undergrounding of power lines, retaining as many established trees as possible and re-planting where appropriate. They supported retaining and using the historic bridge for cyclists and pedestrians.

Heritage New Zealand Pouhere Taonga

Heritage New Zealand stated that the Opawa Bridge is a Category 1 Historic Place on the New Zealand List/Rarangi Korero (1 of 3 listed in Blenheim), a significant local landmark and acts as a gateway to Blenheim. They consider keeping the bridge for pedestrian and bicycle traffic retains its gateway effect. They also raised concerns that there does not appear to be a commitment to the ongoing maintenance of the bridge, potentially allowing it to decay.

Marlborough District Council (Reserves Department)

The Marlborough District Council Reserves Department highlighted the current public access along the eastern side of the Opawa River. They suggested the project offers the opportunity to extend the Opawa Walkway under the existing and proposed Opawa Bridge to provide safer travel for the public and for the school children at Mayfair Primary from the eastern side of the State Highway.

Bike/Walk Marlborough

Bike/Walk Marlborough identified that cyclists and pedestrians wishing to use Grovetown Shared Pathway must cross Grove Road/SH1 prior to crossing the Opawa Bridge. They noted the options outlined do not address this issue and suggested an underpass/shared pathway that is supported by cycle lanes on both sides of the road as a possible solution. They also suggested to seek cycling/pedestrian specific design expertise in the design.

6.2 Iwi

The three Iwi groups that expressed an interest in the project were consulted during individual meetings: Ngati Rarua, Rangitane, and Ngati Apa. They accept a new bridge is needed and fully support the preferred option. They acknowledge the importance of keeping traffic going through the CBD from a commercial point of view. They are keen to be involved in the design, artwork and landscaping around the new bridge and an opening ceremony. The feedback recorded at these meetings is located in Appendix F.

7.SUMMARY

A total of 173 submissions were received from individuals, key stakeholders, and organisations during the engagement period of 11 May to 9 June 2016. The table below summarises the public response to Question 1 (142 responses to Question 1) about the preferred option and indicates that 33% of respondents support it.

For Preferred Option	Against Preferred Option	Prefer Bypass Option (not a question in the survey)
46 (33%)	37 (26%)	59 (41%)

The public was asked to provide feedback on four separate questions.

The main finding is that approximately 70% of all submitters to all questions favour a bypass to a new bridge or a bypass first, then a new bridge. The primary reasons cited are:

- a new bridge will not solve the congestion problems in Blenheim; and
- the money is better spent on a long term solution.

The remaining 30% of submitters generally support the preferred option. These submitters also prefer the idea of retaining the existing historic Opawa Bridge for pedestrians and cyclists and would like a safe route from one side of SH1 to the other.

The Key Stakeholders who made written submissions and three Iwi also support the preferred option of retaining the existing bridge.

The issue of the Blenheim bypass does not change the need to replace the Opawa Bridge. It remains a future option and will be considered, along with other State Highway corridor improvements, as part of the State Highway 1 Picton to Christchurch investigation.

APPENDIX A – BROCHURE AND FEEDBACK FORM



May 2016

Tell us what you think about plans to replace the Opawa Bridge on State Highway 1

Building a new bridge for State Highway 1 over the Opawa River

Where we are today on the investigation

Last year the NZ Transport Agency launched an investigation of the Wairau and Opawa Bridges to improve travel on State Highway 1 north of Blenheim. The investigation of these bridges was identified as part of the Government's Accelerated Regional Roothing Package, which provided funding to progress a selection of regionally important state highway projects to address economic efficiency, safety, and resilience issues on our regional transport networks.

We considered strengthening, replacing or duplicating both bridges. Following an earlier investigation, the Wairau Bridge was found to be in serviceable condition. It has been certified to carry heavier vehicles and can be effectively maintained. Replacement of this bridge may be considered in the future. The Opawa Bridge, however, was identified for replacement. Upgrading it is a high priority for the Marlborough District Council and residents.

Early investigation of the Opawa Bridge confirmed it is too narrow for some vehicles, large freight vehicles in particular. We have also learned the bridge is vulnerable in an earthquake and is susceptible to damage from heavy floods.

In January 2016 the Government announced a preferred option: build a new two-lane bridge on the western side of the existing bridge. The existing bridge will be kept for pedestrians and cyclists. This proposal is estimated to cost between \$14 and \$17.5 million.

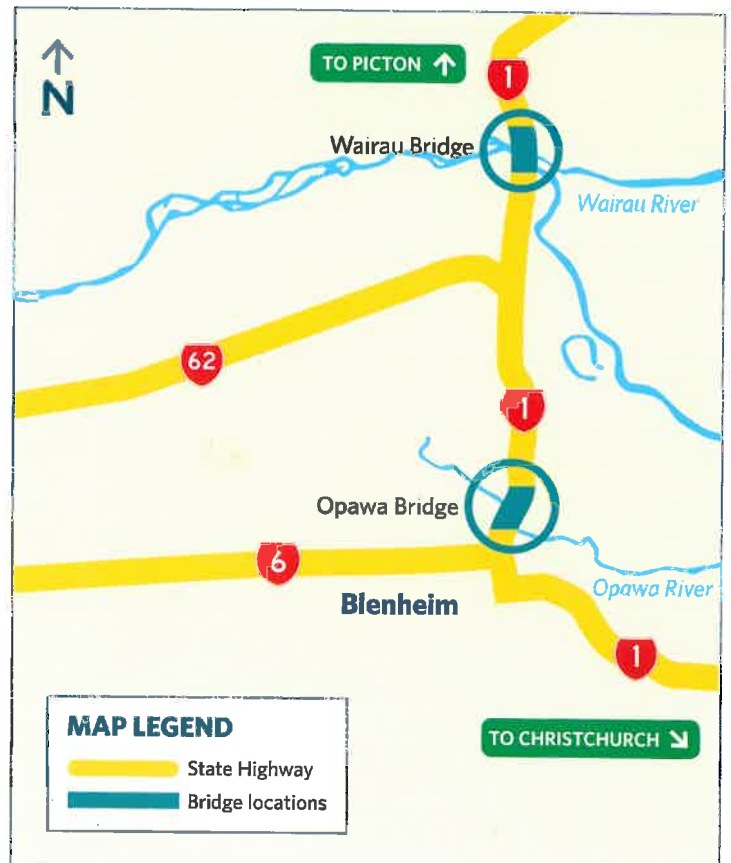
What we are asking of you

Now is your chance to review the investigation findings and give feedback on the preferred option. Read more information on www.nzta.govt.nz/opawa-bridge-replacement and fill out the survey in this brochure or online.



FEEDBACK DEADLINE:

Thursday 9 June 2016





The state of the existing bridge

As part of our earlier investigation, we have identified two problems with the State Highway 1 Opawa Bridge and the traffic flow over it:

Problem one: The bridge is too narrow

At 5.49m wide between kerbs, the bridge does not meet today's requirements, particularly for heavy commercial vehicles.

When large vehicles cross the bridge, they become a hazard, particularly if they cross the centre line. Many opposing vehicles must slow down or stop because they cannot pass, causing frequent delays and uncertain travel times.

Also, long traffic flows trail behind large freight trucks that travel along State Highway 1 heading to or departing from the interisland ferries. This adds to congestion on the bridge, making journey times unreliable.

Problem two: The bridge has poor structural resilience

The bridge's structure would not be adequately able to withstand a significant earthquake. Its structure could be affected as a result of shaking or liquefaction that could cause the bridge piers, or the entire structure, to collapse. Also, the bridge is vulnerable to significant flooding events as floodwater could undermine the bridge's central pier and cause partial bridge collapse.

Given the importance of the bridge to the transport network, we need to ensure we can keep this route open.

Why the road and bridge are strategically important

The Opawa Bridge is located on State Highway 1 between Picton and Blenheim. It is integral to the state highway network and the interisland ferries. It is also a vital freight link between the North and South Island via the Port of Picton, which is why the Government included investigating its replacement in the Accelerated Regional Roding Programme.

The Opawa Bridge, on the northern edge of Blenheim, spans 170m and carries 9,800 vehicles/day. It serves many functions in the region today, though it has changed little over its 100-year life. It:

- is a protected heritage item under the Wairau / Awatere Resource Management Plan
- is listed as a category 1 historic place by Heritage New Zealand
- is an important local gateway to Blenheim
- carries a considerable amount of inter-regional traffic. This is because Marlborough is an export-focused producer of primary products

- is a key cycle route with plans underway to extend an off-road cycle path that serves as a transport corridor for local access between Spring Creek and Blenheim. This is something the Marlborough District Council, the Transport Agency, and Government (through its urban cycleway fund) are investing in.

We appreciate that the road and bridge are integral to the larger Picton to Christchurch state highway network. Some people have expressed an interest in building a bypass route to the east. This is a separate issue. We need to replace the Opawa Bridge now in order to address its identified problems, particularly as the majority of its current users will continue to use it to access central Blenheim from the north.

A bypass remains a future option, and will be considered as part of a separate investigation of State Highway 1 between Picton and Blenheim.

Feedback form

We would encourage you to read the information in the brochure and the supporting information on our website before completing the form: www.nzta.govt.nz/opawa-bridge-replacement. If you would like to submit responses with additional sheets, please be sure to attach them and post everything in an envelope or drop it into a submission box.

Q1. What is your opinion about the NZ Transport Agency's preferred option?

Q2: Tell us what elements you would like to see reflected in the new bridge structure or its design that we could include in our planning.

Q3. Do you have any comments on other options considered by the Transport Agency and if so why?

Q4. Is there anything else you want us to consider to further develop the project?

Thank you for your feedback.

Your feedback is public information

Please note that the NZ Transport Agency may publish any information that you give to us on this form, or provide it to a third party, and you may be individually identified as the submitter. Therefore, please indicate clearly:

- Whether your comments are commercially sensitive or, for any other reason, should not be disclosed.
- Any reason(s) why you should not be identified as the submitter of the feedback.



How to give feedback

There are a number of ways you can give us your feedback about our preferred proposal.

You can:

1. Attend one of our public information sessions to understand the proposal further (see dates listed overleaf)
2. Read the information on our website and fill out our online feedback form.
3. Fill in this feedback form and mail it to us by using the Freepost address on the reverse or post to:
Marlborough Roads, PO Box 1031, Blenheim 7240
4. Fill in this feedback form and place it in the submission boxes at these locations, including Marlborough District Council (MDC) customer service centres and libraries:
 - MDC Customer Service Centre, Blenheim: 15 Seymour Street
 - Marlborough District Library, Blenheim: 33 Arthur Street
 - Marlborough Roads office, Level 1, Blenheim: The Forum, Unit 2.4, Market Street
 - MDC Customer Service Centre / Picton Library: 67 High Street

DEADLINE: Thursday 9 June 2016



Public information sessions

Please come along to one of our information sessions to speak to the project team about questions you may have on this investigation.

- Thursday 19 May. Scenic Hotel Marlborough, Marlborough Room, 4pm – 7pm
- Saturday 21 May. Scenic Hotel Marlborough, Chart Room, 10am – 2pm

For more information on the project and to read answers to frequently asked questions, visit the project website at www.nzta.govt.nz/opawa-bridge-replacement or email opawa-bridge@nzta.govt.nz

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Marlborough Roads
PO Box 1031
Blenheim 7240

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FOLD AND TAPE OPEN SIDES LEAVING SPACE FOR A LETTER OPENER / NO GLUE OR STAPLES PLEASE

Preferred option

The preferred option is to create a new two-lane bridge to the west of the existing bridge for vehicular traffic with pedestrians and cyclists using the existing bridge.

As part of our investigations, we developed a long list of all possible options to address the two problems. Thirteen separate options were investigated and assessed, including a do-nothing option, using a variety of criteria. You can read more about all of the options and the detailed analysis on our website, www.nzta.govt.nz/opawa-bridge-replacement.

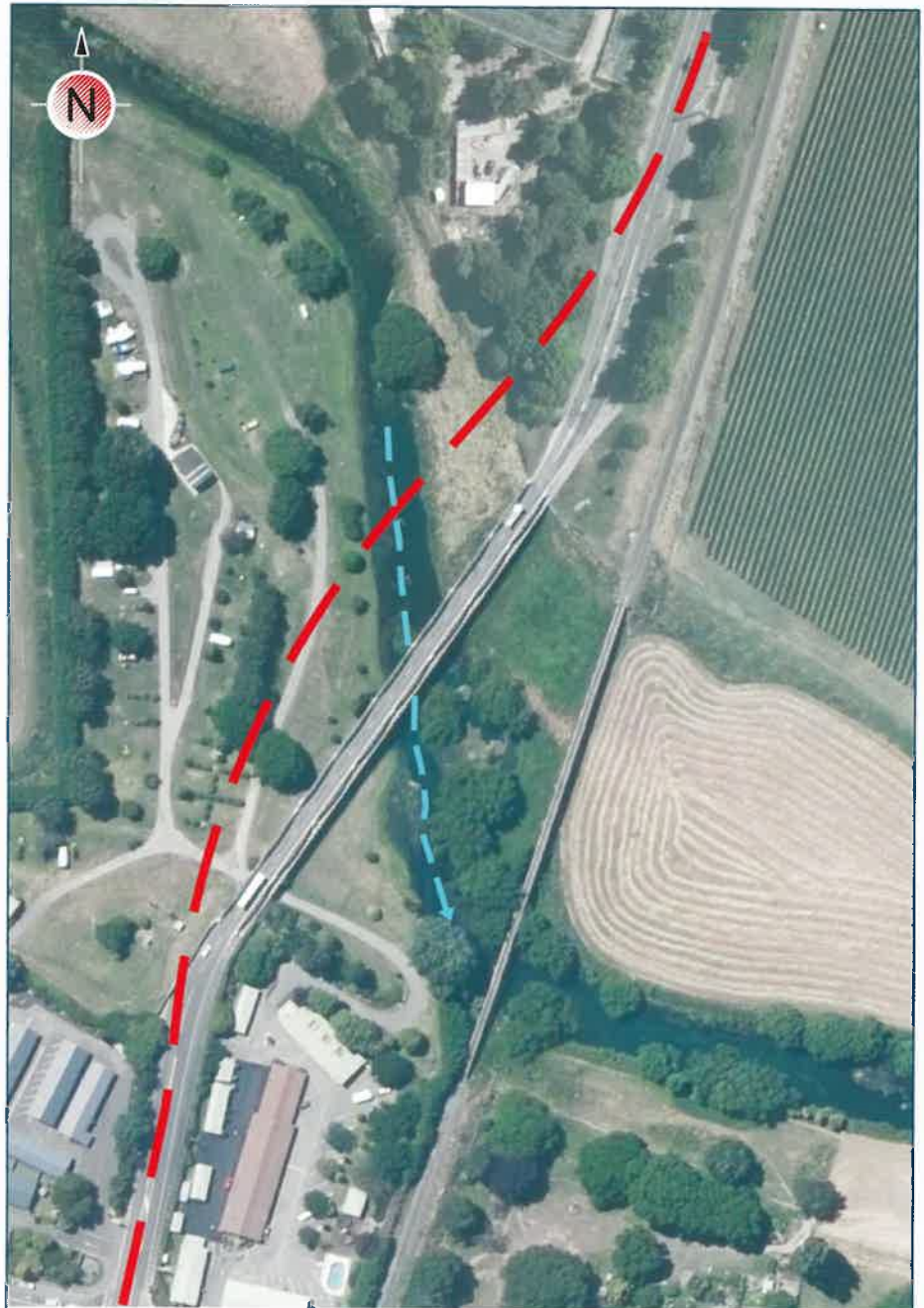
Taking into account all of the information investigated to date, including stakeholder, iwi, and affected landowner feedback, the preferred option is to build a new 10.8m wide bridge. This will operate as a full two-lane highway and cater for on-road cyclists with a 1.5m wide shoulder on each side.

We expect to keep the existing bridge and will continue to investigate its future use as a pedestrian and cycle only facility.

A western alignment (upstream) has the least impact on surrounding properties, provides better pedestrian and cyclist access, and requires less property acquisition.

This option resolves the identified problems and meets all criteria for vehicular traffic.

It is estimated to cost between \$14 and \$17.5 million.



Route of the proposed highway realignment to the west of the existing bridge.

Benefits of investment

At the heart of our investigation work is our key objective to keep people and goods moving along State Highway 1 between Blenheim and Picton. We want to:

- make journey times more reliable
- make sure freight moves efficiently
- make the region more resilient to natural disasters and
- support State Highway 1 as a strategic freight route between Picton and Christchurch.

The specific benefits of investing to address the Opawa Bridge's identified problems (including weightings) are:

- Benefit 1 (70%): Increased throughput of freight and light vehicles and greater certainty of state highway journey
- Benefit 2 (30%): Greater structural resilience to natural hazard events, resulting in increased availability and access.



How to give feedback

There are a number of ways you can give us your feedback about our preferred proposal.

You can:

1. Attend one of our public information sessions to understand the proposal further (see dates listed below)
2. Read the information on our website and fill out our online feedback form
3. Fill in the hard copy feedback form and mail it to us by using the Freepost address on the reverse, or post to: Marlborough Roads, PO Box 1031, Blenheim 7240
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FEEDBACK DEADLINE: Thursday 9 June 2016



Public information sessions

Please come along to one of our information sessions to speak to the project team about questions you may have on this investigation.

- **Thursday 19 May.** Scenic Hotel Marlborough, Marlborough Room, 4pm – 7pm
- **Saturday 21 May.** Scenic Hotel Marlborough, Chart Room, 10am – 2pm



Next steps

After the engagement period has ended, we will refine the preferred bridge replacement proposal taking on board the feedback received. We aim to seek Resource Management Act consents early in 2017.

In the meantime, we will continue to work with key stakeholders, potentially affected landowners, and the local community and seek input on the potential design of the replacement bridge. Should consents be granted, we expect construction would start in 2018.

Early 2017 Lodge the consent applications

Early 2018 Construction estimated to begin

Contact us

Website: www.nzta.govt.nz/opawa-bridge-replacement

Email: opawa-bridge@nzta.govt.nz

Phone: 03 520 8330

Post: Marlborough Roads office, Level 1, The Forum, Unit 2.4, Market Street, Blenheim

APPENDIX B – OPTIONS REPORT

SH1 Opawa Bridge

9th May 2016

CONSIDERATION OF OPTIONS



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NZ Transport Agency
Published May 2016

ISBN [number]

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EXECUTIVE SUMMARY

The Opawa Bridge is being investigated for potential replacement to provide better vehicle access on SH1 in Blenheim. The project is one of several State Highway projects approved for investigation under the Accelerated Regional Roads Package (ARRP) by the Government in June 2014. The project was identified to improve the journey and in particular provide improved access for high productivity motor vehicles (HPMV) on SH1 in Marlborough.

The Opawa Bridge is located on the northern edge of Blenheim in a 50km/hr speed zone. It is 170m long and carries 9,800 vehicles/day of which 9% are heavy vehicles. It has a narrow carriageway where larger vehicles cannot pass, causing frequent delays and uncertain travel times. The bridge structure has inadequate seismic resistance at less than 33% of National Building Standard and, more critically, is vulnerable to a 1 in 100 year return flooding event. The bridge is a Category 1 heritage place, indicating a place of outstanding significance. Any demolition or modification to the bridge will need to pass a high consenting threshold.

The first phase of the investigation was developed with contribution from key stakeholders and iwi. It found that the bridge is too narrow for two-lane vehicles including modern heavy commercial vehicles and it has inadequate seismic resistance to natural hazard events.

The second phase identified and assessed a long list of potential options that could solve the two problems. These included options that would upgrade the existing structure and replace or duplicate the bridge.

As a consequence of the option assessment process the following preferred option was identified:

- a new parallel 10.8m wide two-lane bridge on the western side of the existing bridge, which would be retained as a pedestrian and cycle bridge. The cost estimate for this option is \$14 - 17.5 million, although it would not meet the criteria for National Land Transport Funding.

In January 2016, the Government announced Crown funding for the preferred option.

1. BACKGROUND

The State Highway 1 (SH1) Opawa Bridge project (the Project) is one of several State Highway projects approved for investigation under the Accelerated Regional Roads Package (ARRP) by the Government in June 2014. The Project was identified to improve the journey and provide improved access for high productivity motor vehicles (HPMV) on SH1 in Marlborough.

The New Zealand Transport Agency (the Transport Agency) is responsible for operating, maintaining, renewing and improving the state highway network. The SH1 Opawa River Bridge is integral to the state highway network and a key link to the interisland ferry. The ferry is a vital freight link between the North and South Island. While the bridge has significance to utility service providers and the Marlborough District Council, it is the Transport Agency that has sole responsibility for managing any investments necessary to maintain and improve the asset.

Following the decision to retain the interisland ferry terminal in Picton, addressing issues on the nationally strategic route between Picton and Blenheim regained importance.

The Opawa Bridge is located on SH 1 at RP 18/9.0 between Picton and Blenheim (refer Photo 1 and Figure 1). It sits on the northern edge of the Blenheim in a 50km/hr speed area.

- The photographs on the front cover show the bridge details and are described below, in clockwise order, from the top photograph:
- Side view of the 8 span bow string truss bridge with large top cord beams and short 5m high piers looking downstream from the Blenheim side
- A driver's view of the narrow 5.49m carriageway with high vertical concrete kerbs and the original horizontal pipe safety rails
- The narrow carriageway squeeze when freight vehicles cross the bridge, as they are forced to cross the centreline due the additional width of their side mirrors
- Circa 1920 newly opened bridge with unsealed carriageway and intended traffic.

Little has changed with the bridge over its 100-year life with the exception of carriageway sealing and pavement marking.

The bridge is 170m long and carries 9,800 vehicles/day, with 9% heavy vehicles.

Photograph 1: Opawa Heritage Bridge opened 1917



Figure 1: Opawa bridge location SH1S RP18/9.0



2. OUTLINING THE NEED FOR INVESTMENT

2.1 Organisational strategies and objectives

In recent years, the Transport Agency has focussed on delivering an efficient freight network to reduce the cost of doing business. HPMVs provide productivity benefits that help improve the competitiveness of New Zealand exports, reduce the cost of goods and grow our economy. Bridge upgrades have been a fundamental part of ensuring the State Highway network are capable of handling heavier trucks.

The Transport Agency purpose is to “create transport solutions for a thriving New Zealand.” The desired outcomes are:

- Effective – move people and freight where they need to go in a timely manner
- Efficient – deliver the right infrastructure and services to the right level at the best cost
- Safe and responsible – reduce the harms from transport
- Resilient – meet future needs and endure shocks

The long-term organisation goals and medium term objectives that relate to this project are identified in Table 1.

Table 1: Transport Agency long-term goals and medium-term objectives

Long-term (2013-32) Goals	Medium-term (2013-2022) Objectives
Integrate one effective and resilient network for customers	Improve freight supply chain efficiency
Deliver efficient, safe, and responsible highway solutions for customers	Greater resilience of the state highway network
	Deliver consistent levels of customer service that meet current expectations and anticipate future demand
Maximise effective, efficient, and strategic returns for New Zealand	Align investment to agreed national, regional and local outcomes and improve value for money in all we invest in and deliver

Table 2 identifies high-level organisational strategy in support of an efficient and resilient SH1 transport network between Blenheim and Picton.

Table 2: Relevant organisational strategies and plans

Organisation	Organisational Strategies
Government	Government Accelerated Roading Package
NZ Transport Agency	GPS, Statement of Intent, Freight Plans, National Business Cases, National Infrastructure Plan
Marlborough District Council	Draft Regional Land Transport Plan

2.2 Defining the problem /opportunity

An investment logic mapping workshop was held on December 2014 with:

- Marlborough District Council, represented by:
 - Councillors Terry Sloan (Chair of Marlborough Regional Transport Committee),
 - Geoff Evans (Deputy Chair of Marlborough Regional Transport Committee),
- Marlborough Automobile Association, represented by:
 - Humphrey Meyers (District Councillor),
- Marlborough Road Transport Association, represented by:
 - Peter Heagney (nominated representative),
- Marlborough Police, represented by:
 - Sergeant Barrie Greenall (Team Leader, Highway Patrol)

It was also attended by Transport Agency staff to gain a better understanding of the current issues and business needs. Further meetings followed in May 2015 to agree to the problems and opportunities for investment.

Two problems and their respective proportional weighting (in brackets) were agreed as:

Problem One (70%): *Narrow Bridge - The bridge at 5.49m wide between kerbs is not suitable for current traffic requirements, particularly heavy commercial vehicles, creating an out of context environment for a nationally strategic state highway.*

The kerb-kerb width of the bridge is 5.49m is significantly below the Austroads recommendation for 7.0m . The narrow carriageway can present larger vehicles as a hazard, particularly if they cross the centreline because opposing vehicles slow down or cannot pass. This causes frequent delays and uncertain travel times. If another wide vehicle is already travelling across the bridge, wide vehicles, freight and trucks are forced to stop in one direction. This creates travel time delays and journey time variations. As freight traffic increases and without intervention, the delays and journey time variations are expected to increase.

Travel time variability was calculated using the Austroads variability formula, which explores the relationship between the mean and the standard deviation. Summarised ERUC data indicates a medium classification (20-30% Variability).

The NZTA MapHUB Efficiency NET geomap indicates a PM peak level of service E at the Opawa Bridge approach. The AM peak level of service is C. The drop in service is considered entirely due to delays caused by large vehicles being unable to pass in either direction at the same time, where generally a level of service A to C is considered acceptable. This narrowness creates public dissatisfaction.

Problem Two (30%): *Poor Structural Resilience - The bridge offers low seismic resistance, is at risk of bridge pier scouring and is significantly vulnerable to structural collapse.*

A detailed structural assessment (DSA) was completed in March 2015 on the Opawa Bridge. This assessment highlighted a number of potential seismic deficiencies with the bridge, including:

- Bridge span failure due to a lack of restraint at the end bearings
- Settlement of the bridge spans due to pier/pile subsidence caused by liquefaction, and the potential for bridge collapse

- Walking of heavy spans under longitudinal seismic shaking causing shearing in abutment piles
- The report offers additional comment on flooding risk. The central bridge pier, located in the river channel thalweg, is at risk from scour in a 1 in 100 Annual Exceedance Probability (AEP) Flood. The existing pile depth is 7.57m from construction drawings and it is calculated that the piles could be completely exposed in a 1 in 100 AEP Flood event. With significantly reduced lateral support and additional horizontal pier loading from floodwaters, the central pier(s) could displace, leading to span failure.

2.3 Project benefits and key performance indicators

The benefits (with weighting in parentheses) and key performance indicators (KPIs) for the problems are shown in Table 3.

Table 3: Project benefits and KPIs

Investment Benefit	Measure KPI
Benefit 1 (70%) Increased throughput of freight and light vehicles and greater certainty of SH journey	Reduced coefficient of variation - standard deviation of travel time/average minutes travel time
	Minutes delay per kilometre
	Number of customer complaints
	Number of adverse media articles
Benefit 2 (30%) Greater structural resilience to natural hazard events, resulting in increased availability & access.	Number of resolved significant road closures and detours urban >2hours

3. CONSTRAINTS AND ASSUMPTIONS

Heritage values, archaeology

The Opawa Bridge was designed in 1912 and opened in 1917. The bridge is listed as a category 1 historic place by Heritage New Zealand and is a protected heritage item under the Wairau / Awatere Resource Management Plan (RMP). Any demolition or modifications to the bridge will require resource consent and approval from Heritage New Zealand for demolition or modification.

Hydrology

The current known hydrology is based on that used in the calibrated 2003 MDC MIKE 11 model for the Opawa River. For a 1 in 100 AEP event at this bridge the model indicate that:

- the design flow is 600m³/s
- the design water level is 6.77m above Nelson Vertical Datum 1955 (NVD55)

Geotechnical

The existing river bed geology contains silty layers of highly liquefiable soils to a depth of around 20-25m. This has a significant bearing on the construction estimate with any new bridge option requiring rock column ground improvements of the existing soils to prevent lateral spreading under earthquake loading. This work has been estimated to have a base cost of \$1.6M dollars with a risk contingency of \$800,000.

Utilities

The assumption has been made that all existing utilities have sufficient cover, but no onsite potholing has been undertaken.

4. ACTIVITY CONTEXT

4.1 Economic

The SH1 Opawa Bridge is a key structure on the National Strategic State Highway transport route enabling and supporting the growth of the New Zealand economy. In particular, the bridge enables freight access via the Port of Picton and the ferry link from the South Island to the North Island and back.

In addition, the structure enables considerable amount of inter-regional traffic. Marlborough is an export-focussed producer of primary products, principally from viticulture, aquaculture, and forestry. Marlborough is New Zealand's largest wine-growing region, and has diversified into manufacturing and other services that support and add value to the primary sector activity.

4.2 Geographic

The Opawa Bridge is located on SH1 near the northern threshold of the Blenheim township. The bridge is located within the 50km/hr speed zone, 300m south of the 100km/h to 50km/hr speed change on the northern urban fringe of Blenheim.

The Opawa River is a meandering silt-bed river bounded by stop banks. The bridge is situated on an S-bend in the river with the piers skewed about 47 degrees to the direction of flow.

The main trunk railway line runs on the eastern side of the highway and the rail overbridge is 100m downstream of the Opawa Bridge.

4.3 Environmental

The river environment at the bridge site is highly modified from its natural state due to manmade infrastructure, including road and rail bridges and the stop bank system.

On the eastern side of the highway is a formed off-road cycle path, which connects Blenheim to Spring Creek. The Opawa Bridge is a key cycleway link.

4.4 Social

The immediate southern approach of the Opawa Bridge passes beside motel accommodation and holiday camp ground accommodation. Further down Grove Road the land use changes to industrial and commercial.

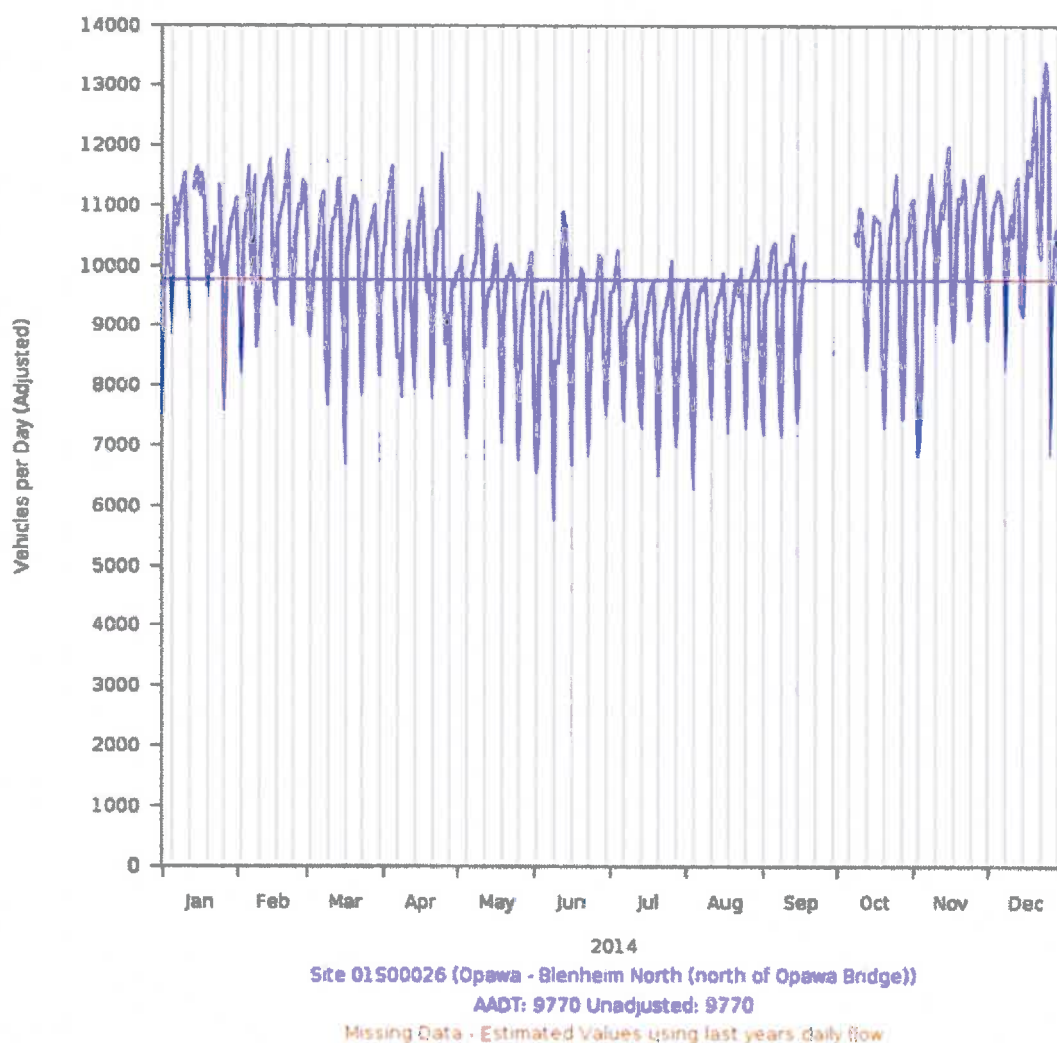
The Opawa Bridge on the northern approach is surrounded by rural agricultural activities, with one nearby residential property and a cluster of industrial/commercial buildings known as the Blenheim Research Centre. Both these properties share a common access point and are set back from the highway.

5. DATA ANALYSIS

5.1 Traffic volumes

A traffic monitoring site is located 100m north of the bridge. This provides classified traffic count information for SH1 for both traffic directions. Figure 2 shows the annual daily traffic data for 2014 and indicates 9,800 average annual daily traffic (AADT), with a summer peak of 13,500 veh/day and a winter low of 5,700 vehicles day. Further analysis indicates there are 9% heavy commercial vehicles. The Wairau Plains Transport Model 2008 forecasts annual traffic growth at this location of approximately 2.2%

Figure 2: Opawa bridge annual daily traffic

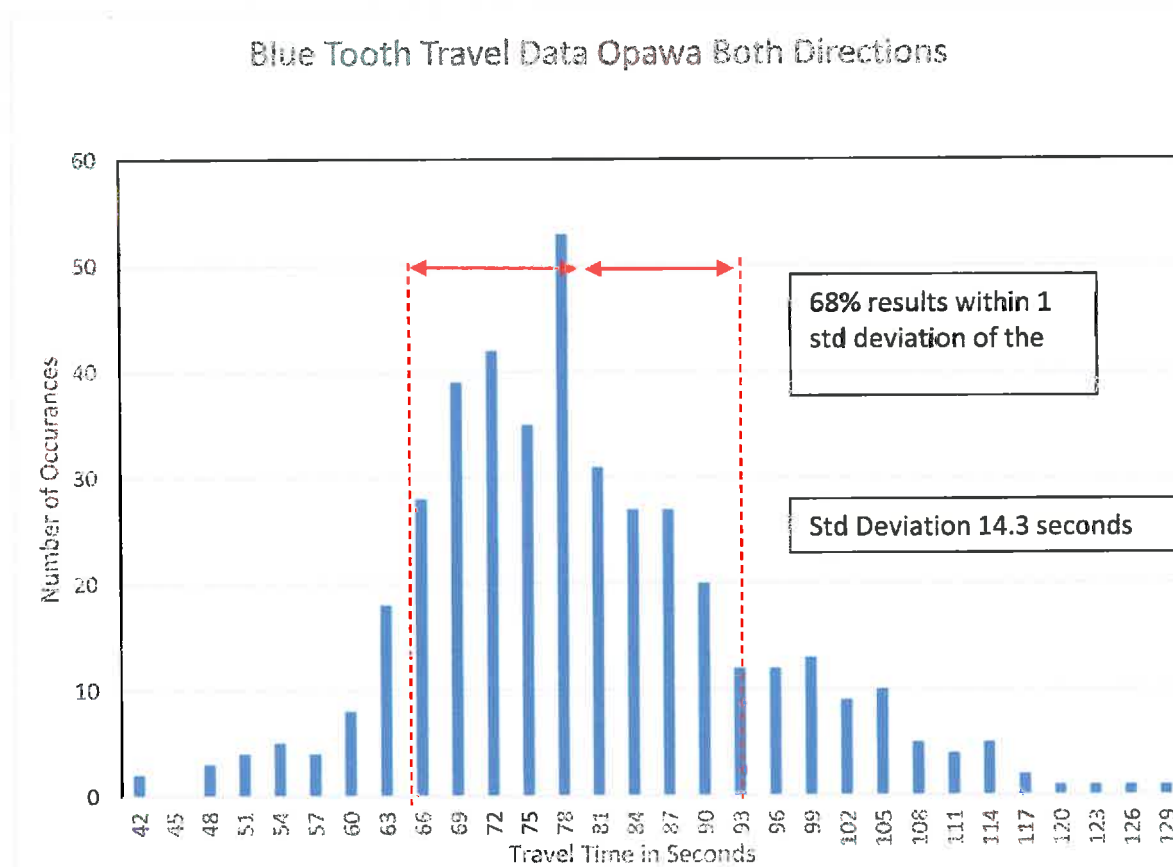


5.2 Journey travel time variation

The Transport Agency installed Bluetooth traffic sensors on this route to record the average travel times through the Opawa Bridge study area. The study area included both 100km/h and 50km/h speed zones. The results of a selected week/day typical hour are shown in Figure 3.

Statistical analysis of this data shows the mean travel time between sensors is 1 minute and 19 seconds with a standard deviation of 14.3 seconds. Sixty-eight percent (68%) of all travel time occurs within 1 standard deviation of the mean or between 1 minute 5 seconds and 1 minute 33 seconds. This measurement allows accurate monitoring of the variation or range of travel times.

Figure 3: Distribution of Bluetooth travel data, weekday hourly average.



5.3 Vehicle travel time delays and queuing

A one-day (8am to 4pm) traffic survey was undertaken on Thursday 12 March 2015. The focus of this survey was to record the frequency of delays created by wide vehicles and vehicles stopping to give way to wide vehicles travelling over the bridge in the opposing direction. The survey showed the following average weekday hourly delays:

- There were 25 delayed groups of vehicles per hour on average in both directions: 36% northbound and 64% southbound
- The average number of vehicles delayed per stoppage varied between 2 to 15 vehicles
- The average delay per stoppage ranged from 8 seconds to 30 seconds.

5.4 Public complaints

Three public complaints were received by Marlborough Roads concerning the Opawa Bridge in 2014, and eighteen letters were published in the Marlborough Express regarding the bridge between January 2014 and February 2015.

5.5 Detour additional travel time

Figure 4 shows the detour routes for freight and light vehicles if the Opawa Bridge is closed due to a natural hazard event. The detour route along state highways is via SH6 and SH62 and the average additional travel time is 19 minutes to travel this route.

A shorter detour route via local roads (Jacksons Road) exists. The average additional travel time is estimated as 12 minutes in both directions. Several other local roads may be suitable for light vehicles however these contain narrow carriageways, secondary urban streets, and single lane bridges and may result in considerable delays, pavement deterioration, and safety risks, if over used.

Figure 4: Detour route map



6. OPTIONS ASSESSMENT CRITERIA

The assessment criteria used for analysing the draft preferred option are as follows:

- Strategic outcomes - Are we solving the identified problem and achieving the KPIs?
- Cost optimisation - What are the financial and time implications?
- Implementation risks- Which options contain the greatest risks to successful implementation?
- Wider project impacts – Which options contain the greatest risks in terms of environmental and social screening?

7. OPTION DEVELOPMENT

A long list of options was developed to address the two identified problems. Eleven separate options were identified as possible solutions; they are summarised in **Appendices C2 and C3**. Cost estimates are provided in **Appendix D**.

A number of the options involve new bridges. A new bridge would require 10m separation from the existing bridge to ensure it would not be damaged from movement of the existing bridge (assuming the option did not include a structural improvement) during a natural hazard event. This requires land acquisition and designation for 25m either side of the existing bridge.

Consideration of the preferred alignment for a new bridge included:-

- Impact on the Blenheim Top 10 Holiday Park. The Holiday Park has three accommodation blocks that are within the footprint of an eastern bridge alignment and camping sites within the footprint of the western bridge alignment.
- Impact on the Grove Motel. The Motel is partly within the footprint of the western bridge alignment.
- Variable stream width
- Location of overhead power services
- Existing eastern alignment of the footpath on the existing bridge
- Existing eastern alignment of the walk/cycle path to Spring Creek

The western alignment is preferred for all of the new bridge options as it has the least impact on surrounding properties, provides better pedestrian and cycle access, and requires less property acquisition.

This section describes each option and considers the main advantages and disadvantages.

7.1 Do nothing

A do nothing option was considered. The existing bridge with its current lane width restriction has an estimated remaining life of 25-45 years. The bridge requires regular condition inspections on a six-monthly basis and after any moderate seismic event.

A do nothing approach is possible, but the bridge surface ride quality would deteriorate. There is a risk that the bridge joints would have accelerated deterioration and pier scour would continually get more severe. This could potentially shorten the remaining life of the bridge and risk damage to the heritage structure in a seismic or flood event.

7.2 Do minimum

The do minimum option includes undertaking some of the critical work identified in the 2015 detailed seismic assessment (DSA) such as pier scour protection, underpinning of the central piers, bridge resurfacing, and joint repairs.

Undertaking this work will mean the bridge is still at risk from failure in a seismic or flooding event. The rough order cost of this option is \$0.7M.

7.3 Option 1: Structural and scour upgrade

The option proposes structural and flood mitigation work to reduce the risk of collapse in a seismic or flood event. This option does not alter the lane widths of the existing bridge.

This option includes a structural upgrade as identified in the 2015 DSA. In addition, a cycle/pedestrian shared path will be created on the eastern side of Grove Road.

Key advantages and disadvantages of option 1 are as follows:

Advantages

- Provides for benefit 2
- Retains the existing bridge
- Retains the 'gateway to Blenheim' benefit and associated traffic slowing effect
- Requires no additional land

Disadvantages

- Does not provide for benefit 1
- The strengthened structure retains the original materials and therefore would have less remaining life than a new structure

The rough order cost of this option is \$6M.

7.4 Option 2: Intelligent transport solution with a structural upgrade

The option includes the work proposed in option 1, but in addition proposes an intelligent transport solution with a wide vehicle detection system. The system could alert an approaching wide vehicle of another wide vehicle traveling in the opposite direction on the bridge. A variable messages sign would advise the wide vehicle to pull off the road and wait, allowing the unimpeded flow of light vehicles. Additional road widening would be required to create a safe vehicle pull off area.

Key advantages and disadvantages of option 2 are as follows:

Advantages

- Provides for benefit 1 for light vehicles
- Provides for benefit 2
- Retains the existing bridge

Disadvantages

- Does not provide for benefit 1 for freight
- The strengthened structure retains the original materials and therefore would have less remaining life than a new structure
- High risk as the technology would require some development and implementation
- Approval from Transport Agency for a new traffic control device
- Additional road space would require property purchase

The rough order cost of this option is \$8M.

7.5 Option 3: Central widening of existing structure and structural upgrade

The option includes the work proposed in option 1 and also involves cutting the existing structure down the centre of the deck and increasing the width of the deck to 9m. This would preserve the appearance of the heritage structure and resolve the narrow existing traffic lanes. While the option is feasible, it would require widened piers, new piles, and a temporary bridge during construction.

Key advantages and disadvantages of option 3 are as follows:

Advantages

- Provides for benefit 1 and 2
- Retains the existing bridge
- No significant property requirements

Disadvantages

- The strengthened structure retains the original materials and therefore would have less remaining life than a new structure
- Significant technical and engineering construction risk
- Traffic delays and temporary bridge property requirements during construction would be significant
- Environmental effects from widened bridge piers and new piles

The rough order cost of this option is \$16M.

7.6 Option 4: Widening of existing structure upstream and structural upgrade

The option includes the work proposed in option 1 and adds an additional 6m width on the upstream side of the existing bridge. This would resolve the narrow traffic lanes and partially preserve the heritage nature and appearance of the bridge side truss.

Key advantages and disadvantages of option 4 are as follows:

Advantages

- Provides for benefit 1 and 2
- Retains the existing bridge
- No significant property requirements

Disadvantages

- The strengthened structure retains the original materials and therefore would have less remaining life than a new structure
- Significant technical and engineering construction risk
- Traffic delays during construction
- Environmental effects from widened bridge piers and new piles
- The visual appearance of the bridge from the west would be altered

The rough order cost of this option is \$12M.

7.7 Option 5: New 10.8m wide single lane bridge, operating in tandem with existing bridge with no structural upgrade

The option involves constructing a new 10.8m wide bridge upstream of the existing bridge. The new bridge would operate as one traffic lane with a shared walk/cycle path northbound with southbound traffic and existing shared walk/cyclepath on the existing bridge.

The existing bridge would have no structural upgrade, although a cycle/pedestrian shared path will be formed on the eastern side of Grove Road.

The new bridge could be converted to a two lane facility in the future when the existing bridge's remaining useful life is exceeded or if it is damaged beyond practical repair in a seismic or flooding event. The new bridge has sufficient width to be converted to two traffic lanes and two on-road cycle lanes. It would be necessary to construct a new pedestrian bridge if the existing bridge was unserviceable for pedestrians.

Key advantages and disadvantages of option 5 are as follows:

Advantages

- Provides for benefit 1
- Provides for benefit 2 for the new bridge
- Retains the existing bridge
- Confident cyclists provided with on-road cycle lanes so won't have to cross the road and use the shared path facility
- Minor construction delays
- New bridge can be converted to two traffic lanes in the future

Disadvantages

- Does not improve seismic or flooding risk of existing bridge
- Significant property requirements
- Increased operation and maintenance costs for two bridges
- In the future, the existing bridge may need to be replaced with a new pedestrian bridge at this point additional capital expenditure will be required to move all traffic onto the new bridge

The rough order cost of this option is \$16M.

7.8 Option 6: New 7.3m wide single lane bridge, operating in tandem with existing heritage bridge with no structural upgrade

The option is similar to option 5 but involves constructing a narrower 7.3m wide bridge upstream of the existing bridge. The new bridge would operate as a one-lane northbound highway lane with the southbound traffic on the existing bridge.

The new bridge would not have a pedestrian/cycle shared path beside the traffic lane as option 5, but an on-road cycle lane only. This would allow the bridge to be used for two-way traffic in emergencies.

Key advantages and disadvantages of option 6 are as follows:

Advantages

- As option 5, but with reduced land requirements
- The new bridge can be used for two-way traffic in emergencies

Disadvantage

- As option 5

The rough order cost of this option is \$15M.

7.9 Option 7: New 13.3m wide bridge, with pedestrian facilities, retaining the existing bridge with no structural upgrade

The option involves constructing a new two lane 13.3m wide bridge with on road cycle lanes and a footpath on one side. The existing bridge would not be structurally upgraded, but would retain the cycle/ pedestrian shared path.

Key advantages and disadvantages of option 7 are as follows:

Advantages

- Provides for benefit 1
- Provides for benefit 2 for the new bridge
- Retains the existing bridge
- Confident cyclists provided with on-road cycle lanes so won't have to cross the road and use the shared path facility
- Minor construction delays
- Operation and maintenance costs reduced from option 5 as existing bridge would not carry traffic

Disadvantages

- Does not improve seismic or flooding risk of existing bridge

- Significant property requirements
- Footpath on side of new bridge unlikely to be utilised and will require additional costs to connect footpaths at either end of the bridge

The rough order cost of this option is \$19M.

7.10 Option 8: New 10.8m wide bridge retaining the existing bridge with no structural upgrade

This option is the same as option 7 but does not have a footpath on one side of the new bridge.

Key advantages and disadvantages of option 8 are as follows:

Advantages

- Provides for benefit 1
- Provides for benefit 2 for the new bridge
- Retains the existing bridge for public use
- Confident cyclists provided with on-road cycle lanes so won't have to cross the road and use the shared path facility
- Minor construction delays
- Operation and maintenance costs reduced from option 5 as existing bridge would not carry traffic

Disadvantages

- Does not improve seismic or flooding risk of existing bridge
- Significant property requirements
- In the future the existing bridge may need to be replaced with a new pedestrian bridge

The rough order cost of this option is \$16M.

7.11 Option 9: New two lane 13.3m bridge replacing the existing bridge on the current alignment

The option involves demolishing the existing bridge and replacing it with a new two lane 13.3m bridge on the current bridge alignment, the new bridge would have on road cycle lanes and a footpath on one side.

Key advantages and disadvantages of option 9 are as follows:

Advantages

- Provides for benefit 1 and 2
- Confident cyclists provided with on-road cycle lanes
- Operations and maintenance cost reduced

Disadvantages

- Removes the existing bridge

- Traffic delays and temporary bridge property requirements during construction would be significant

The rough order cost of this option is \$23M.

7.12 Option 10: Replace the existing bridge with a two lane tunnel

The option involves constructing a two-lane tunnel under the Opawa River to replace the existing Opawa Bridge.

Key advantages and disadvantages of option 10 are as follows:

Advantages

- Provides for benefit 1 and 2
- Would create a distinct 'gateway to Blenheim'

Disadvantages

- High cost
- The existing bridge can be retained without structural upgrade for walking and cycling access
- Significant engineering and technical challenges due to the presence of liquefiable insitu ground
- Significant environmental impact and consenting issues

The rough order cost of this option is over \$50M.

7.13 Option 11: Construct a Blenheim by-pass for through Traffic

The option is a complete by-pass on the eastern edge of the Blenheim urban area providing a new link for the Picton to Christchurch route. The bypass option would be in the region of 5km long, and as the Opawa River splits in two downstream of the existing bridge the bypass will include two new significantly-sized bridge structures. The existing bridge could be retained for local traffic and as the SH6 link to Blenheim and Base Woodbourne. The through traffic to the south of Blenheim is 2,600 veh/day, so 7,200 veh/day will still use the existing bridge.

Advantage

- Removes the through freight portion of traffic from the bridge and Blenheim

Disadvantages

- Local traffic would still use the existing narrow bridge therefore the strategic objectives are not fully met
- High cost
- Unlikely to be supported unless considered as part of a network wide investigation
- Challenging property acquisition
- Significant environmental impacts and consenting issues

The rough order cost of this option is over \$50M.

8. OPTIONS ASSESSMENT AND EVALUATION

A preliminary options assessment has been undertaken. All options were considered in terms of satisfying the strategic outcomes.

Options 3 through 9 inclusive fully satisfy the strategic outcomes and were assessed against the remaining assessment criteria: cost optimisation, implementation risks, and wider project affects. Their rankings are summarised in Table 4.

Options 1, 2, and 11 do not meet the strategic outcomes and have been excluded from further assessment. Although Option 10 achieves the strategic outcomes, it was dismissed due to poor physical and financial viability.

Table 4: Assessment summary

Option		Score	Rank
Option 3	Widen & upgrade existing bridge	12.3	6
Option 4	Extend & upgrade existing bridge	12.4	5
Option 5	New northbound bridge (10.8m wide) with existing bridge southbound	16.0	2
Option 6	New northbound bridge (7m wide) with existing bridge southbound	14.4	4
Option 7	New 2-way parallel bridge (13.3m wide)	15.7	3
Option 8	New 2-way parallel bridge (10.8m wide)	16.2	1
Option 9	New 2-way replacement bridge (13.3m wide)	11.6	7

Options 5 and 8 were further refined and compared. Option 8 was preferable to option 5 for the following reasons:

- Lower implementation risks,
- Better cost optimisation, and
- Only slightly higher wider project impacts.

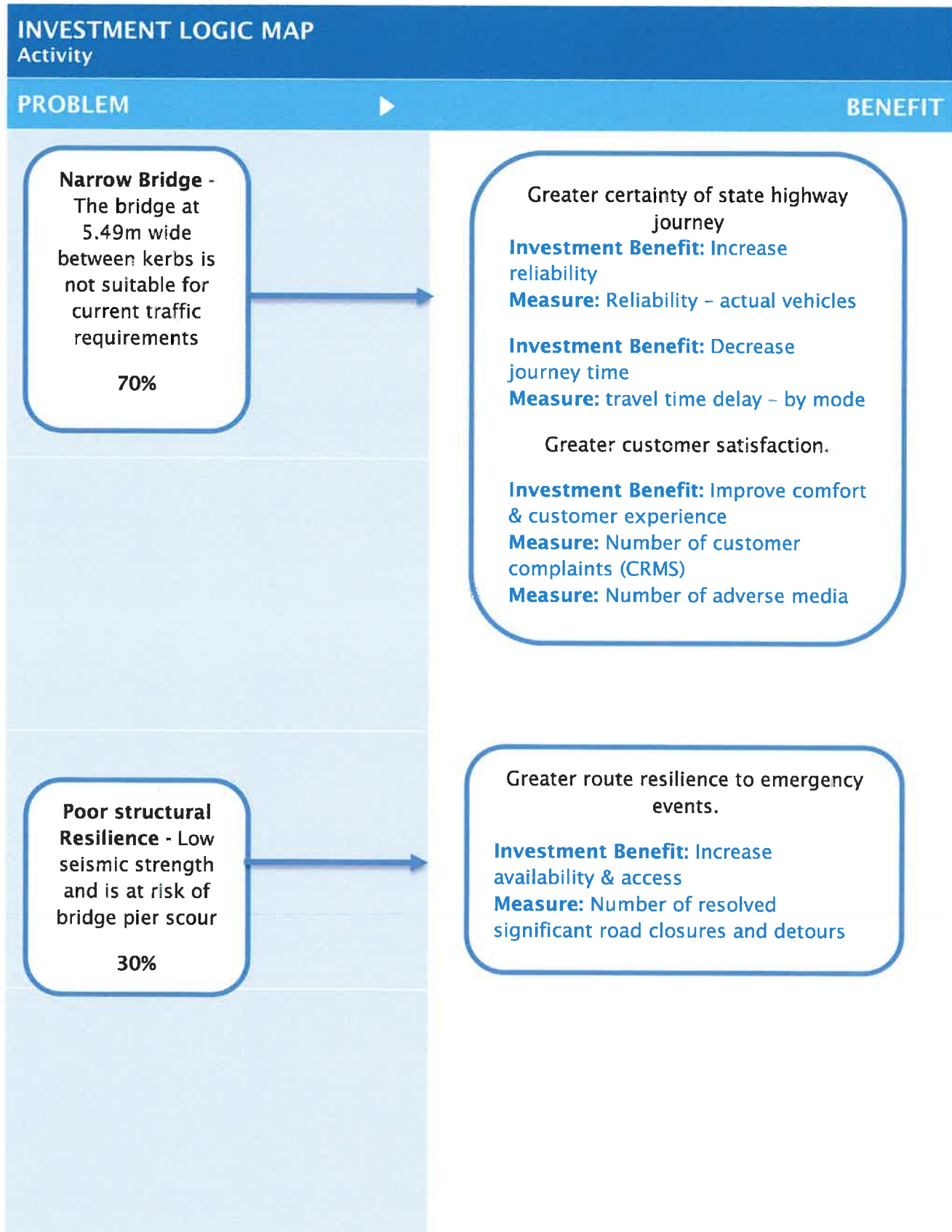
An aerial plan and cross section is provided in **Appendix C** as a potential alignment.

The preliminary options assessment documentation is provided in **Appendix D**.

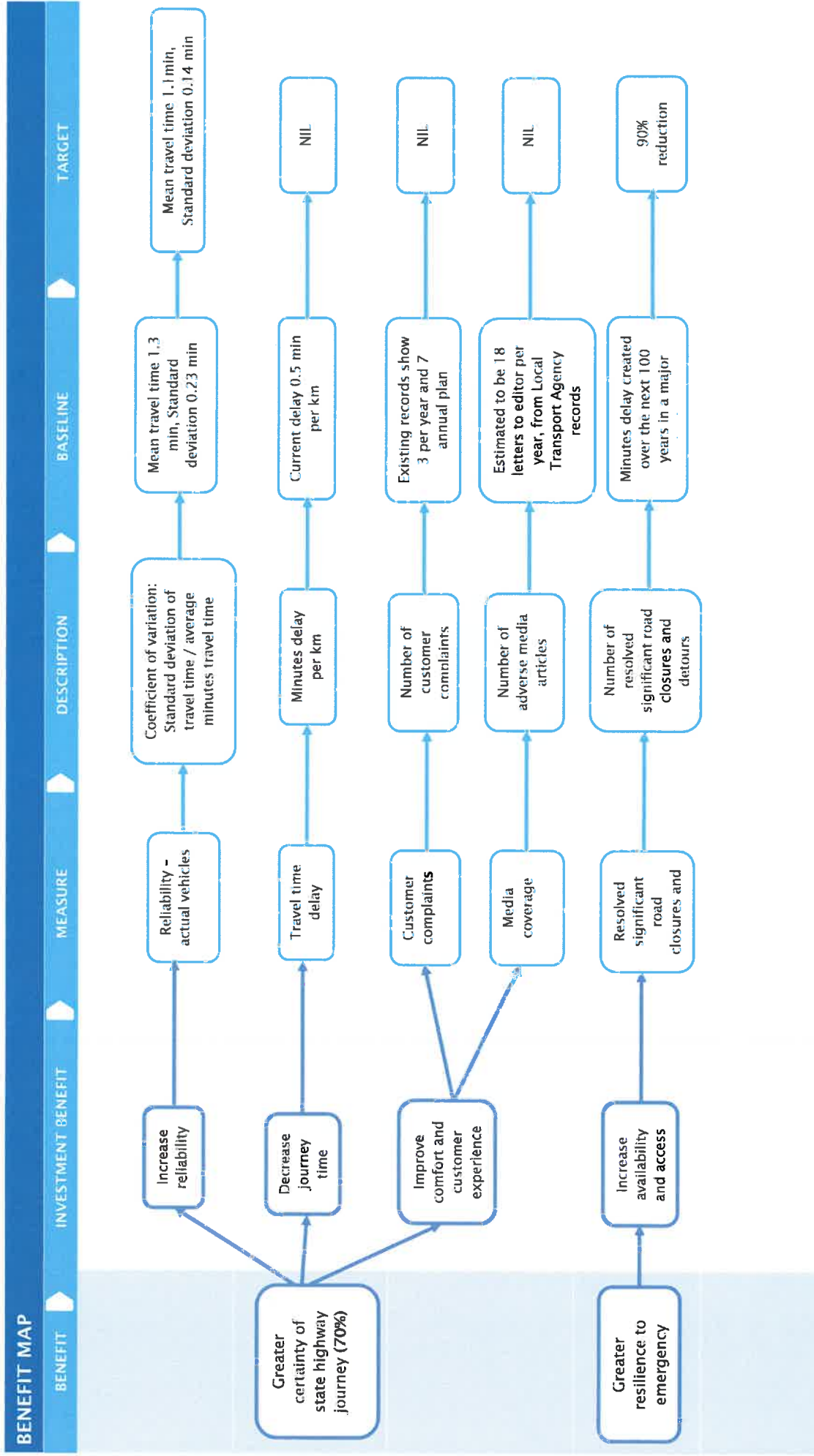
APPENDICES

APPENDIX A - INVESTMENT LOGIC MAP

Appendix A: Investment Logic Map



APPENDIX B – BENEFIT MAP



APPENDIX C – PLAN OF ALIGNMENT

Appendix C2: Plan of Alignment and Options

Option 1

- Retain existing heritage bridge and seismic upgrade
 - Seismic strengthening, \$3.4 M
 - Upgrade pedestrian / cycle handrail
 - Upgrade drainage
 - Upgrade footpath on southern approach
 - Rough order cost: \$6 M

Option 2

- Retain existing heritage bridge with seismic upgrade and wide vehicle pull out system
 - Create truck pull off zone both ends with ITS over dimension / wide load detection system, \$0.6 M
 - Retain heritage bridge
 - Rough order cost: \$8 M

Option 3

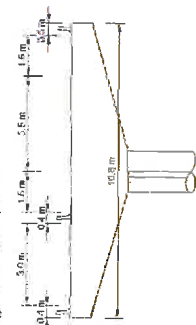
- Widen existing bridge by cutting middle of deck and widening piers and deck
 - Structural upgrade
 - Achieves 9 m deck
 - Rough order cost: \$16 M

Option 4

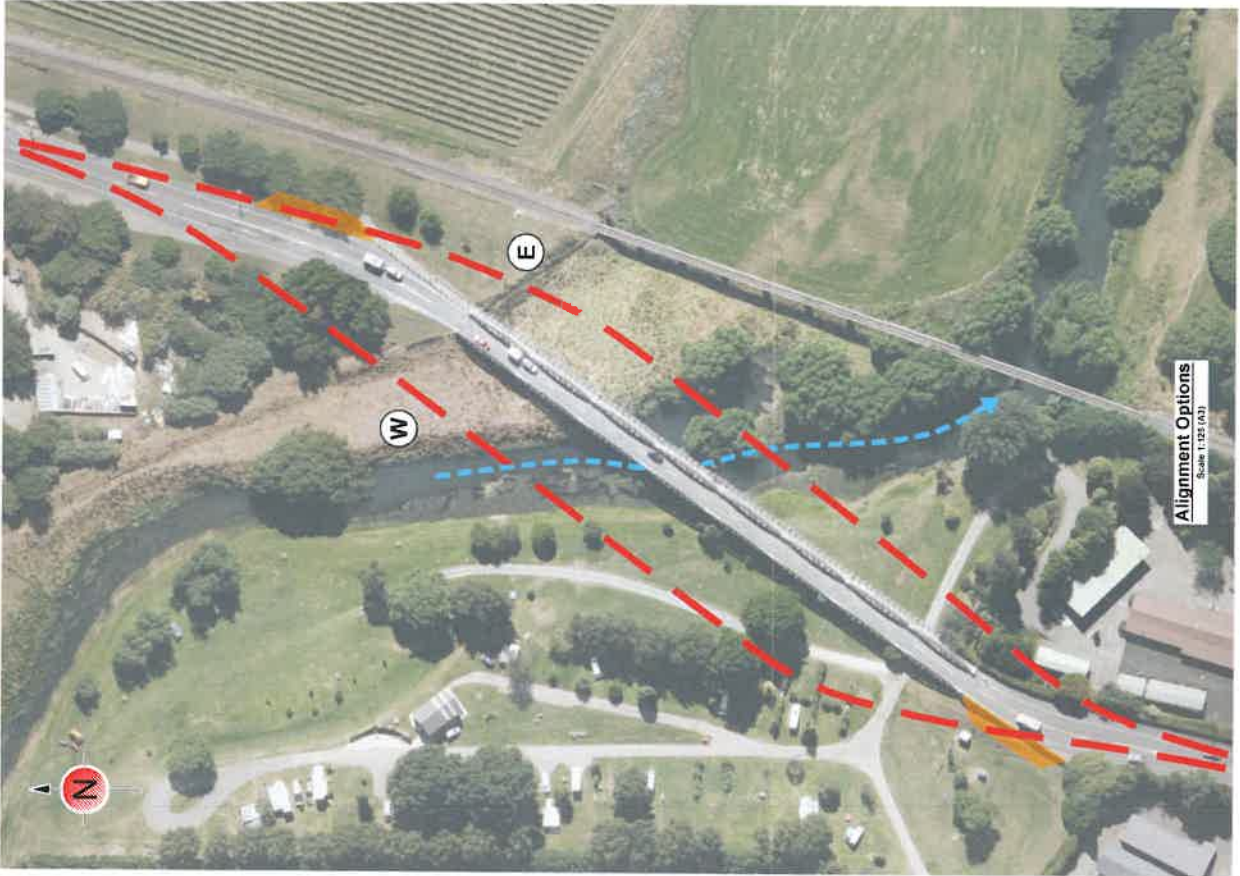
- Widening bridge on western side by adding additional lane
 - Structural upgrade
 - Widen piers
 - Add 6 m
 - Rough order cost: \$12 M

Option 5

- Retain existing heritage bridge for southbound, new single lane bridge for northbound traffic 10.8 m wide. No structural upgrade of heritage bridge.
 - New structure can operate as two lane bridge in emergencies
 - Rough order cost: \$16 M



Option 5



Alignment Options
Scale: 1:1000 (A3)

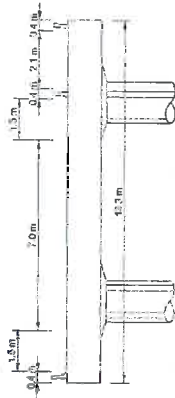
Option 6

- Retain existing heritage bridge for southbound traffic. New single lane bridge for northbound traffic 7.3 m wide (No footpath). Structural upgrade of heritage bridge.
 - Rough order cost: \$15 M



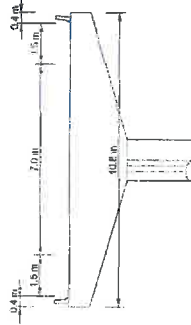
Option 7

- New 2 lane bridge 13.3 m wide
 - No structural upgrade of old bridge
 - Old bridge returned to MDC
 - Rough order cost: \$19 M



Option 8

- New 2 lane bridge 10.8 m wide, pedestrian / cycle use old heritage bridge
 - No structural upgrade
 - Heritage bridge returned to MDC as walk / pedestrian bridge
 - Rough order cost: \$16 M



Option 9

- New 2 lane structure on existing alignment 13.3 m wide
 - Demolish existing bridge
 - Rough order cost: \$23 M

Option 10

- Tunnel option
 - Rough order cost: \$50 M
- By-pass option
 - Rough order cost: \$50 M

Option 11

APPENDIX D – MULTI CRITERIA ANALYSIS

APPENDIX C – MEDIA RELEASES



Have your say on proposed new SH1 bridge over Opawa River

11 May 2016 05:07 pm | NZ Transport Agency

The NZ Transport Agency is inviting people in Marlborough to participate during a month-long period of public engagement kicking off today on a proposal to move State Highway 1 traffic to a new bridge over the Opawa River.

NZ Transport Agency regional director Raewyn Bleakley says the Transport Agency will be gathering public feedback from today through to Thursday 9 June on this preferred option.

The new 10.8m wide, two-lane bridge is planned to be built on the western side of the existing bridge, which has the least impact on surrounding properties, provides better pedestrian and cycle access, and requires less property acquisition. The existing bridge, which is a Heritage NZ Category 1 Heritage Place, would be used as a pedestrian and cycle bridge.

Investigation of the new bridge was launched in 2015 as part of the Government's Accelerated Regional Roding Package. In January 2016, the Government announced its preference for this option to replace the existing SH1 route.

Ms Bleakley says it's time to hear what the community thinks about the new bridge option.

"We've analysed all of the available options that would make this crucial part of the state highway more functional. The Government has also said that it wants to see a new bridge built. It's now time for us to share the details of our investigation and ask how you feel about where we're headed.

"As historically significant as the Opawa Bridge is, it does present us with two key problems as a state highway route. It is too narrow and not suitable for current traffic requirements, especially large freight trucks which are a key part of the

nation's strategic state highway programme. Also, it has inadequate seismic resistance, and it is susceptible to damage from heavy floods.

"I'm pleased the option we're presenting includes keeping the existing bridge for pedestrians and cyclists. Although the Transport Agency won't be undertaking any seismic strengthening of the bridge, it will still be important to walkers and cyclists."

Materials including a feedback form can be found at the Blenheim and Picton Libraries, the Marlborough District Council Customer Service Centre in Blenheim, as well as at the Marlborough Roads office. Two public information sessions will be held in May:

- Thursday 19 May. Scenic Hotel Marlborough, Marlborough Room, 4pm-7pm.
- Saturday 21 May. Scenic Hotel Marlborough, Chart Room, 10am – 2pm.

Background information is now available on www.nzta.govt.nz/projects/opawa-bridge-replacement (<http://www.nzta.govt.nz/projects/opawa-bridge-replacement>) .

For more information please contact:

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The NZ Transport Agency works to create transport solutions for all New Zealanders – from helping new drivers earn their licences, to leading safety campaigns to investing in public transport, state highways and local roads.

Tags

Media release Central



Marlborough community has its say about Opawa Bridge replacement

20 Jun 2016 05:46 pm | NZ Transport Agency

A month of public engagement with the Marlborough community on the proposal to move State Highway 1 traffic to a new bridge over the Opawa River closed last week.

NZ Transport Agency Regional director Raewyn Bleakley says the level of engagement from the local community has been pleasing on the proposal to build a new two-lane bridge on the western side of the existing Opawa Bridge, with 179 people submitting feedback and approximately 90 people attending two public information sessions.

“Public engagement is important in informing any of the proposals we prepare. I want to thank everyone who shared their thoughts on the proposal, came to a public information session or filled out a feedback form,” Ms Bleakley says.

On 11 May the Transport Agency asked for feedback on the preferred option for a new two-lane bridge. As part of its investigation, the Transport Agency identified that the existing bridge was too narrow and unsuitable to meet current transport needs. It would also be vulnerable in an earthquake and heavy flooding. With a new bridge constructed, the existing bridge, which is a Heritage NZ Category 1 Heritage Place, could be used as a pedestrian and cycle bridge.

Ms Bleakley says although the preferred option is to build a new bridge it was important for the Transport Agency find out how the local community felt about the problems with the bridge and the proposal to fix them.

“The feedback we received confirmed what the local community has been saying for some time - that the Opawa Bridge has been inadequate in serving the local needs of residents, let alone the needs of all road users of the state highway system.”

“Some people also took the opportunity to let us know that they would like a bypass which would allow heavy vehicles to detour around Blenheim township.

However, a bypass of Blenheim does not change the need to replace the existing Opawa Bridge. It's important to do this first because the majority of the Opawa Bridge's users will continue to use it to access central Blenheim from the north. We also need to ensure we keep State Highway 1 open between Picton and Christchurch because the highway and the bridge are integral to the state highway network, particularly for freight.

A bypass remains a future option and will be considered, along with other State Highway corridor improvements, as part of the separate investigation of State Highway 1 between Picton and Christchurch."

Ms Bleakley says the next step is to refine the preferred bridge replacement proposal, taking on board the community feedback.

"We'll continue to work with key stakeholders, including the Marlborough District Council, potentially affected landowners, and the wider community to seek input on the potential design of the new bridge.

The Transport Agency expects to seek Resource Management Act consents early in 2017 and anticipates construction would start in 2018.

More information about the Opawa Bridge replacement project, including the full consideration of options is on the Transport Agency's website www.nzta.govt.nz/projects/opawa-bridge-replacement (<http://www.nzta.govt.nz/projects/opawa-bridge-replacement>)

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Opawa Bridge Replacement

Building a new bridge for SH1 over the Opawa River

Until Thursday 9 June, the NZ Transport Agency is seeking your views on the preferred proposal to replace the Opawa Bridge on State Highway 1 with a new two-lane bridge on the western side of the existing bridge. The existing bridge will be kept for pedestrians and cyclists.

Last year the NZ Transport Agency launched an investigation of the Wairau and Opawa Bridges to improve travel on State Highway 1 north of Blenheim. It was identified as part of the Government's Accelerated Regional Roding Package (ARRP), which provided funding to progress a selection of regionally important state highway projects in order to address economic efficiency, safety, and resilience issues on our regional transport networks.

Following the investigation, the Wairau Bridge was found to be in serviceable condition. The Opawa Bridge, however, was identified for replacement and we know upgrading it is a high priority for Marlborough District Council and residents.

In January 2016 the Government announced a preferred option to build this new bridge at an estimated cost between \$14 and \$17.5 million.

Last week to have your say

It's the last chance to review the investigation findings and give feedback on the preferred proposal. Read more information on www.nzta.govt.nz/projects/opawa-bridge-replacement and fill out the survey online.

Feedback deadline: Thursday 9 June 2016



For more information

PLEASE VISIT: www.nzta.govt.nz/projects/opawa-bridge-replacement or **Blenheim and Picton Libraries, Marlborough District Council Customer Service Centre**, and the **Marlborough Roads office**

EMAIL: opawa-bridge@nzta.govt.nz PHONE: **03 520 8330**



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Feedback deadline: Thursday 9 June 2016

Come talk to us

Please come to the following public information sessions and speak to a member of the project team with questions or get help with giving your feedback.

Thursday 19 May. Scenic Hotel Marlborough, Marlborough Room, 4pm – 7pm

Saturday 21 May. Scenic Hotel Marlborough, Chart Room, 10am – 2pm



For more information

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Come talk to us tomorrow and Saturday

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Thursday 19 May. Scenic Hotel Marlborough, Marlborough Room, 4pm - 7pm

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APPENDIX D – FEEDBACK SPREADSHEET

What is your opinion about the NZ Transport Agency's preferred option? - Open-Ended Response	Tell us what elements you would like to see reflected in the new bridge structure or its design that we could include in our planning. - Open-Ended Response	Do you have any comments on other options considered by the Transport Agency and if so why? - Open-Ended Response	Is there anything else you want us to consider to further develop the project? - Open-Ended Response
should do the job	a bridge as wide as the seddon bridge with no pedestrian or cycle traffic allowed	The town needs a BYPASS that is a no brainer you would understand this if you had to drive a heavy vehicle through the town	
No comments			Consideration of public access along the Opawa River - so that there is a connection between the eastern side of the State Highway and the western side allowing possible access to Lansdowne Park. This would allow safe passage for school children without having to cross the State highway.
I agree that the Opawa Bridge needs replacing, but at what cost? Surely it would make more sense to put in a single lane on the western side of the existing bridge and when completed remove the existing bridge to an appropriate site for preservation. Then the second lane of the new bridge could be built where the old bridge was.			It should be a priority to build a bypass as a new bridge is not going to ease the considerable congestion on Grove Road and Main St. These roads are not built for the type of heavy traffic we see on the roads now, so I feel you should be putting more urgency into a bypass. Traffic going to Nelson already has a bypass in Rapaura Road, but the higher density traffic heading south must negotiate some very tight round-a-bouts and narrow streets. Both of these projects are long overdue as Blenheim is the gateway to the south and as such deserves much more consideration than has been given.
Agree the project plan is workable and indeed logical	No Comments	No comments	I believe that your estimate of "75% of traffic has Blenheim as its destination" is grossly incorrect and it should be tested scientifically before proceeding with the Opawa Bridge. I believe a much more practical option is to build the bypass which will be needed within 10 years in any case. So build that road and bridge now. It will be cheaper in the long run.
agree	sufficient width for inexperienced drivers to safely navigate		
Option 11 Bypass. The 3 roundabouts plus all the other intersections are just too dangerous for trucks going through our town.	An underpass for cyclists (& pedestrians) under & across. This means can get safely across the SH 1 in the east (joins the cycle lane north of Blenheim) - west direction (Lansdowne Park & Mayfield school side).	Long term planning is needed by both local council, the government & NZTA to create a long-term solution to the growing traffic, freight on road situation. Expensive in the short term is NOT so expensive in the long-term. Plan for future growth in road users, freight & town growth.	If you would do a random survey of Opawa Bridge users specifically, to get their views, rather than do public consultation in this fashion, (survey monkey, on line) your data would be more valid, reliable and thus valuable.
From my experience recreational and competitive cyclists needs are quite different. Competitive cyclist rarely use shared walk/ride paths on the side of bridges where social riders and pedestrians generally always do. My wife uses the spring Creek cycle way most Sundays and always uses the pedestrian / access where I have ridden across numerous times in a bunch and but myself and never have. I think it is important that the new Bridge cater for both, my preference would be option 7 at 13.3 meters wide. Currently the bridge is so narrow that when I ride across weather in a bunch or by myself I use the centre of the lane, as the bridge is only 170meters long no one tries to overtake. I think if option 8 (currently the preferred option) was approved it would be more dangerous to competitive cyclists. At 10.8 meters vehicles will attempt to overtake regardless of oncoming traffic.	I'd like to see cycle lanes in both directions and the old bridge used for pedestrians and recreational cyclists	Currently the bridge is so narrow the traffic slows down and there is no attempt to overtake. Because of this it really isn't a safety hazard to cyclists. The preferred option will speed up traffic and some motorists will attempt to overtake cyclists. This combination could be lethal	In conjunction with the new bridge I support a heavy traffic bypass
I think it is the correct decision.	I would like to see something of the character of the old bridge reflected in the new one, especially as they'll be side by side on SH1 - very visible in a beautiful setting.	1 - I think a by-pass is a good idea, after the new Opawa Bridge. 2 - I think freeing up the bottle neck at the present Opawa Bridge will move that congestion into the town at the roundabouts. 3 - Though the Wairau Bridge is not being considered for replacement, I think an urgent matter in regard to that bridge is the provision of a foot/cycleway on at least one side. With small communities on each side of the bridge, increased cycling (local and tourists) this is an important safety issue.	If you want to contact me I am Bob Barnes 22 Hilton Pl Blenheim 027 274 9802 (m)
It is not the right option.	No bridge at all - leave as is	NO	Yes put a bypass in instead of a new bridge!!!

The preferred option is possibly the worst option as it doesn't help with heavy traffic congestion in Blenheim in particular Grove Road and Main Street.	Not go ahead with the bridge structure but put in a heavy traffic By-Pass to allow traffic to by-pass Blenheim if required.		
1. I support the new bridge and its' proposed location. 2.I support your preferred option for the old bridge retention as a walking/cycling facility but submit that investigation should be done and implemented contemporaneously with the new bridge.	Clear approach visibility, suitable speed restrictions given it is on the town boundary, this could lessen design criteria re weight/speed/impact? Must be wide enough and have an intended life of 100 years.	Yes! A heavy/thro traffic by-pass is essential and should be investigated and put on the programme asap. Journey time and reliability will have greater benefit via a by-pass than the Opawa Bridge replacement.	SH1 by-pass!
I think that a new bridge is required but the results of it are not correct. It will NOT increase traffic flow as the congestion on Grove road will not improve unless a bypass is created to take the heavy vehicles and trucks out of the town.	That traffic can enter and exit the bridge without needing to turn on or off it . In other words enough clear road either way to see the bridge ahead of time..	I see no improvement structurally I for the existing bridge so how long will it last in its present state even for foot and bicycle traffic	The Bypass is paramount PLEASE
While it is a reasonable solution of the existing issues it is very short term thinking and while cheaper in the short term will mean greater long term cost.	Sympathetic to the old bridge	Option 11 should be the preferred option as a new bridge does nothing to solve the problem of congestion at the rail crossing in the roundabout. As a regular CHCH to Picton traveller the number of trucks has increased markedly in the last few years and now almost every one has an H plate. With a govt that is determined to undermine rail freight a bypass is going to have to happen soon. It seems a waste of money to do the project twice! Having just had a trip through Hawkes Bay and Eastland and observed the amount of major road construction on minor state highways the under expenditure on SH1 in the South Island is very obvious.	
I consider this option as a 'band aid' solution. The traffic flow through Grove Rd and then Main Street will still be slow and congested. Having traffic lights on the existing bridge would be a cheaper alternative.	A new bridge/bypass to the East via Grovetown and Riverlands for heavy traffic. The existing bridge is fine for most cars, light trucks and campervans. The Riverlands option merges nicely with the Truck stop facilities, wineries at Riverlands etc.	As per Q2.	A bypass just makes so much more sense.
Not wise or economical move.	No cheap products from China!	Build one new bridge on the bypass only save the cost of two bridges.	Do the bypass only.if people want to go into Blenheim they will..
I think the preferred option is not good.			I reckon the best way to go is to build another bridge next to the old one & have one bridge for southbound traffic & one bridge for northbound traffic. It would also reduce the cost of the project also
Agree. The existing bridge needs replacement notwithstanding the need for a thru traffic bypass for Blenheim	Good visibility for vehicle occupants, i.e. minimal side walls and lowest possible intrusion on river and surrounds.	A thru traffic and heavy vehicle bypass for Blenheim is essential and should be progressed now.	Is the existing bridge time expired and how costly is its future maintenance likely to be
It will only address part of the congestion problem of large tucks and other ferry traffic traveling through Blenheim		Do it right the first time and incorporate a bypass	Heavy trucks have to negotiate three small roundabouts through Blenheim, including one with a railway track through it. Its congested now and a new bridge is very much a partial fix to the problem.
It won't do anything to alter the gridlock in Grove Road and Main Street. The Railway round about is dangerous now with the traffic. More heavy trucks will make it more so		I believe the by pass should be built now, especially for heavy traffic, the same as in Timaru. All heavy traffic is routed completely away from the town, and light traffic is also away from main street.	That the by-pass does not need to go from Tua Marina. have a look at Lower Wairau/ Aberharts Road, would kill two birds with one stone, making Ross Lane safer for traffic crossing the rail line
OK yes we still need a vehicle safe bridge		Still need a by-pass BEFORE the bridge is built Don't have the main ferry and truck traffic using this bridge	Do the by pass first then the bridge

<p>I think building a new bridge isn't the appropriate option and the estimated cost involved will be waste of NZTA money. You may build a new bridge now but it still defeats the real issues of what will only be ongoing problems of heavy trucks, wide vehicles and increasing traffic over time coming through Blenheim. It's bad enough now having traffic backed up Main Street to the round about with a railway line through it at peak times and frustrating for traffic wanting to get through to Picton that doesn't want or need to go through town. In the long run a bypass is inevitable and more realistic as trucks, freight as well as Blenheim will only increase in size. The longer a bypass is put off the more it will cost later on. It's a no-brainer. I would rather see the cost of a new bridge spent on a bypass.</p>		<p>Yes!! A bypass!!! You're saying the Benefits of a new bridge are: 1) make journey times more reliable 2) make sure freight moves efficiently 3) support state highway 1 as a strategic freight route between Picton and Chch If large freight trucks are such a key part of the nation's strategic state highway programme then build a bypass not a bridge. The benefits of a bypass covers all of the above. When people get off the ferry the majority will have already eaten and fuelled up. I believe there will be those who will want to stop in Blenheim, look around and will do so, but there will be those who want to get on the road to their next destination, who have a schedule and can do so via a bypass. A bypass for vehicles carrying freight would lose 15- 20mins or more waiting & negotiating the Grove Road bridge and 3 roundabouts to get through town and out the other side whereas a bypass turning off somewhere between Grovetown and Grove Road bridge coming out to Riverlands would be a huge timesaver and less frustrating for all concerned. In the end the issue isn't about the retail sector losing patronage and income. The retail/hospitality sector is an issue they need to look at that themselves to attract & keep business in town. Ashburton, Temuka and I'd imagine a lot of other towns be it big or small throughout the country have bypasses to keep unnecessary heavy vehicles traffic flow away from the</p>	
<p>I agree, replace bridge first, but then serious consideration must be given to a Blenheim Bypass.</p>	<p>A modern simple design that will enhance the river view. The Awatere Bridge at Seddon looks great</p>		
<p>That the proposed new bridge will not solve the problem of congestion on Grove Road, through the 3 round-a-bouts, and Main Street. Every vehicle that arrives in, or leaves the South Island from Picton, other than those travelling to Nelson/West Coast, goes through this route. It becomes extremely dangerous if there is a serious accident south of Blenheim, as there is just no alternative to clear traffic. I live in Budge Street, and I have to negotiate into and out of all this traffic, so I have first-hand knowledge of what it can be like, vehicles built up as far north as Grovetown/Spring Creek, or up Redwood Street, and back into the town itself. That is when the round-a-bout with the train going through it becomes such a hazzard.</p>	<p>Probably, after studying the plan, a much wider merging lane in Grove Road it-self, and most definitely larger round-a-about</p>	<p>There must be a by-pass, or at least a truck by-pass; the truck units are getting larger, and they just don't fit the road and round-a-bouts.</p>	<p>Ideally, both a new bridge, AND a by-pass, as a huge volume of the traffic going either North or South is never going to stop in Blenheim itself. Certainly not the freight. If the by-pass is not put in place, there will inevitably be a very serious accident at some stage. The business people of the town will have to do far more in the town before travellers will stop and eat or shop or stay over; there is not the incentive.</p>

Fully support the new bridge	The new bridge should be simple, elegant, curving and low as possible. As such our new bridge will not visually 'compete' with our beautiful old bridge. The side barriers would look really smart with the 'bass relief' type designs set into them, similar to those Ive seen on Auckland's motorway system. Our designs could include Maori art and/or references to our region's history. This would be really spectacular on the outside of the barrier facing the old bridge. The old bridge could incorporate an explanation on a story board as well as a QR code to an app to provide an audio explanation. Take this a step further and we can have a 'Sound and light show' at night with coloured LED lights illuminating each panel to tell a story. On the subject of lighting: Could the roadway lighting be in-built in the barriers to enhance the clean smooth bridge lines? This would also reduce the ambient light for the campers. The lighting should certainly be 'eco', so LED and taking this a step further; could this be the country's first solar lit bridge, using a solar and battery system? We are 'sunny' Marlborough after all! The road surface should be quiet, so as not to disturb the campers below, and free-draining so it's safe when wet. Rainwater should be ducted off the bridge so road contaminants don't pollute our river. The bridge deck should be wide enough for two full	I strongly object to a by-pass around Blenheim. This would have an extremely adverse effect on commerce in the town and the town's future growth.	I would like to see plenty of native landscaping utilised. These plantings should be on the edges of the bridge approaches at each end and at the town end integrate into the Marlborough Landscape Group's streetscape development on Grove Rd. Plantings should include Marlborough Daisies. The abutments should have plantings also, but one of them could be vertical and incorporate a recreational rock-climbing wall. To enable pedestrian and cycle access to both sides of the bridge/SH1 road we need a pathway running under the new bridge at the town end. It would be really good if this pathway could incorporate a picnic area and perhaps even a kayak launching and swimming place, however this may encroach on the camp ground's land. The old bridge perhaps should be painted to protect it and to enhance the lighting effect from spot lights. The bridge deck should be laned for walkers, cyclists and those viewing. Allowance should be made for mobile stalls or coffee carts. Nice user-friendly transitions at each end are needed onto footpaths and cycleways.
I support a purpose built bridge that will ensure that the traffic that uses it is catered for e.g. large truck/trailer units, campervans, caravans etc. It must feel safe for all people to be using it.	I would want the safety aspect carefully considered, not the infrastructure itself as you will have that well covered but the various users perceived safety when using it. The design should complement the existing bridge and blend in.	It is good to have bikes and walkers having a safe passage, although I am not clear about how the access to that will be achieved, I have to cross Grove Road on a bike every day and it is a nightmare.	Yes as I said above, the access for walkers/bikers to their bridge - It is huge, don't want anything that interrupts the flow of traffic but need to be able to safely get to the access way for the bridge.
I support the building of a new bridge in the position selected given the following proviso; 1. The bridge is sympatric in design to the physical environment including the current historic structure and adds interest to providing a "Gateway to Blenheim" 2. That the new road layout provides easy, safe access to the old bridge for recreational cyclists and walkers (with buggies) 3. The new bridge is wide enough to allow the 1.5m wide strip for non-vehicle traffic who choose not to use the original bridge 4. That the new design helps to control vehicle speed to not exceed the 50km maximum currently in place 5. That NZTA works closely with the MDC to maximise opportunities to develop any possible riverside reserve access 6. That interpretive panels are provided at both ends of the existing bridge to explain the historic significance of the structure	I would like to see an interesting design that provides, as much as safety constraints allows, a platform to view the existing bridge and reserve below. There are plenty of new NZTA bridges that have lovely art work incorporated into the concrete panels – Grapes perhaps! The new bridge has the potential for using LED lighting to highlight the old structure and perhaps a feature in itself on the new bridge. I know beauty is in the eye of the beholder, however I believe it is possible to have beautiful bridges. Usually on those structures there is an element of interest, something unique, I would hope that NZTA's design brief would seek the "wow factor" for Blenheim's Gateway.	I am opposed to a bypass route to the east of Blenheim, based on personal observation of the decline and "death" that occurred to small settlements along SH1 in the north island each time the state highway was straightened, widen and townships bypassed. The commercial businesses on Grove Road will suffer directly and the town of Blenheim as a whole if the vast majority of tourist traffic is "bypassed" straight south. Sorry all the reassurance in the world that it wouldn't have an effect is not matched by reality I have observed. The investment needs to go into the Kaikoura coast section of the highway to make that road safer for trucks to use and for everyone else on the road.	If you (NZTA team and your contractors) make as good a job as you did of Lions Back realignment for example, with landscaping and replanting then I'm sure that the historic Opawa Bridge will be protected, walkers and cyclists will be provided for and traffic will move freely over an attractive new bridge with the least possible impact on the camping ground below. Blenheim benefits and SH1 has a better route for the bigger vehicles moving freight.
option 8, good to have such a wide bridge but what about traffic lane width at each ends especially the southern end.	design to reflect Marlborough and the surroundings, do not build an eyesore completion on time and within or under budget	retain ownership and upkeep of old heritage state one bridge as mdc can not be trusted to maintain rate payers monies for this project which will still be used by non Marlborough residents.	as part of full travel plan remove rail line from roundabout at Main /Sinclair/Redwood sts.

By pass should be the first option.	Keep the old Bridge.	Dash wood pass needs straitning up with passing lane from new bridge at bottom to top.	Fast tract by pass.
Hi I feel we need the bypass for the trucks,there is a large amount that pass through & there is no way they will come into the town.			the bridge could be built at a later date, Claudie Fallen
too narrow, for extra \$3m get double the	Why not have a joint bridge with the railway bridge as this will need to be replaced soon, the road can be parallell to the rail route until the nelson road roundabout.	option 7 slightly more expensive but twice the number of lanes, cost per lane much better, will never need to be be widened in future	twin car lane bridge, with pedestrians and cyclists using the old one, if on the same bridge signs to say cyclists only single file, they often ride in packs 2-3 wide on marlborough roads
The preferred option is a good one. The bridge must be replaced to "earthquake proof" access to Blenheim.	Nothing fancy. Just a strong structure that does the job. Same as the "new" bridge across the Awatere river just north of Seddon	NO	A by-pass from Spring Creek to Mudhouse Road, Riverlands for State Highway One. The route through Blenheim is a real bottleneck and slows traffic flow on the strategic state highway one markedly causing great frustration to locals and south bound traffic alike. Local business and other self interest groups miss the point that tourists and wine lovers are still going to come in to spend time in Blenheim for the wineries etc anyway.
I think its a great idea to build a new bridge.	It would be nice to see one that has a similar design to the old bridge, in a nod to its history.		A bypass around Blenheim. It wont stop tourists. If people want to go into Blenheim they will. A bypass is needed for all of the trucks that fo through the town, and would especially of value during harvest when all of the extra teucks are on the road. I believe it would prevent numerous grape spills...
Is an improvement on what is available now.	Simplistic. Doesn't need to be a feature. Something that gets traffic safely from a to b.	It would be great if we lead all passing through traffic via a bypass. It's proven a success in a lot of towns around the world. We will need it eventually why not save a few extra years and get it done. Realise this is complicated but not impossible.	as above
It is a good second option but I would like to see use of the existing bridge as a cycle and pedestrian bridge to be enforced (i.e. they should not be able to use the new bridge)	A clear view of traffic on approach/departure. Style of bridge does not matter to me.	My preferred option would be for a bypass. The existing Opawa Bridge is wide enough for standard sized vehicles and if the majority of large vehicles (i.e. freight trucks) are able to avoid the busy intersections along Grove Road it has to be better for their business to have a quicker route whilst also freeing the bridge for local traffic which generally can cross without issue.	I would like a new bridge but not at the cost of a bypass. I believe a bypass is the # 1 option with a new bridge a # 2 option (the cheaper option but not necessarily best for long term planning).
They should put the monies into a by-pass codswallop	Scrap the new bridge and build a by-pass none	The new bridge is not needed, it will not help with the congestion along Grove Road through 3 roundabouts and along Main Street, but a BY-PASS will. This would be the worst part of State Highway 1 in New Zealand. And there are a few more. a bypass	BUILD A BY-PASS NOW. IT WILL HAVE TO BE DONE SOMETIME IN THE FUTURE. AT WHAT COST???
Poor short term solution that does little to alleviate existing and growing future traffic problems along Grove Rd and Main St and associated roundabouts	Leave existing bridge as is, but provide for a long-term solution by means of a heavy and wide vehicle bi-pass south along Vickerman St to the Butter Factory Corner, State Hghy 1 Riverlands	Similar expenditure for bridging the Opawa River, comparative low-cost bridge required over Roses Overflow and compensation for only to 2-3 land owners over private land beyond the existing legal extents of Vickerman St.	Look beyond the immediate needs towards a long term solution for traffic problems in Blenheim.
It is completely wrong and ill informed.. They have looked at the bridge in isolation ignoring the other problems.		This bridge could be widened by removing the sides and adding a cantilever extension of the roadway of 1 m to each side with low walls. All work could be done from scaffolding on the outside so road closure would be unnecessary.	A bypass is what is urgently needed to remove SH1 from the worst traffic engineering in NZ at the New World corner.
build a bypass	leave it the way it is „it slows traffic down coming into town „	the number of trucks mostly come off and on the ferry's, post freight only ones stop and pick up in blenheim nelson freight goes spring creek road,the rest go straight through chch,only shop owners want all traffic the folk that want to come into town will still come,just look at other towns	

A very short term solution to a long term problem.	Make it wide enough so that the wine harvesting machines can use it and traffic can still flow.	Think long term. Build the bypass to riverlands. Trucks don't need to go through town and forced to go around roundabouts.	Think long term. Build the bypass to riverlands. Trucks don't need to go through town and forced to go around roundabouts.
I support the chosen option. I like that the old bridge will be kept for pedestrians and cyclists.	Would be nice if the new bridge could have some similarities to the old one, so they tie in together.	Regarding the Wairau Bridge, while I understand the reasons for not replacing it at this stage, I think at the very least it would be worth looking at the option of a pedestrian/cycleway clipon. Its a very dangerous bridge to cycle/walk across and it a big barrier to a potential cycleway between Blenheim and Picton.	Currently when cycling north, it is quite difficult at times to get onto the pedestrian/cycleway on the eastern side of the bridge. You either have to cross the road down at the Dodson St intersection and cycle on the shoulder against the flow of traffic to access the bridge, or cycle up to the bridge and then wait for a gap in traffic to dart across to the other side. When there is a lot of traffic, neither option is pleasant. I would like to see some consideration go into improving this situation, maybe through a separated footpath/cycleway on the eastern side of the road.
What were the other options, none were presented at the roadshows. A by-pass from Grovetown thru to Riverlands is the option considered by truck drivers like myself. In the vintage season the roundabouts, south of the bridge, are a curse, three in a row. To travel on Grove Rd / Main St at anytime between 3.00pm and 5.30pm is insane, namely with school pickups / college students / home bound workers. Truckers could effectively gridlock SH1 by travelling indian style or going round the roundabouts to cause frustration to travelling public. Thankyou			
Not even an option, take a bypass just south of Grovetown	nil	A bypass was on the books years ago and most people agreed more do now take a vote	nil
I think this is a great option, with the least impact on land, land users, and in close proximity to the historic bridge...and the gateway into the town centre.	I would like to see future proofed design options- i.e. will it allow for additional lanes to be added easily should it be required in the future. Future flooding- global warming means this is only a matter of when. Is this considered. How will it complement the existing bridge, or not? How will NZTA let people know that the bridge is still accessible for pedestrians and cyclists- will cycleways leading up to each side of the bridge be installed?		
It will be a waste of ratepayers money, especially If you are looking at a bypass in the future! It won't lighten the traffic around the roundabouts or crossing the train lines!! We will still have heavy traffic loads along the main roads!	As part of the design - maybe a vine with grapes on which will represent the many vineyards in Marlborough	Build a BYPASS like many other towns! It eases all the congestion! The lorries can head straight to CHCH (or wherever they are traveling to) and it saves further expense for the ratepayers! Let's plan ahead for the future!	Get more freight to go on the trains instead of the roads!!!
I'm not convinced. Has the NZTA done a survey of the projected traffic flows if a Northern bypass starting at Riverlands was built? The only really urgent issue at the moment is that the Opawa Bridge is too narrow for full size trucks - as I know from driving a truck during the recent grape harvest. Only one truck can be on the bridge at a time and large campervan drivers often cause havoc by not realising that there is not room for them as well until it is too late. By replacing the current bridge all you will do is enable more heavy trucks to clog up the roundabouts in Grove Road. Are you also planning to do something about the roundabout with the railway line running through it as well?		The Northern bypass should be fully investigated as an option. What percentage of heavy trucks currently using the Opawa Bridge would use the bypass instead? Trucks carrying grapes to Riverlands from the Northern and Western growing areas during harvest would also use the bypass and thereby reduce heavy traffic through Blenheim (and consequent spillages of grapes). If the bypass was implemented why would there be an urgent need to replace the Opawa Bridge?	Replacing the Opawa Bridge is a short term fix for a currently urgent need. The implementation of a properly researched Northern Bypass would do so much more for the development of Blenheim that I think it is short-sighted of NZTA to waste money on a short term partial solution. If you are not intending to start building the Opawa Bridge replacement until 2018 then what is the time frame for the Northern Bypass - 2030? And make sure that you do not line the approaches to the bridge with those dangerous wire so-called 'safety barriers'. It's no wonder the ACC costs for motorcyclists are so high when you install things like these.

I think a bypass starting at the Nth. end of the Opawa Bridge & go east on the inside of the rvr. bank with a low level road that would very rarely be effected by flooding. Cross the river at Rose's overflow with a large culvert, from there continue to SHW 1 just south of the Blenheim boundary. The bridge over the Opawa close to this point wouldn't need to be very long, saving cost.			If the proposed new bridge is continued with, Grove Rd needs to made into a 4 lane street with much larger roundabouts to cope with the current traffic flow. Every year the traffic is building up and causing a lot of hold ups. If there was a bypass it would be handy to be able to go around the bypass to save time.
Ill advised	N/A	A new bridge might make it easier for large trucks to cross and take away the "fear factor" from car drivers but it won't take heavy traffic away from town. They still have to negotiate roundabouts and contend with regular traffic. A bypass would solve the problem.	No
It deals with the immediate problem, not the long term. It is right to replace the bridge because of safety aspects. However we need a by-pass to take the traffic away from Grove Road.	I have no preference on design but it must be functional and safe.	Grove Road Blenheim is a real bottleneck for traffic on SH1. Heavy traffic and/or private vehicles need to be diverted from this area to ensure safety is maintained. We have this problem now and just replacing the bridge will not fix this problem.	You need to look at the longer term problems this section of SH1 has. Serious thought needs to be given to a bypass, not just lip service and saying it is too expensive. This has been done in other towns and works extremely well. Also doing it more on SH1 in the Waikato (Cambridge).
I feel it is the wrong decision as it will still bring 1000 freight movements daily into our already congested Grove road, Main Street thoroughfare. The money is being wasted when a bypass from Grovetown would deliver a far more efficient and intelligent solution.	I do not support the bridges	See number one comment	Stop the project, create a bypass.
It is only a temporary fix there will still be congestion coming into Blenheim - there should be a bypass	Keep existing bridge for local traffic and build bypass		
Yes this is the best option , but it is not the correct or best use of Tax payers money.	No comment	As a life time Blenheim resident I feel very strongly on this whole issue. The transport problem of State Highway 1 and main trunk railway passing through urban Blenheim needs addressing as a whole intergrated and planed issue. Our town fathers have unfortunately not sensible addressed this issue in the past. The fact that no sensible planing appears to have been put in place. To spend money to not address the real issue. A new bridge fixes some problems ,but just shifts the actual long term problems a few hundred meters. A BYPASS is inevitable . So let's plan accordingly. Look at the health of Both the bridges crossing the Wairau , road and Rail. Look at most sensible alternative routes for both Road and Rail.. Yes it may take many years to put in place but , we can't ignore it. So let's stop wasting time money and energy on side issues.	Perhaps a bridge over the Opawa to link the Riverlands SH 1 with Vickerman St . This is not a final fixes as joining back to the existing SH1 would be difficult . Installing lights on the presant Grove Rd bridge might be a very short term fix.
I like 2 separate bridges	continue the scallop shapes	why is the new bridge to be on the up side? the side nearest the sea would be a more direct path past the railway and station thence to main street	there are very few walkers and cyclists and no way planned for them so best for one bridge to take traffic to picton and the other to take traffic to blenheim
Looks great - a good solution for the new bridge!			

My opinion is : I do not like the preferred bridge option. Although the bi-pass is a more expensive option, long term it would have its benefits. The main concern I have is Grove Road with so many heavy vehicles going around 3 roundabouts with the main one having the train track as well. Has any one from NZ Transport Agency travelled along these or observed these areas and seen the trucks camper vans etc especially about 30 minutes after arriving off each ferry at Picton, they aren't planning on stopping in Blenheim. I read in the Express paper 1000 trucks travel this way every day and this is expected to increase. I have read letters from truck drivers complaining about having to drive through Blenheim is nobody listening to them? I think NZ Transport Agency needs to look at other options seriously before they make this decision.		Unfortunately the Transport Agency is not seriously considering how their plan is going to affect our lovely Blenheim town nor how much it will cost to keep the standard of the roads up because of the heavy trucks using Grove road and Main Street. They obviously haven't observed the long and large trucks manipulating the roundabouts and what this does to the road surface especially in the summer in our warm climate. Another consideration is the number of pedestrian crossings on these roads considering it is a main highway. I don't think any other towns in NZ have to cope with this as most other towns have bi-passes now. I think a hard look should be taken of this as Whe travelling any distance in NZ it is always appreciated being able to bi pass towns unless planning to stop there. I think this should be taken into consideration when they are planning the changes to our bridge . Please stop and consider all this before final decisions are made after all it is our town.	
This looks like a good option	wide and open. a great entrance to blenheim	No	Yes consider the drivers of trucks, tourists in campervans etc I really like the roundabouts but I bet they would prefer not having to deal with these. Make sure it goes ahead. The current bridge is not at all adequate for todays needs. Regular inconvenient wait times for trucks to pass are a nuisance and it is long overdue for replacement.
Stupid - Build the Bypass and most of the traffic won't even need to come into Blenheim as it will travel directly on to its destination in the North or South of Blenheim.	Build the By Pass for Blenheim - then if new bridge is still needed you could make it a single lane one which would be a cheaper option	Please listen to the drivers of Blenheim who have to put up with the major congestion through Blenheim from Main Street to Grovetown due to the amount traffic wanting to just get through Blenheim when it is mixed with the traffic of Blenheim - Build the Bypass and solve all the problems!!	Read above entries and Build the Bypass, before the cement of the bridge is even set you'll have to start on the bypass anyway so save us poor taxpayers some money and build the bypass NOW
It seems the best option given all the factors involved	Good elegant design. Wide enough for the big trucks, harvesters etc to use in both lanes. Not necessarily for cyclists - they could use the old bridge not the new one	A bypass is too expensive and Blenheim would suffer, I think. Go with the bridge as planned and as soon as possible, please.	no
Fine	no high sides please	no	make it happen ASAP
logical option and very necessary	Simple but functional	No thank you	No thank you
I like it. we live in Budge street, one of the streets near the south end of Opawa Bridge, so it should mean a smoother entry on to state highway 1 from and into Budge street. At present when large vehicles have to wait at bridge entrance it causes congestion on state highway 1 making entrance to and from side streets hazardous .	Just to make the bridge wide enough to accommodate the large vehicles that are on today's roads so that other motorists can stop feeling anxious about crossing the present bridge	No	No
I think it would be an improvement BUT is a dumb idea when to achieve the desired result the money from this and the deferred Wairau project must be put towards a bypass. Directing more and bigger trucks into a already congested town roading system is just not the answer I'm afraid. Anyone who lives/works here can see that!!!		See the answer contained in 1 above. If a bypass has not been considered. Why?This is the main and only route for traffic wishing to travel south.Just like SH1 south there is no other option.Get it right.	Think again. Is this the best use of the money to get the desired result.
First class	Some unique design elements only used on this bridge.	Just get on with it.	no.
negative	negative	I would like to see a bypass option actioned congestion caused on grove rd is terrible and heavy transport is without doubt going to increase	not really i think general consensus around blenheim is for a bypass

not good,will not ease congestion on Grove road	none	YES!!! Build a bypass along Vickerman street.Other towns have bypasses and they do not seem to be detrimental to the viability of the towns	build bypass now!
I feel the bypass would make more sense I travel from Budge street to riverlands every day and the traffic flow at peak times is hideous. I have seen traffic backed up to the opawa bridge Also backed up from the sweeper as you come in to main street from the south side of town so the bridge will help this flow HOW??	I am pleased the old bridge stays	BYPASS	turning into and out of riverlands estate dangerous. I have seen several close calls here. I feel the 70km zone should be across STH 1 across this intersection and make the give way from Riverlands state a stop sign
Fantastic	good vision (for passengers) over the side to the river and countryside.	No	Will the bridge also 'bridge' the campground below?
This is an illconsiderred option.The proper option for Marlborough is a blenheim by pass starting spring creek way and coming out near the industrial estate at riverlands. To plan long term for interisland traffic to continue to be routed down Grove Road and mainstreet is plain ignorant and NOT in keeping with other outstanding projects, like the Kapiti expressway, created by your organisation. I think their is widespread agreement with my comments. The mayor is sidestepping the issue. My father and grandfather and I were all born in Blenheim so we do have a feel for the place. You do have the opportunity to revisit the current "stupid" proposal. I regret having to be so forthright	There is nothing I can offer except to say that if your looking for ideas have a look at the Kapiti expressway.	You do not mention the obvious correct alternative , or even comment on it as a matter considered and dropped. This is BAD.	I think you will get alot of public feedback at your meetings at the Scenic Hotel -I will be their with a number of others. Thank _You for the opportunity to comment and appologise for being so Blunt. Regards
Benefits (1) make journey times more reliable, and (2) make sure freight moves efficiently is erroneous; it is just one of four bottlenecks on SH1 in Blenheim (other three are roundabouts). PLEASE build a bypass		Please do not burden future Blenheim residents with a grid-locked SH1 through the town . Please build a bypass east of the town now, not 'sometime in the future'	Build a bypass (maybe using the money not currently required for the Wairau bridge at Tua Marina)
I think the existing bridge could last another 100 years if a bypass was built taking ferry traffic, in particular heavy trucks away from this bridge and the grove road roundabouts.	Use these funds to construct a new bridge on the bypass route.Also why could the existing bridge not be rehashed by additions to straighten it and maybe make it a little wider? The bypass is the priority.	Build a roundabout a the Aberhearts road intersection,cross the railway line there and build the bypass through St Andrews or the bottom of main street.	The old bridge is narrow but very seldom do you I ever see vehicles over the center line.Two big trucks can pass but their mirrors are a problem.The widest things are boat trailers.The volume of traffic will only increase so lets forget about a new bridge here and construct a bypass. My proposal still keeps traffic close to Blenheim,and the bypass would go through a bit of vineyard land,across the river and out onto mainly bare land meeting the main road again at St Andrews.Some houses may have to be purchased or relocated.
I think it is a waste of tax payers money. As I believe with the increasing traffic and bigger trucks the whole situation will have to be looked at again in a very few years time.			The only real way forward to handle Blenheim's growing traffic problems is a by-pass along Vickerman street. This would not only get rid of the big truck problem but also the grape harvest problem as all the grape trucks from Lower Wairau, Springcreek and Rarangi plus Dillons Point would have a straight drive through to the wineries. No traffic hold ups and no grape spills. The way they go now in comparison is rediculous
I think it is short sighted and not cost effective to build a bridge and not a bypass	A bypass should be constructed NOW	The traffic congestion in a town the size of Blenheim is discusting	No comments
Not good	No comments	Traffic away from Gove Rd! put in the bypass around Blenheim	Let us not forget, the "Bottle necking" at the other end of Town, Grove Road/Main Street?
Does not solve the problem of he 3 roundabouts ahead	None	It has to be a bypass to get the A & B trains & other big trucks out of Grove Road. The bypass would be signposted trucks only	No comments
Although the Opawa bridge needs upgrading the bypass should be addressed first as this would relieve congestion in town. Upgrading the bridge with no bypass merely causes more of a bottleneck at the roundabouts	Separation of cyclists from main traffic	Prioritise the bypass - see Q1	Prioritise the bypass
I think it is the preferred option. Great to keep the old bridge for pedestrians and cycles	No comments	Will a two lane bridge be big enough for the future? Should we not plan for the next 10 years?	No comments
A lot of money for a bridge	If this bridge must be built, be wide enough for two trucks to be side by side on the bridge	By pass	No as we need a bypass. The trucks are using Dillons Point Road as thie by pass now. We live live in Dillons Point Road, very annoying

Absolutely disastrous	Leave the bridge alone! I live in Picton and see the congestion in Blenheim regularly	Bite the bullet - find the money to put a by-pass through from Grovetown to south end of Main Street. Money has been found for beautiful highways between Nelson and Motueka! And anything for Auckland!	A new bridge WILL NOT solve the horrendous problem with high trucks coming and going the the Cook Strait ferries, and having to manouvre through 3 roundabouts (one over the main trunk line) before they get onto the highway going south
I would prefer the by-pass if it were an option	My concern if for safe and stress-free entrance and exit from Budget Street. The bridge will affect this as bunched-up traffic coming south into Blenheim deters more timid drivers from merging into the traffic flow. People often stop in the roadway, too afraid to venture onto Grove Road. The area of Riversdale has over 1200 households plus backpackers and NMIT. The only access by road is from Grove Road over the rail line. A better merging solution would be welcome via roundabout or more amenable merging lane. There can be a long wait to turn north onto Grove Road from Budget Street. I actually often go left and then turn right off Grove Road to make by way north. A roundabout would help this problem. Traffic also seems to speed up coming downhill off the bridge.	No comments	No comments
A good option. Keeping the existing bridge is historically sensible for foot and cycle traffic. This existing bridge has stood up to all the heavy floods before the diversion construction, plus all the earthquakes throughout the years. It has to be a solid construction.	No comments	No comments	No comments
Excellent plan	No comments	No comments	The bridge plan is vital - but the traffic flow and practicality of the heavy duty volumes is not addressed. We definitely need a bypass to serve the trucks and passing through traffic. What we have now is dangerous, complex, inconvenient, and undesirable
The option is the obvious one - but it lacks any imagination for the future of Blenheim. Blenheim needs a bypass south to take the major trucks and thoroughfare out of Grove Road	If it has to be a bridge, concrete would be a good choice with hand rails and such	Bypass not bridge. Expanding the capacity to bring stock truck down Grove Road is the opposite to what Blenheim needs.	A good bypass - starting the northside of Opawa ending somewhere near Riverlands would greatly increase the Blenheim township, as the majority of trucks coming off the ferry don't head straight through. In addition it would provide an additional route and bridge in case anything happened to the current crossings
No comments	No comments	No comments	We need a toll installed at (70km) entry into Blenheim to pay for a bypass
No comments	No comments	No comments	Lets put a bypass in it could start just this side of Grove Town, south side. It must save on costly property purchases and delays
Certainly makes sense to me! Best option	A modern version of the old bridge. The "then and now" bridges	Definitely do not want a bypass. Every town that has a bypass done that is on SH1 dies	Some lovely "Gateways" to Blenheim at the major entrances to Blenheim not just (50) speeds limits
We definitely need a new bridge into Blenheim	Future proof the bridge by making it wide enough to accommodate 4, or just 2 lanes for traffic	No comments	No comments
The new Opawa bridge is very short sighted. Its only putting a band aid over the problem. Be far more serviceable to be making a new highway from Riverlands up Vickerman Street	It will cost millions, but will have to be done in the future. If not, how is the Main Street roundabout and Grove Road going to cope in th future. Its bad enough now	Be a good idea to have a freighter carrying trucks from Wellington to Christchurce and vice versa as they do break up the roads so much	No comments
Without the other (top 3) options being made visible how can we tell?! Re cost of land, habitat destruction	Built in redundancy (for further traffic increases) no light or stopping bypass Blenheim completely	No - as they arent on the website!	Yes, put the top 3 including all costs (including any land purchase, environmental impacces etc) on the website/in council reception
No comments	Bridge should compliment existing bridge and not detract from it. A great chance to build a "Gateway" structure into Blenheim that should be used. New bridge will be visible from campground and from ped/cyclists on old bridge so please make it aesthetically pleasing	No comments	As above this is an opportunity to create a talking point structure. Doesn't have to cos the earth but please not a Super T or standard beam/column bridge with a bit of fancy precast barrier to pretty it up. Think of the social, humanistic side. Accent lighting on existing bridge to make it more appealing to users and traffic. Extend cycleway right through to Picton.

I agree that a new 2 lane bridge would be the best option because then you have a more reliable crossing over the Opawa in the event of an earthquake or flood compared to "repatching" the old one	I think it would be good to incorporate the design of the existing bridge with the old one	No comments	More focus on structural points of existing bridge to increase public knowledge and understanding of the project
RUBBISH	Put it over the river at Riverlands extension of Vickerman Street	Do the bypass now	Careful considerate drivers have no problem with the bridge. Remove the monster thanks - problem solved!!
No comments	No comments	No comments	I have relocated to Picton in December last year and travel thru to Blenheim regularly. In this short space of time, it has become obvious that the Opawa bridge is a real hazard on SH1 thru Blenheim. But, having crossed the bridge (heading south), there is still all the roundabouts to navigate, following a huge truck and trailer thru the "maze" and it is just so obvious that the proposed new bridge is being built in the wrong place. Think BIG and really long-term, starting from the northern side of the (new) Wairau bridge, head across thru Riverlands and rejoin existing SH1. Cost ?? what does it matter, given the amount of money spent on roading upgrades in other parts of the country, plus of 2.6 million can be wasted on a flag referendum, lets get things right the first time!
No comments	No comments	No comments	I wish to make a suggestion regarding improving the historical bridge, PLEASE leave as is, why not build a replica on the camp ground side of the bridge, this way we can have a north bound and a south bound lane. The look would fit into the existing landscape without extra intrusion on the camp grounds below
No comments	No comments	No comments	I feel it is a gross waste of taxpayer's money replacing this bridge. I was brought up "that if a job is worthwhile doing it is worthwhile doing properly or not at all". So in this case, I feel spend whatever is needed to make it earthquake compliant, but the balance of funds should be put towards a complete bypass of Blenheim. The existing bridge will meet the needs of the Marlborough residents. However, SH1 through Blenheim is a complete shambles for passengers, tourists, & freight companies seeking to head further south. As a gateway to the south island it is very substantial route, and not a good image
No comments	No comments	No comments	I feel we need a Blenheim bypass and an upgrade of the existing bridge to make it earthquake compliant thus also keeping its historical value to the region. A bypass route will keep the ferry freight traffic out of Blenheim's industrial area, thus making it far safer for the locals and business operators alike. This is certainly more important with the predicted dramatic rise in visitor numbers arriving in NZ. Any tourists coming into Blenheim could use an off ramp from the new bypass, thus making the route a lot safer for them as well.
No comments	No comments	No comments	Hello, I would like to say that the bridge is not the problem. It is the amount of traffic that is the problem. I live in Parker Street and at times when Grove Road is jammed the traffic then gets jammed right up along Nelson Street, past Curry Street. This is only one street that is affected. A bypass is the answer. The report in the newspaper talked on a bypass starting at Tua Marina. Why there? Why not Grovetown? A new bridge is not going to help the flow of traffic. Is the price of 17.5 million dollars for the bridge included in the land purchase and road works? We have friends that are truck drivers and they all say the same thing. We need a bypass to keep away from Grove Road.
No comments	No comments	No comments	Hi lets put a bypass in it could start just this side of Grove Town, south side, it must save on costly property purchases and delays just my thoughts along with a lot of others
No comments	No comments	No comments	I am very pleased NZTA is seeking views on the replacement bridge over the Opawa River on the north side of Blenheim. Transport and traffic flows have dramatically changed over the past decade and with the long term establishment of the ferry service into Picton traffic will only grow to unmanageable proportions on the present roading system especially through Grove Road/Main Street in Blenheim. NZTA "take off the blinkers" and establish an alternative bypass to the east of Blenheim alleviating the future congestion and improve the safety for all road users. There is a public ground swell for a bypass to be established and contrary to the business sector, some who oppose this option, you are well aware bypasses have been established which have been established in towns and cities do attract the travelling public diverting into these towns and cities for shopping and recreation. Instead of quoting the reasons why a bypass cant be done NZTA should be advancing this option for the long-term benefit and future for the top of the south island and progress the bypass option along with an upgrade to the present bridge. I am sure you will receive many submissions supporting the above and due to the lack of interest shown by the local MP Stuart Smith, a copy of this has been forwarded to the leader of the opposition, Andrew Little.
No comments	No comments	No comments	To whom it may concern. It is a no brainer spending on a new Opawa bridge when on the otherside a bottle neck of crawling along Grove Road and Main Street. A bypass is needed, for traffic flow for large trucks, campers, cars, buses etc. We need a vision of traffic flow looking forward to the next 10, to 20 years when spending large amounts of money wisely, with firm quotes within our budget.

No comments	No comments	No comments	I wish to make it known that I oppose the replacement of the Opawa bridge for the following reasons: 1. The existing bridge is adequate for LOCAL traffic. 2. The expenditure of between \$14 and \$17.5 million on replacing this bridge is a gross waste of public funds when it could be put towards the more logical AND TOTALLY NECESSARY Blenheim bypass. Your information leaflet states: BENEFITS OF INVESTMENT: 1. make the journey times more reliable. This is hardly credible because, even though it would reduce the possibility of delays at the bridge, it does not eliminate the time spent negotiating through the town with its increasing traffic flows and numerous roundabout obstacles to contend with. 2. Make sure freight moves efficiently. If you were really serious about moving freight efficiently, you would be ensuring it went by RAIL. This would also have enormous benefits like less wear and tear on the roads if heavy trucks were reduced and would make the road network a lot safer for the motoring public. If however, you are determined to support truck transport, the way to make it move more efficiently through this area is to build the bypass so that there are NO delays in Blenheim. 3. Make the area more resilient to natural disasters. To build another bridge adjacent to the existing one (even a vastly improved new bridge) puts it into exactly the same risk area in the event of a major natural disaster, whereas if the new bridge was to be built in a separate location (on the bypass), it would be isolated from a localised event. 4. Support SH1 as a strategic freight route between Picton & Christchurch. To facilitate this, surely the object is to keep traffic flowing as efficiently as possible. This is NOT achieved by eliminating one possible delay location (the existing bridge) if traffic is then subject to immediate further delays. The 50k/h roundabouts and traffic holdups through the town. My preferred option would be: leave the existing bridge for local traffic thereby saving the wasteful expenditure of public funds and build the bypass. The elimination of so many heavy trucks crossing the existing bridge would remove the impact and stresses caused by them, which must be good for the structural integrity of the bridge. If, for some reason it were to fail at a later date, local people would still have other options of access available to them (including the new bypass bridge).
No comments	No comments	No comments	The opawa river bridge definitely needs a new bypass route to avoid Blenheim. Heavy trucks/vehicles going North/South who wish to avoid Blenheim's inadequate and potentially dangerous railway roundabouts on Main Street need to be able to do so. One of the dangers for me personally is that the large trucks trailers can swing out onto the adjoining land and clip the cars at the side of it. The roundabout is far too tight for these heavy trucks, it's madness to expect them to use it at all.
No comments	No comments	No comments	Indeed the bridge does not replacing. However, this will not decrease the congestion of Grove Road or Main Street. Periodically cars are built up from the Main Street roundabout right down Main Street and those attempting to exit the side streets have to wait for quite lengthy periods....So please provide a bypass from Grovetown to Riverlands.
No comments	No comments	No comments	Attached please find Opawa Bridge feedback from the Marlborough Feedback Group. The Landscape Group would like to be included in the NZTA planning for landscaping the approaches to the old and new bridge
No comments	No comments	No comments	You people need to remember who pays the bills. This is an OSH issues - failure to take all practical steps to protect us make you personally liable.
No comments	No comments	No comments	As residents of Marlborough we regularly use this bridge, the roads to the north and town road to the south of it. Yes there are problems with the present bridge - mainly caused by the heavy vehicle traffic using it. Improvement is necessary and a second bridge is the obvious solution to its narrowness. I see no need to demolish it (historic) and believe it should be retained. A second bridge could carry traffic one way and the old one the other. In the event of earthquake damage or flooding, the design could include the ability (by moving barriers) to use the new bridge for two way traffic. However, improving traffic flow here will only speed up south bound traffic meeting bottlenecks at the series of roundabouts along SH1 through the north of Blenheim, especially the railway roundabout. What Blenheim really needs is a heavy vehicle bypass to the north of the township which will remove the heavy traffic from not only the bridge but the main road through town... Please put the money into the more important project.
No comments	No comments	No comments	Submission attached from Bike/Walk Marlborough
No comments	No comments	No comments	Attached please find a copy of the Automobile Association's submission regarding the Opawa Bridge
Personally I love this bridge. Never had a problem with it.	If it had to go ahead I would've preferred the money used to have another external entrance rather than having to go through town.	No comments	No comments
I think this is the cheapest option which does nothing to remove those enormous highway trucks from over the main road	NZ has a lack of attractive bridges though I seem to remember on on the Taupo Bypass. There are many lovely bridges all over the world, can we see some designs for this before we comment further	It's prefer a proper bypass along Vickerman St on the Eastern side to remove the above mentioned highway traffic. Through traffic would no longer have to dodge the trains!!	No comments

I believe the Opawa bridge needs replacing with a wider 2 ways however a bi-pass for heavy transport is essential in the near future	For the last 20 years I have driven on this bridge in trucks and realise it needs replacement. However the need for a bypass is inevitable in the near future!	Trucks coming of the ferry do not want to be held up going through Grove road and main street. Putting these trucks on a bypass will not affect business in Blenheim. Stopping in Blenheim is not possible for most trucks. As we see the rail failing there will be more road transport and need for the bypass. We live above the Waikawa marina in Picton and see all the traffic and rail going through.	No comments
I do not agree to a new bridge. Use the funds towards a bypass from Grovetown to Riverlands	No elements reflected - just continued delay and danger for traffic negotiating Grove Road, Sinclair Street, roundabouts, especially the Min St/Main Rail intersection	As above - the ever so dangerous rail/roundabout to Main St and SH1	Just re-allocate funding towards a most necessary by-pass
I find it a very good and very sensible decision	Just a plain and solid bridge. No frills	no	I hope the RMA for the bridge goes through with no hold ups.
I think a new two lane bridge is the best option and its location seems logical	I would like to see the new bridge reflect the design of the current bridge. Not necessarily the exact same (materials etc) but something with a similar shape/profile	No comments	I think keeping the current bridge for cyclist and pedestrians is a great idea, provided it will not be disproportionately expensive to maintain.
It is very shortsighted to spend up to \$17 million on a bridge when a bypass should be the first option. However if a new bridge is to be built anyway your option west of existing bridge will do in the meantime	Within the new bridge planning something must be done about the roundabouts trucks have to manoeuvre to get south / north. Very dangerous	SH1 between Blenheim and Picton needs more passing lanes	the existing bridge must be kept for bikes and pedestrians. The type of bridge is iconic and we have lost too many historic structures in Marlborough.
The project is a good idea but unless a bypass is not made first it may never happen once the bridge is built	no comments	Yes. A bypass first to get heavy traffic out of Blenheim eg Grove rd	Also the bypass won't make many differences to people stopping to shop or eat in Blenheim CBD as if they want to do they will take the existing bridge
That the bridge needs upgrading but if a bypass was done this would solve the problem	just make it safe with a bypass done. It is capable of serving for some more years.	If the big frustrated and in a hurry ferry and industrial traffic was able to get through Blenheim quickly and safely the traffic wanting to shop or eat would be able to do just that. Get on with a bypass now. Put a big clear sign at the beginning of the bypass 'Welcome to Marlborough City.'	No comments
Looks like a good option to service Blenheim for general traffic the only problem heavy and agricultural / vineyard machinery will still have to travel through Grove Rd / Main St		I believe heavy transport truck and agricultural / vineyard machinery needs to be diverted off SH1 at the intersection of Lower Wairau Rd and SH1. The approximated distance of 3/400m	With the T intersection would give truck drivers the vision and time to cross SH1 to avoid traffic travelling on SH1 relatively safely. From my experience going through Blenheim with vineyard / agricultural equipment is not a good option for safety and inconvenience to other traffic reasons. It is a relatively short distance to construct a new road and bridge SE of Blenheim avoiding urban traffic.
Not No. One priority. 'The bridge'. The Bypass essential. Now. With railway station moved to Lower Wairau Rd at the same time. Down Vickerman St to Riverlands. Now	no comments	No comments	Railway station with undercover for passengers and huge car park at Lower Wairau Rd. Also beginning of bypass out to Riverlands. Huge periscope. Wine glass - 20ft high with lights showing wine - red and white also bunch of grapes down side of glass. Lights in each grape. red & white. That's Marlborough - bypass - wine - railway station - out of town.
Put in the bypass			put in the bypass down Vickerman St starting out the roundabout at Spring Creek and then across the Opawa bridge on to Wither.
Good option - make sense	modern, cost effective, nothing fancy	No comments	the bypass must remain a future option, absolutely. Traffic management of Grove Road may need improvement as a new bridge will increase speed on this road
Replacement of the existing bridge does not cure the traffic flow problems through the town. A bypass is needed to improve traffic flows through to Christchurch and or south	no comments	the existing bridge is suitable for local traffic. Removing the large trucks by diverting them onto a bypass would relieve stress on the existing bridge.	Save the money that would be spent on the bridge replacement to build the bypass which will be required at some time - preferably now
No comments	no comments	a bypass. We need it. Two places to start bypass. Spring Creek on east side of rail line as surplus land beside rail. Would also sort out Spring Creek main road troubles. Other place to start bypass is by the railway. would stop of Wairau road as a lot of spare land to start to cross the rail line.	
I think it's the best possible answer at this stage. I lived in Grovetown for years I have crossed the bridge daily the congestion has rapidly got worse, also believe a lot had been done in landscaping that entry to town to bridge detracts from that	Mainly that it is wide enough for the big trucks to pass (and the trucks seem to be getting bigger every year!)	We all notice the push for a bypass which is a great concept but we also need this bridge asap. Bypass later if fear someone is going to lose their life, through frustration possibly within the next two years	Would like to see a digital or 3D pic of the proposed bridge to get an idea of what it would look like in the surroundings, great idea to use it as a cycleway etc for future use

A waste of time. Blenheim requires a bypass. It appears no new rail ferrys are in the pipeline. Heavy traffic will increase excerabating the problem experiences in grove rd	we need a bypass	yes the bypass which would solve the present problem. The cost of a byass, the 17.5 million spent on a bridge could co a long way to build a bypass. It's the putting righ that counts	with an increase of road traffic the bridge will not solve the present problem. Pundits say it will cost blenheim in people stopping in our town. If they are travelling off or onto the ferry they want to get to their destination firstly and not stop here
Waste of time. Put a bypass in to by pass blenheim all together. Anyone that would like to come to blen can, the rest by pass	waste of time and money	by pass to riverlands. Keeping trucks out of town	put the money in to something that is going to work and do not stuff things up like you do. A bypass is what is needed and will solve the problem.
It is overkill. A bypass will be built sooner or later like many other places. Should have been built when cillfor bay project was canned.	the current bridge is colourful. Reinforce and strengthen the pier in question. Double the earthquake protection. As per the original ides, build a single lane, northbound lane on to the bridge more or less like the bridge now. In a world of increasing sameness the 100yr old well design bridge is a point of difference that is a real asset to Marlborough and would make a remember able' entrance to here. Tourism is increasingly important. (a redundant bridge is a gloomy look.)		
The bridge is a bottle neck for heavy traffic		I believe a bypass is more important the roundabouts are a major problem for heavy trucks. It would give an optional routh during grape harvest, reducing spills. The ferry through traffic will increase over time. I have come into main st in the evenings many times with traffic stacked back to stuart st caused by trucks stuck at the main st roundabout.	
While I would support the nzta preferred option, if the opwaw bridge is to be replaces I would much prefer the time and money (to be spent on a new bridge) be spent on a bypass to the east of blenheim. So eleminating the passage of freight trucks etc into town.			
the present bridge has the effect of traffic calming on to this section of road. As far as I know there has never been a major accident on the bridge. I think putting faster traffic onto grove rd is likely to cause more problems.	only plan for a bypass	the only solution to the traffic problems on Grove rd and main st is to divert through traffic especially heavy goods vehicles around town by way of a bypass	The opawa bridge project should be delayed until the bypass can be built.
It sounds as if the Opawa bridge needs replacing for a variety of reasons. However it will not improve the traffic flow in town, apart from removing the congestion at that particular bottleneck	nill to add	the main problem concerting locals in the heavy through traffic (both HGV's cars and campervans) that travel through town, making Grove Rd/Main St an almost 'no go' area. Very few of the vehicles actually stop in Blenheim. The numerous roundabouts make it even worse.	Not only is there a lot of traffic in this area, but vehicles also use Alabama Rd/New Renwick Road/Batty's roas to 'by pass' through Blenheim from SH1 (from the South) through to Renwick/Nelson. This should be take into consideration. What is required is a bypass. This is required now, not 10-20 years down the line.
The usual cheap expediant short term option. Far better to wait accumulate extra \$\$ and do the job correctly and just once!	Same as seddon Awatere River Bridge	It is convenient to say prefered option is best! It isn't! I does not fit genuany fit this criteris you are simply compounding a serious existing problem. Not solving it.	A complete bypass unhindered by rail or town traffic. Other towns achieve this. Whangari, taup, Wanganui, Waipu etc. Get real, no more half measures.
Not suitable. Keep the existing bridge and construct an additional bridge parallel to this using the new bridge as an exit lane and the old bridge as the entry lane. (I mean Parallel side by side)	no	Most importantly and before we conside wasting time and money on a bridge... we the residents of Blenheim are demanding a bypass Spring creek to Reiverlands. We are really annyed and cannot understand why our district Council and transport agency are delaying. This is usrgent now, er are sick of the 9 axle trucks and Ni-Si freight and Ferry users constipating our residential roads and intersections and polluting our town. We pay or rates and traxes and we pay your sallaries. Pull finger now!	

Not in favour	N/A leave it as it is for now	a bypass is required now. Do the bridge later.	A bypas is going to be needed in the future and will cost a lot more at a later sate. Do it now and attend to the bridge later. It's structue is not that serious and it does work. Remove the buge through trucks direct to riverlands or something.
Every town should have a bypass. The road into Blenheim, is the main line from north to south on NZ therefore I think it would be more sense. IE build a bypass in the future rather than an expensive bridge. The bypass should come to 'the truck stop' riverlands	no comments	No comments	No comments
No to all options. A waste of money	no comments	We need a bypass that takes traffic south of blenheim so it does not have to use the roundabout on Main St	a road toll installed for all traffic using no.1 highway at 70km sign entering sth Blenheim and at Wairau River bridge on Highway 1 also for traffic travelling south.
Option is good but I don't support it so don't use that but is a start	something that doesn't look tatty with age.	It would be a wate of tax payer funds to not build a bypass NOW not later. Take the trucks off the bridge and it will suffice for years to come. Two bridges aren't necessary.	Don't know where you get your figure of 70% increased thruput! Trucks on HWY1 don't hold up Picton Ferry traffic as they drive too quickly now and is a red herring in your arument no traffic flow. Taking the trucks off the bridge will do that. It worked for richmond brightwater, stoke so why not here
Traffic is getting bigger and heavier so a bypass at blenheim town is necessary in the future so why not start to plan for it now. Building a new bridge will not lessen the traffic along grove road or the roundabouts and railway crossing heavy traffic is not going to stop in the town so why not let it pass on way to picton ferry or Christchurch	no comments	the bridge is an icon and should be kept and there has been big floods over later years.	There hasn't been any tragic or serious accident' over the recent past years. It slows the traffic doen and the hold ups occure in other places, where they are working on the roads anyway. Keep the bridge as is and start the plans for the bypass or bridge
That govt and mDC are releiving the bottleneck on the Opawa bridge but you are not releiveing the congetion through blenheim but are adding to it especially with Kiwi rail there as well	no comments	SH6 should be directed onto Rapaura road that is to and from Nelson area. Ideally SH63 should have been the same. Not enough forethought is put into roading matters.	Of course a new bridge is needed to replace the existing one over the Opawa at some stage. There have been a number of fatalities on rail crossings in Blenheim
Ludicrous. The 'preferred option' smacks of decisions being made without asking Marlborough before what heir preference is. Possibly a cheap option but certainly not the best option	n/a	Go for the diversion from Grovetown to Riverlands. Do it once do it correctly. It will have to be done one day of that there is no doubt. Do it now.	Further public consulation
Will launching increasing volumns of oversized rigs into a congested Grove Rd/Main st/ Three roundsabout region improve the efficiency of SH1? I think Not.	Simple and efficient with no expensive add ons or distracting extras.	A by-pass from aberhats road to Malthours road would facilitate speedy travel for travellers going south or north. And free the present rout for local traffic. Less pollution, less time wasting and safer for locals.	Bring a bit of intelligency to the table so we don't become congested like auckland
Consider a bypass through blenheim	to widen the shoulder to 1.8m for ride cycle and scotter a safer margin due to the trucks boat trailers and camper vans passing by	No comments	retain the old bridge for walking and biiking. An underpass to safely access the cycle trail
I find the prefered NZ transport option short sighted and leading to other problems.	if a new bridge has to be build now it should be plain and functional	the only option worth considering is removing heavy traffic from the bridge and bypassing Blenheim by way of lower Wairau rd, Vickerman st a culvert of roses overflow along swamp road to the confluence with Dillons Pt Rd a new road to the river then a bridge leading to the main road	it is irrational to speed up traffic with a new bridge that disgorges onto an over crowded gridlocked grove road then on the just as crowded main st. the only way to speed up south bound traffic is to bypass this area.
it does not effective address the safety issues on the section of SH1 passing through blenheim. This proposal is not my preferred option	I would like to see a 4 lane bridge build on a diversion east of the present route of SH1	I would like to know why public optionon the project was not sought until the transport agency had decided on their prered option wich is now unlikey to be changed no matter what the local residents prefer.	Save/stop anymore expenditure on the proposal. Install traffic lights (as was done on the Awatere road rail bridge make the present Opawa bridge one-way/ This will effectively halve the weight on the structure. Should the present bridge fail there is an alternative route already available. the traffic lights would cause no more delays to road traffic than those used at road works. DO the diversion and new bridge now (as soon as possible and eliminate the hazards on SH1 though Blenheim as well.
It is a temporary solution to a New Zealand Transport system. We are carrying freight from Auckland to Dunedin. Build the bypass nad let those who want to shop in Blenheim visit us.	Build the bypass and think about the futre now1 Take the congestion out of Blenheim	Go for Grovetown to riverlands Bypass	Large shopping malls out of town create urbanisation and therefore more infrastrucutre at the rate payers expense
Exsiting bridge is adequate for the present and replacement would not solve traffic delays through the town.	build a bypass to releive strass on the existing bridge and prove traffic flows for through traffic.	No comments	No comments

As a truck driver from the north island this option doesn't solve the existing issues for traffic flows. A bypass is by far the best option which will still be needed in the future	no comments	No comments	No comments
It is a short term solution that does not reduce the increasing heavy vehicle route through grove rd. Heavy vehicle traffic will increase and create congestion on grove rd	no comments	Option II: construct a blenheim bypass for through traffic show detail of where the opaw river splits into two downstream. Please provide a map of bypass route	a complete bypass on the eastern edge of the blenheim urban area providing a new link for the picton to christchurch route
Well researched - go for it	graceful - complimentary to river and future proofed	no	no
Save the funds and add them to the bypass project	survey just how many vehicles from SH1 north want to travel directly south and how many on the south travelling north don't require to stop in Blenheim	in the event of a new bridge why add north / south cycle widths on 1.5m when the existing opaw bridge is being targeted for cyclists and pedestrians.	the waiting time at each end of existing bridge is no more than waiting for traffic lights (what's the problem) the bridge is not the problem! It's a portion of the driving public that are the problem (be it only a small problem)
Ok but having cycles on the new bridge duplicates cycles on the old. If the old bridge is suited (structurally etc) for cycling, delete cyclist from the new bridge for safety. Incorporate off road truck load checking lanes N&S ends	Perhaps the use of natural stone beams on concrete pillars (schist eg) to reflect the natural local environment	a future town bypass is essential	The current bridge acts as a natural 'chicane'. The new bridge being faster will increase traffic / cars and longer traffic queues (refer queuing theory) will form at the railway station roundabout and cause congestion. You should consider the bigger picture (new) of traffic/cars from springcreek through to Main st affected by the current bridge proposal. I believe this is known in traffic lingo as 'induced demand' Safety issue of people jumping off the bridge
We agree with NZTAs preferred option as outlined at the information session	a design sympathetic to the historic bridge (aesthetically)	No comments	easy and safe for cyclist and pedestrians particularly on the south approach
No comments	no comments	No comments	The existing bridge must be incorporated as a community asset. The Awarua bridge has been largely sidelined and worse still the wooden shaped railway bridge over the grey river was demolished. One of only two in the world. Vandalism!
Good opinion - looks as though it will eliminate blind spots at the approaches	A simple structure that allows an unobstructed view (like the new Awarua bridge) and unimpeded passage (ie does not provide a hazard to side mirrors)	no	no
yes something needs done with that bridge. Not sure a new 2 lane bridge is the best option	Could the old bridge not be strengthened and used as a single lane bridge (one way) and the new bridge as the other lane.	What other options are there except to bypass all heavy traffic out of the area.	This bridge is a small part of a bigger problem, traffic heading north and south getting slowed down in very congested Blenheim main streets. This traffic needs to be passed out of town saving the national economy millions of dollars
Replacing the old bridge is a fantastic idea. Long overdue. Traffic needs to be able to flow better. I'm very pleased that the old bridge will be kept but happy a new 2 lane bridge is going ahead	they think the new bridge should have low side rails to the view can be kept the same. Less damage to the environment the better	I strongly believe the bypass route east of blenheim is still needed as all the heavy trucks make our town roads horrible to drive on. As as we now have 3 roundabouts on grove road it just slows the flow of traffic	the roundabout where the train tracks are needs to be changed. I think it's the worst roundabout in NZ. I'm surprised there hasn't been more accidents or deaths for that matter
Not a good idea	no comments	No comments	We need a bypass. Need cameras in Mayor's office so he can see the amount of traffic and trucks on grove rd
No comments	no comments	No comments	Provision of a safe method for cyclists and pedestrians to cross grove road to access cycle path
Not a good option. Put the bridge money into a bypass road. Now as it will never be cheaper. It should have been back in 1948 when the then Marlborough County Engineer pushed for it. A bypass road is not a want it is a need	Leave the bridge alone! Concentrate on the bypass	a bypass is the only option to take all through traffic and heavy out of the obsolete course called grove road with those 3 crazy roundabouts that don't work. A bridge will only compound these trouble spots	Keep thinking talking etc Bypass road. Every other thinking town and city in the South Island has a bypass road.
Putting the cart before the horse. Please ask the public what they prefer. Cheapest option not the correct option.	wait of time until decision to go ahead is made.	do it one and do it right. Dunedin grovetown to Riverlands is the only real option. Get the traffic off Grove road	Talk to the people who want. The locals.

No comments	no comments		<p>Having read your reasons for replacing the old Opawa bridge in Blenheim in cant find the logic in it, there is no way that it is going to crease the flow rate thow Blenheim as once you are over the bridge you have to negotiate along Grove road, around three roundabouts through town before you are on the main road south.</p> <p>Grove road gets a tail back now when a stream of ferry traffic hits town putting in a new bridge is only going to increase the tail back as nobody will have to slow down or wait like they have to with the existing bridge if you do put in a new bridge then you are going to have to put another roundabout at the junction of Bridge St and Grove Road as at the moment it is nigh imposable to turn right on to Grove rd when ferry traffic comes through as budge st is the only access to town for all these streets, endeavour st, collett place , shirtliff st, Elizabeth st, Gascoigne st, Gardiner st, Henderson st Lucas st, holdaway st, turner place, bristol land and Creswell lane.</p> <p>Also budge st has Marlborough Polytechnic and a wine research centre in it so if you put in a new roundabout to let these people in our out of bridge st which I think you will have to do as the tail back will probably reach budge st with a faster flow over the brew bridge then you are going to slow the traffic flow through Blenheim even more.</p> <p>You also say that you get long tails of traffic from the ferries behind trucks making travelling time unreliable to me the obvious solution to this is divert the trucks by putting a bypass around Blenheim which I am sure that the truck drivers would like and also the people that didn't need to driver through Blenheim would like also, then you could say that you have make traveling times and journeys a lot more reliable which you could not say if you put in a new bridge, which to me would be a waste of money with no benefit what so ever.</p> <p>And by putting in a bypass you would take a lot of pressure off the old bridge which could then maybe last another hundred years.</p>
Not good enough. The alternation needs to include the deletion of the roundabout on SH1 as it is a lober obstival to slowing traffic than the narrowness of the bridge	Similar construction to the bridge now over the Awatere	Hopefully the pricing will be more accurate than that presented for the theatre	See attached drawing
Wrong!! First identify the proble, ie large vehicles (trucks) using roads built for horse traffic the bridge is only a small part of the proble.	wrong place. Built it at the end of malthouse road as part of the bypass which would remove 80% of the proble.	Bypass first - bridge later	<p>ERRORS.</p> <p>1 The Opawa river does not collect runoff from heavy rain on the hills. Any flood water is reduced by the effect of Roses Overflow.</p> <p>There has not been a flood going under the bridge for say, 40 years. This can be confirmed by records at the Camping ground. How many times have they evacuated campers from the banks of the river and moved them over the stopbank? Climate change makes a flood very unlikely in future.</p> <p>2. Earthquakes.</p> <p>The bridge has stood up to the Inangahua, Murchison and several Seddon quakes. If it damaged by a monster quake it will be the last of the worries of those few people left.</p> <p>Truck drivers working the Nelson/Christchurch and return route have devised their own (Southern) bypass to avoid the delay and confusion of Blenheim streets.</p> <p>From Rapaura road shift over to New Renwick Rd and use Alabama Rd to join Highway 1 at Butter Factory corner. Road alteration at this corner makes it easy to do so.</p> <p>If the Eastern bypass was operating these trucks could continue down Rapaura Rd to join Highway 1 at Spring Creek and keep more trucks of the southern Blenheim streets.</p> <p>SOLUTION .</p> <p>Use mostly already formed roads, from north to south.</p> <p>Leave highway 1 at either Aberharts Rd or Lower Wairau Rd to join Vickerman Street. Bridge Roses Overflow, (which is a floodway) at Swamp Rd create a new road which would roughly follow the pillons of the electric power supply. Use the money allocated for the Grove Rd bridge to build new bridge over the Opawa River to join Malthouse Road, which leads back to Highway 1.</p> <p>A delay on possible work on Welds Pass is acceptable.</p> <p>DO IT RIGHT THE FIRST TIME.</p>
A bypass east starting at the nth end of the opawa bridge would be better as a new bridge would not help the congestion on Grove Rd - main st area at peak traffic time as at present this would get heavy vehicle off the bridge and extend it's life	no comments	No comments	a bypass east starting at the nth end of Opawa river and following the briver band around to roases overflow (culvert here) and onto sh1 just norh of riverlands (a short bridge over opawa here)

<p>This is not NZTA policy. It is not in blenheim or the national interests priority to build the opawa bridge replacement before the grovetown riverlands bypass is intalled</p>	<p>too soon for this. Leave it to another agency to do the final touches after the fast tracked grovetown/riverlands bypass has been settled into place</p>	<p>NO! your other comments avout flyovers in Kaikoura and amberley and new hotels and scholls in blenheim are outside your frief. Including th railway / taylor flyovers</p>	<p>just get priorities back to order being on the bypass. To give the Opawa bridge priority in the NZ transit policy for the NZ infrastructure is another 'STEP TOO FAR" in the development of Blenheim. The local Blenheim Transit agents have a hidden agenda. It has always been transits policy to use bypasses, shorten routs between destinations rather than enter towns, they have had a history to avoid as many flyovers as possible. All construction by remain in the National Interest. The Spring Creek or Grovetown bypass to Riverlands must come first in the National Interest. The Wairau river bridge neds four lanes addressed in the not too distant future. Priorities! The National interest in Blenheim's interest. Not many homes or vineyards need be affected. The pressure of heavy, through traffic, requiring direct access fro Picton/Christchurch in the tourist industry alone, needs fast tracking instead of giving Opawa bridge, plus the Railway Station Flyover and another Taylor River Bridge priority with a lead time of two years to commence. Fast track the grove town / Riverlands bypass now! Please! Marlborough City needs more room to expand! A new Opawa bridge now and flyovers at this stage will cramp the unique style Blenheim is renowned for. What is best for NZ is best for Blenheim NO more red herring ides to stall or change well planned roading. Fast track it!</p>
<p>The Opawa bridge at present time in inadwuate for the volume of traffic and the size of larger trucks and trailers and tour busses using SH1. This causes traffic james along grove road to the roundabout on Main St and Redwood St</p>	<p>The new bridge needs to be adequate to take the heavy traffic and have clear approached</p>	<p>to improve the situation there needs to be a bypass from riverlands to Spring Creek/Grovetown this needs to be fast tracked so that the current state of the Groveroad area would be helped and improved. DELAY THE BRIDGE OPTION and reassess the need after the bypass has gone through. This wil lnot stop the traveler who wants to come into Blenhei. The Bypass will alow for the larger vehicle to have a straight path through.</p>	<p>Blenheim is a lovely place I have lived here all my life and have seen the town change and grow for the better. Marlborough is a destination for many visitors who want to relax and enjoy the unique town, scenery and places of interest. Be it enjoying wine dining out shopping sporting events etc. There is a need to expand and extend our wonderful facilities the new theatre clubs of Marlborough, the Marlborough Lines Stadium etc are wonderful facilities. Town planners please when you are considering and planning new facilities please think outside the square and any new buildings please put in a place where there is room to park, have garden setting. The town will expand and in the future allow us to have a lovely spacious garden city of Marlborough where there is space to breath the pure air enjoy the views and the clear blue skies and relax in a beautyfy bountiful Marlborough. Please don't squeeze evry new building into the entre of town. Expand and breath.</p>
<p>No comments</p>	<p>No comments</p>	<p>No comments</p>	<p>The marlborough landscape group advises the Marlborough District Council on how to enhance and protect Marlborough's Landscape. We include representative from the wine induatry, forstry , farming and envirionmental groups. The landspace group was set up in 202 after community concern about the rapid increase in vineyards and loss of wetlands, shelterbests and historic trees. in the pas decase our focus hass been broadeded to also unclude hillside houseing development, foresty harvesting and urban planting projects. Initial throughs on the Opawa Bridge proposal: - This is a grand entrance into Blenheim and wee seek a leady and vegetative welcome rather than hard strutcures. - On the norther approach, put powerlines undergroudn to improve amenity and enable more scope for trees - Tie in with the Landscape groups planting enhancement project along Grove Rd. Continue the theme of natives featureing Marlborough rock daises (NZTA planting around Awatere Bridge approaches provide a good template) - It is regrettable that a number of handome estabisted trees will be lost with the realigned state highway. Please retain as many as possible and repland where appropriate. - Plant along the edge river channel with low riparian natives (taking into account floodway requirements). Co-ordiunate with MDC Rivers department - Continue planting north of the bridge to beautify the strip between SH1 and the railway line - consider qa theme such as lavender or Marlborough road daises - We suppoort retaining and using the historic bridge for cycliss and pedestians. Marlborough Landscpae group members offer a wealth of local experience and we would like to be included in NZTA planning for landscaping the approached to the old and new bridge</p>

No comments	No comments	No comments	<p>This letter outlines Bike Walk Marlborough (BWM) feedback on the Opawa Bridge replacement for the consultation process. Bike Walk Marlborough (BWM) was formed in 2005 by Marlborough Roads and Marlborough District Council. BWM is responsible for promoting cycling and walking and locating and facilitating various walking, running, and bikine routes around Marlborough. As such Bike Walk Marlborough Trust haf been involved in the development of off-road cycle tracks that include: Rtverlands and Ben Morven trail, the extension of Taylor River trail, and the Blenheim to Grovetown shared pathway.</p> <p>Crossing SH1 Our first concern is that cyclists and pedestrians (heading northbound) wishing to use the Grovetown Shared Pathway must cross Grove Road/SH1 prior to crossing the Opawa Bridge.</p> <p>The NZTA options outlined do not address this issue, including the preferred option. With the Grovetown to Spring Creek (\$1 million dollar project) currently underway, it is paramount that these Opawa Bridge issues are addressed. Failure to solve these issues will undermine the project and the aim of providing a more efficient and integrated transport network.</p> <p>Generally, competitive cyclists prefer to use the Opawa Bridge rather than the shared pathway as it provides a direct route for travel. Therefore we recommend that cycle lanes are included on the new Opawa Bridge (heading northbound). Heading across the bridge (southbound), these competitive cyclists would prefer a cycle lane on the bridge, however if this is not possible a connection to the old Opawa bridge shared pathway would suffice. The width of the Awatere Bridge is sufficient for cyclists (1.8m shoulder on both sides) and we would suggest replicating this design in the future.</p> <p>In comparison, the majority of commuter/recreational riders and pedestrians generally use the Grovetown Shared Pathway beginning from the Opawa Bridge. While some cyclists choose to navigate through heavy traffic or use the pedestrian refuge (near Budge Street), this requires them to cycle illegally on the footpath to access the shared pathway which puts both cyclist and pedestrian safety at risk due to high motor vehicle volumes. Cyclists need to be provided with a seamless, safe and direct alternative.</p> <p>Grove Road Safety Crossing Grove Road has been a huge concern for Riversdale residents and Mayfield, Bohally and Marlborough Girls College School students. This has been a reoccurring issue that has been discussed in the "Issues around Schools meeting' with Steve James (Marlborough Roads), Jennifer Buck (NZ Police Safety Officer), Robyn Blackburn (Marlborough District Council Road Safety Coordinator), and Braden Prideaux (Bike Walk Marlborough Coordinator). It can be expected this safety issue on Grove Road will be exacerbated by the development of Lansdowne Park. Therefore an alternative transport route needs to be provided that will help rectify this issue.</p> <p>Possible Solutions</p>
No comments	No comments	No comments	<p>In regard to your ratepayer mailing concerning the Opawa Bridge, I submit:-</p> <ol style="list-style-type: none"> 1. The bridge should not be replaced at present. 2. As a matter of urgency, a permanent Blenheim bypass built to motorway standard, should be developed at some point south of the Wairau River, cross the existing rail and road routes in a south-easterly direction and rejoin State Highway 1 in the vicinity of Riverlands 3. While this motorway is being built, southbound buses, heavy trucks, plant and equipment should continue to use a one-way existing bridge. However northbound, these categories of vehicles should be routed over a temporary Bailey-type bridge, to rejoin State Highway 1 at some point north of the existing bridge 4. I accept that the northbound detour will probably need to begin in the Alabama : and use the existing roading network to access the temporary bridge. A portion of road user and other charges incurred by these vehicles should be rebated as compensation for delays/inconvenience occasioned by the failure of Marlborough Roads and/or the Government to recognise the developing Opawa Bridge problem over the last 20 years. The Kapiti Coast motorway presently under high speed construction north of Wellington is a classic example of the failure of central and local government respond to the inexorable growth of road transport in New Zealand. 5. Planning of the Blenheim bypass should reflect the inevitable reversion of the southern terminal of the interisland ferry service to Christchurch (the destination and origin of much of the freight presently destroying the Marlborough component of State Highway 1). The Marlborough District Council should promote this reversion. 6. While the tragedy of the Christchurch earthquakes cannot be over-emphasied, it sobering to reflect on the dynamic changes they have wrought in local and central government decision-making. Hopefully, it will not require a mid-bridge, multi-fatal collision and fire of a coachload of foreign tourists to lend the Blenheim bypass project the sense of urgency it deserves.

			<p>SUBMISSION OF HERITAGE NEW ZEALAND POUHERE TAONGA ON THE OPAWA BRIDGE REPLACEMENT</p> <p>1. Heritage New Zealand Pouhere Taonga (Heritage New Zealand) is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) for the identification, protection, preservation and conservation of New Zealand's historical and cultural heritage. Heritage New Zealand is New Zealand's lead historic heritage agency.</p> <p>2. Heritage New Zealand supports the preferred option to create a new two-lane bridge to the west of the existing bridge for vehicular traffic, with pedestrians and cyclists using the existing bridge. However, Heritage New Zealand considers that there is a significant risk that the existing bridge will be allowed to decay, and so we would prefer to see more commitment in the proposals to ensuring that this does not occur.</p> <p>Significance of Opawa Bridge</p> <p>3. The Opawa River Bridge is listed as a Category 1 Historic Place on the New Zealand Heritage List / Rarangi Korero. Construction began in 1915, but due to the War, it was not completed until 1917. The Bridge was one of the first bowstring arch bridges in reinforced concrete to be built in New Zealand. It's bold arches give it an overall rhythmic architectural elegance, different from the later, more refined, bowstring arch bridges. The Bridge remains an important part of State Highway 1 in the South Island.</p> <p>4. The Bridge is also important for its rarity as a Category 1 item, being one of only three in Blenheim. The HNZPTA, section 65(4)(i), defines Category 1 historic places as having "special or outstanding historic or cultural heritage significance or value". As the highest level of recognition of heritage value in New Zealand, it is a category used to denote places that are key contributors to New Zealand's national story. In demonstrating the translation of engineering and design techniques from abroad into the New Zealand environment, the bridge also has a statement to make in the global cultural heritage narrative. Its long-term conservation therefore warrants the most serious consideration.</p> <p>Assessment of Potential Proposal Impacts</p> <p>5. The Opawa Bridge is a significant local landmark and acts as a gateway to Blenheim when approaching from the north. Using the Bridge for pedestrian and bicycle traffic does retain this gateway effect, although it is diminished. Having the new bridge to the west is also preferable for maintaining the gateway effect. Vehicles approaching from the north will be given a less obstructed view of the Opawa Bridge, and cyclists approaching from the north on the road will not have to cross traffic.</p> <p>6. The main concern Heritage New Zealand has with the proposal is that there does not appear to be a commitment to the ongoing maintenance of the existing Opawa Bridge. The obvious issue is that the Bridge may be allowed to decay until it is dilapidated or severely damaged due to liquefaction or scouring. The Bridge could then be removed or closed and all traffic</p>
No comments	No comments	No comments	Scrap it and build a bypass
No comments	No comments	No comments	

No comments	No comments	No comments	<p>Do not accept your early investigation Opawa Bridge Replacement - May 2016 <u>Problem 2</u> The bridge has poor structural resilience, Bridge susceptible to floods, (most bridges are built over rivers) In my lifetime and 35 years supervision of this bridge for the National Road Board (TNZ) I have never known the bridge to have debris build-up or scouring around the piers. The river is short in length, and is a spring fed stream, and at times after heavy rain, the runoffs being channelled into the river. The river flooded Dillons Point area in 1966, caused by the river backup, not allowing it to discharge into the flooded Taylor River. Bridge Structure Earthquakes The bridge was built approx. 1915 in the days of when concrete was mixed on a board with shovels. Some of the modern bridges built recently would have more cracks in them than this bridge, also this bridge has stood up to many earthquakes in its 100 years history. I inspected all the structures of all bridges in Marlborough, Kaikoura and State Highways. In 1967 a large earthquake occurred and following that I completed a thorough inspection of all bridges and found none to have suffered any damage. Whilst I was foreman for Wilkins & Davies Co.Ltd I built 2 bridges in Blenheim Central. The foundation was piles, driven to bearing and the liquefaction was plentiful. If this could cause the bridge to collapse then nothing would stop the recent Taylor Bridge in Grove Road (SH1) also to collapse as they would be on the same or similar foundation strata. Question 1 Construct the TRUCK BY-PASS and make the journey times more reliable. Question 2 Consider TRUCK BY-PASS with bridge constructed as the existing Taylor River Bridge vn Grove Road (SH1) (28- 1 - 1984) Question 3 Refer to statement provided on proposal - 1 - Mooted BY-Pass 1985 2 - Make sure freight moves efficiently, and delays in congestive traffic in Grove Road. (SH1) also the Rail-Crossing in the town centre. 3 - Make the Highway region more resilient to natural disasters. A BY-Pass would eliminate Christchurch's experience of water pipes, sewer mains, concrete structures etc. failing. This would be avoided in a BY-Pass is constructed and the repairs to the pavement would be much more simple.</p>
No comments	No comments	No comments	<p>Opawa Bridge Replacement: Submission: On behalf of the Reserves team at Marlborough District Council. There is currently Public access along the Eastern side of the Opawa River as outlined in the map below; the map also shows a pink hatched area which indicated (Reserves Esplande Future land Management) This would provide the opportunity to extend the Opawa Walkway under the existing and proposed Opawa Bridge. This extended walkswy would provide a safer conveyance for the public and school childred of Mayfair Primary from the western side of the State Highway</p>
Write up in the Marlborough Express May 5, 1992 if it had been done then imagine how much cost it would have saved. I would now prefer a bypass from Aberhards Road to Riverlands	2 Lane with the western side like the existing bridge design	Leave the existing bridge as inwards traffic to Blenheim asnd the new 2 land bridge for traffic leaving Blenheim. Then if the existing bridge becomes undafe you will still have a 2 lane bridge	Many thanks for a good display and listening to the public I hope the construction can start before 2018
Construct the TRUCK BY-PASS and make the journey times more reliable	Consider TRUCK BY-PASS with bridge constructed as the existing Taylor River Bridge in Grove Road (SH1) (28-2-1984)	Mooted BY-Pass 1985	To address the BY-PASS options would outweigh problems that Blenheim currently experiences in traffic congestion

APPENDIX E – KEY STAKEHOLDERS FEEDBACK

The Manager
Marlborough Roads
PO Box 1031
Blenheim 7240

Dear Frank

SH1 Opawa River Bridge Replacement

The Council of the Marlborough District of the NZ Automobile Association has pleasure in advising full support for the construction of a new bridge across the Opawa River as set out in your various consultative media.

Key factors considered are location, deck width, structural design (particularly in respect of seismic and flood risk) geometrics (in this sensitive speed environment), passage of vulnerable users.

At the strategic level, we are particularly conscious of the need to have a robust and resilient link to the north for vehicular access, freight and particularly as a lifeline to Picton and the eastern Sounds. In the event of a major seismic incident, the Marlborough community will be obliged to 'look after ourselves' for some time as there will be significant commitment of resources to the Wellington region. We must have robust access.

Other Matters

SH1 Eastern Bypass

While the Association is supportive of an eastern bypass in principle we note

- It is a completely separate issue to the replacement of the Opawa Bridge which, as noted, stands on its own investment merits.
- We endorse an overview of the business case for the Eastern Bypass as a prudent measure in the context of the current debate. However we suspect a BCR > 1 is unlikely.

Network Priorities

We take this opportunity to restate our priority road projects as we have previously shared with your Journey Manager. In particular, we believe the following projects have much greater priority than the SH1 Eastern Bypass;

- SH1 Pukapuka Bridge to Dazzle Corner reconstruction
- SH1 Wairau Bridge replacement (seismic and scour resilience; this is a key lifeline link)
- SH1 Spring Creek Intersection: Improvements based on conventional design practices as warranted by recent crash characteristics
- SH6 Pelorus Bridge Replacement, (susceptible to vehicular impact and seismic risk. Key lifeline to western Sounds in a major event; Whangamoas/Rai likely to close)

Consultation

Whilst most appreciative of the opportunity for this consultation we note:

- There appears to be considerable investment of time and cost in this Opawa project which has been in the public arena since the 1960's and has never been an issue of public contention
- In contrast, the decision to not proceed with the Wairau Bridge has been provided relatively negligible consultation / information. It appears that the decision was made on maintenance grounds; strategic and resilience matters not considered. We understood that the Minister instructed a package of work under this regional programme. We can understand a full evaluation to ensure we are provided with the best value bridge replacement but not as a basis to not follow a policy directive
- The current Spring Creek intersection re-design, as recently notified, retains some issues of significant concern to our Council and our colleagues in the trucking industry. Again, we would appreciate a level of consultation consistent with the intricacies and challenges presented by this project. Irrespective of our well researched views, it will be the response of the ordinary motorist which will determine the safety, efficiency and credibility of our combined effort.



Marlborough Landscape Group

Feedback to NZTA: Opawa Bridge Proposal June 2016

The Marlborough Landscape Group advises the Marlborough District Council on how to enhance and protect Marlborough's landscape. We include representatives from the wine industry, forestry, farming and environmental groups.

The Landscape Group was set up in 2002 after community concern about the rapid increase in vineyards and loss of wetlands, shelterbelts and historic trees. In the past decade our focus has broadened to also include hillside housing development, forestry harvesting and urban planting projects.

Initial thoughts on the Opawa Bridge proposal:

- This is a grand entrance into Blenheim and we seek a leafy and vegetative welcome rather than hard structures
- On northern approach, put powerlines underground to improve amenity and enable more scope for trees
- Tie in with the Landscape Group's planting enhancement project along Grove Road. Continue the theme of natives featuring Marlborough rock daisies. (NZTA plantings around the Awatere Bridge approaches provide a good template)
- It is regrettable that a number of handsome established trees will be lost with the realigned state highway. Please retain as many as possible and replant where appropriate.
- Plant along the edge river channel with low riparian natives (taking into account floodway requirements). Co-ordinate with MDC Rivers department
- Continue planting north of the bridge to beautify the strip between SH1 and the railway line – consider a theme such as lavender or Marlborough rock daisies
- We support retaining and using the historic bridge for cyclists and pedestrians

Marlborough Landscape Group members offer a wealth of local experience and we would like to be included in NZTA planning for landscaping the approaches to the old and new bridge.

Contact: Bev Doole
Marlborough Landscape Group co-ordinator
bev.doole@icloud.com T 03 570 5233



HERITAGE NEW ZEALAND
POUHERE TAONGA

1 June 2016

File ref: 33002-249

Marlborough Roads
PO Box 1031
Blenheim
7240



SUBMISSION OF HERITAGE NEW ZEALAND POUHERE TAONGA ON THE OPAWA BRIDGE REPLACEMENT

1. Heritage New Zealand Pouhere Taonga (Heritage New Zealand) is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) for the identification, protection, preservation and conservation of New Zealand's historical and cultural heritage. Heritage New Zealand is New Zealand's lead historic heritage agency.
2. Heritage New Zealand supports the preferred option to create a new two-lane bridge to the west of the existing bridge for vehicular traffic, with pedestrians and cyclists using the existing bridge. However, Heritage New Zealand considers that there is a significant risk that the existing bridge will be allowed to decay, and so we would prefer to see more commitment in the proposals to ensuring that this does not occur.

Significance of Opawa Bridge

3. The Opawa River Bridge is listed as a Category 1 Historic Place on the New Zealand Heritage List / Rārangī Kōrero. Construction began in 1915, but due to the War, it was not completed until 1917. The Bridge was one of the first bowstring arch bridges in reinforced concrete to be built in New Zealand. Its low bold arches give it an overall rhythmic architectural elegance, different from the later, more refined, bowstring arch bridges. The Bridge remains an important part of State Highway 1 in the South Island.
4. The Bridge is also important for its rarity as a Category 1 item, being one of only three in Blenheim. The HNZPTA, section 65(4)(i), defines Category 1 historic places as having "special or outstanding historic or cultural heritage significance or value". As the highest level of recognition of heritage value in New Zealand, it is a category used to denote places that are key contributors to New Zealand's national story. In demonstrating the translation of engineering and design techniques from abroad into the New Zealand environment, the bridge also has a statement to make in the global cultural heritage narrative. Its long-term conservation therefore warrants the most serious consideration.

Assessment of Potential Proposal Impacts

5. The Opawa Bridge is a significant local landmark and acts as a gateway to Blenheim when approaching from the north. Using the Bridge for pedestrian and bicycle traffic does retain this gateway effect, although it is diminished. Having the new bridge to the west is also preferable for maintaining the gateway effect. Vehicles approaching from the north will be given a less obstructed view of the Opawa Bridge, and cyclists approaching from the north on the road will not have to cross traffic.
6. The main concern Heritage New Zealand has with the proposal is that there does not appear to be a commitment to the ongoing maintenance of the existing Opawa Bridge. The obvious issue is

that the Bridge may be allowed to decay until it is dilapidated or severely damaged due to liquefaction or scouring. The Bridge could then be removed or closed and all traffic routed through the new bridge.

7. Heritage New Zealand notes that the preferred option would have shoulders wide enough for bicycle traffic, catering towards an eventuality where the Opawa Bridge is closed. The following language on page 3 of the summary document is also non-committal regarding keeping the existing bridge: "We *expect* to keep the existing bridge and will *continue to investigate* its future use as a pedestrian and cycle only facility" (emphasis added). Heritage New Zealand submits that a Category 1 Historic Place warrants a greater level of commitment to its retention and care. We recommend that a commitment is made to the on-going maintenance of the Bridge and to potential works to protect it from liquefaction and scouring.
8. Heritage New Zealand also considers that the design of any new bridge needs to be done in a way that preserves sight lines to the existing bridge, especially for those approaching from the north.

Conclusion

9. As discussed above, Opawa Bridge is one of just three places of special or outstanding national significance in Blenheim, and is one of the most significant of these. Heritage New Zealand is therefore of the view that the Bridge's active conservation will be a key contributor to the sustainability of Blenheim's and New Zealand's connection with the past.
10. Heritage New Zealand appreciates the opportunity to comment on this proposal, and we look forward to being involved in the Opawa Bridge Replacement process as it progresses.

Yours sincerely



Claire Craig
General Manager
Central Region
Heritage New Zealand Pouhere Taonga

Opawa Bridge Replacement:

Submission: On behalf of the Reserves team at Marlborough District Council.

There is currently Public access along the Eastern side of the Opawa River as outlined in the map below; the map also shows a pink hatched area which indicates (Reserves Esplanade Future Land Management intention).

This would provide the opportunity to extend the Opawa Walkway under the existing and proposed Opawa Bridge. This extended walkway would provide a safer conveyance for the public and school children of Mayfair Primary from the eastern side of the State highway.

KEY:

- ▼ Esplanade
 - Future Land Management intention
 - MDC Lease
- ▼ Land Management Status
 - Esplanade Reserve
 - Esplanade Strip
 - MDC

MAP:



Mark Witehira

Reserves and Amenities, Planning Officer



Grovetown Shared Pathway beginning from the Opawa Bridge. While some cyclists choose to navigate through heavy traffic or use the pedestrian refuge (near Budge Street), this requires them to cycle illegally on the footpath to access the shared pathway which puts both cyclist and pedestrian safety at risk due to high motor vehicle volumes. Cyclists need to be provided with a seamless, safe and direct alternative.

Grove Road Safety

Crossing Grove Road has been a huge concern for Riversdale residents and Mayfield, Bohally, and Marlborough Girls' College School students. This has been a reoccurring issue that has been discussed in the 'Issues around Schools meeting' with Steve James (Marlborough Roads), Jennifer Buck (NZ Police Safety Officer), Robyn Blackburn (Marlborough District Council Road Safety Coordinator), and Braden Prideaux (Bike Walk Marlborough Coordinator). It can be expected this safety issue on Grove Road will be exacerbated by the development of Lansdowne Park. Therefore an alternative transport route needs to be provided that will help rectify this issue.

Possible Solutions

Bridge Underpass for cyclists and pedestrians (please see a diagram in appendix A)

An underpass used as a shared pathway would provide a safe alternative for both pedestrians and cyclists heading northbound and wishing to use the Grovetown Shared Pathway. Similarly cyclists and pedestrians wishing to cross Grove Road will take advantage of this off-road alternative. Bike Walk Marlborough suggests that NZTA engage OPUS to have cycling/pedestrian design input into this bridge and underpass to ensure we have specific engineering expertise and input.

Cycle Lanes

Bike Walk Marlborough also suggests that this bridge underpass (or similar solution) is supported by cycle lanes on both sides on Grove Road. Figures from the New Zealand Transport Agency, which uses incidents reported to police, show 91 crashes between car and cyclist in Marlborough over the past five years. Studies have shown that cycle lanes lead to a significant reduction injuries for all street users. Furthermore cycle lanes help define road space, promoting a more orderly flow of traffic, and act as a visual reminder for drivers when drivers open car doors or turn at intersections.

We look forward to your response and trust you can see the considerable benefit of incorporating an underpass into the proposed project.

The Bike Walk Marlborough Trust members would be keen to meet with Marlborough Roads to discuss the project further and hear possible solutions of design.

For any further information, please give me a call on 577 8855 ext 5.



Bike Walk Marlborough Trust
Date: 30.05.2016

To Andrew Adams
Project Manager – Opawa Bridge
Marlborough Roads
15 Seymour Street
Blenheim

To Submissions
OPAWA BRIDGE

Hello Andrew

Opawa Bridge Consultation

This letter outlines Bike Walk Marlborough's (BWM) feedback on the Opawa Bridge replacement for the consultation process.

Bike Walk Marlborough (BWM) was formed in 2005 by Marlborough Roads and Marlborough District Council. BWM is responsible for promoting cycling and walking and locating and facilitating various walking, running, and biking routes around Marlborough. As such Bike Walk Marlborough Trust has been involved in the development of off-road cycle tracks that include: Riverlands and Ben Morven trail, the extension of Taylor River trail, and the Blenheim to Grovetown shared pathway.

Crossing SH1

Our first concern is that cyclists and pedestrians (heading northbound) wishing to use the Grovetown Shared Pathway must cross Grove Road/SH1 prior to crossing the Opawa Bridge.

The NZTA options outlined do not address this issue, including the preferred option. With the Grovetown to Spring Creek (\$1 million dollar project) currently underway, it is paramount that these Opawa Bridge issues are addressed. Failure to solve these issues will undermine the project and the aim of providing a more efficient and integrated transport network.

Generally, competitive cyclists prefer to use the Opawa Bridge rather than the shared pathway as it provides a direct route for travel. Therefore we recommend that cycle lanes are included on the new Opawa Bridge (heading northbound). Heading across the bridge (southbound), these competitive cyclists would prefer a cycle lane on the bridge, however if this is not possible a connection to the old Opawa bridge shared pathway would suffice. The width of the Awatere Bridge is sufficient for cyclists (1.8m shoulder on both sides) and we would suggest replicating this design in the future.

In comparison, the majority of commuter/recreational riders and pedestrians generally use the



Kind Regards,

Braden Prideaux on behalf of the Trust

A handwritten signature in blue ink, appearing to read "Braden Prideaux".

Bike Walk Marlborough Coordinator
Sport Tasman Community Sport Advisor
Sport Tasman
Stadium 2000, Kinross Street
PO Box 953, Blenheim 7240
ddi: 03 577 8855 ext 5
email: braden.p@sporttasman.org.nz



Appendix A: Diadram of proposed underpass for both pedestrians and cyclists



APPENDIX F – IWI FEEDBACK

Communication Record

To: File Date: 31st May 2016

Copy to: Brent Morgan, Frank Westergard Time: 11 am

Recorded by: Donna Hills File No: 5-MB982.03

Subject: Meeting with Hemi Toia CEO of Ngati Rarua – Proj No: 5-MB982.03
Pou

Type: Record of Meeting Page 1 of 2

Brent Morgan and Donna Hills met with Hemi Toia to update Ngati Rarua on where the project is up to.

- Hemi accepts that a new bridge is needed
- Outlined that Ngati Rarua are keen to tap into cruise ships docking at Picton – promotion of wine tours and other tourist attractions in and around Blenheim
- Was interested in traffic data across Opawa bridge, Brent pointed out that this data is in the Options Booklet – 9,800 vmpd average – 2,700 going through Blenheim, and the remainder locals going into Blenheim so $\frac{3}{4}$ of traffic is not bypassing Blenheim
- Discussed Bypass option and that it would need to go through business case process and could be 10 to 30 years away
- Regardless a new bridge is needed and to upgrade existing bridge seismically would cost almost as much as a new bridge and would alter a historic structure
- Hemi keen on being involved in official opening ceremony
- Hemi queried if the bridge will go ahead and Brent advised that it has government funding and therefore will be built – start in 2018 and is expected to take approx. 16 months
- Hemi mentioned proposed new Marae at Spring Creek
- Keen on Pou and landscaping around bridge, and provision for cyclists/pedestrians to be able to cross safely from new bridge to old to get onto cycleway – underpass
- Improvements to river access and exposure for community was mentioned – Lansdowne Park Upgrade
- Iwi groups, MDC and Opus should all meet after engagement and discuss the design of the bridge – there is no design agreed yet or if the bridge will be concrete or steel construction – Heritage NZ want low impact design so as not to detract from historic bridge – some want something really WOW

Donna
1/6/16



Communication Record

To: File Date: 31st May 2016
Copy to: Brent Morgan, Frank Westergard Time: 11 am

Recorded by: Donna Hills File No: 5-MB982.03

Subject: Meeting with Liz McElhinney and Sandra Evers Proj No: 5-MB982.03
of Rangitane

Type: Record of Meeting Page 1 of 1

Brent Morgan and Donna Hills met with Liz McElhinney and Sandra Evers of Rangitane on where the project is up to.

- Rangitane fully support a new bridge
- Not concerned about a bypass as acknowledge that traffic needs to go through Blenheim to keep town alive
- Keen on a serious of message boards along old bridge telling the history of the bridge
- Would like to be part of the official opening ceremony
- Keen on meeting with other Iwi, MDC and Opus to discuss design etc

Donna
1/6/16



Communication Record

To: File Date: 8th June 2016

Copy to: Brent Morgan, Frank Westergard Time: 11 am

Recorded by: Donna Hills File No: 5-MB982.03

Subject: Meeting with Natalie Smith Proj No: 5-MB982.03

Type: Record of Meeting Page 1 of 1

Donna Hills met with Natalie Smith on where the project is up to.

- No concerns agree new bridge is needed
- Interested in opening ceremony
- Interested in Pou/artwork
- Interested in Joint meeting with other Iwi, MDC and Opus in future to discuss the way forward
- Natalie will take her notes to the board (9 persons)

Donna
8/6/16