

EXECUTIVE SUMMARY

Transit's forecasts of expenditure in Nelson/Marlborough for the next 10 years are set out in Table NM1.

These forecasts of expenditure are based on a 10-year plan of maintenance and improvements, including commitments. The timeframe for the development and construction of the improvements proposed in the 10-year plan are indicative only, and might change, for example, as a result of changes in funding availability and delays in project development.

Major features of the Nelson/Marlborough 10-year plan are:

- › Awatere Bridge Replacement on SH1, for a construction start in 2006/07, and in the meantime an investigation of traffic signals to control traffic, particularly in peak holiday periods
- › Elevation Overbridge Replacement on SH1, between Picton and Blenheim, for a construction start in 2004/05
- › Nelson Southern Link, for a construction start in 2010/11
- › seven more passing lanes on SH1 between Picton and Blenheim, and south of Blenheim, in Marlborough, for construction in the next three years
- › four rural realignments and two seal widening projects in Nelson/Tasman, for construction in the next three years
- › two intersection improvements in Richmond and north of Motueka, for construction in the next three years, and investigations of improvements to the Tahunanui and McGlashen Avenue intersections in Nelson and Richmond respectively
- › two stock effluent disposal facilities at Richmond and Murchison, for construction in the next three years
- › four cycling facilities in Nelson/Tasman, for construction in the next three years.

BACKGROUND

Substantial improvements have been recently made to the state highway network, especially in Nelson City and Tasman District, and, generally, state highways in Marlborough and Nelson/Tasman are of a high standard. There are, nevertheless, a few sections of rural highway which require upgrading including the Wangamoa South section of SH6 and the Ruby Bay section of SH60. In addition, the Elevation and Awatere bridges on SH1, north and south of Blenheim respectively, require replacement.

Nelson City and the surrounding area of Tasman District are both experiencing substantial growth which needs to be supported by ongoing improvements to the state highway network including the development of a new Southern Link between Waimea and the Nelson CBD and port.

Recent Improvements

A number of major improvements to state highways in the region have been completed in recent years. These include:

- › SH1: Blenheim Upgrade
- › SH6: Spooners Range Realignment, south of Richmond
- › SH6: Glenhope to Kawatiri Realignment, north of Murchison

Current Improvements

The duplication of Wairoa Bridge near Brightwater on SH60 is currently under construction.

PROPOSED IMPROVEMENTS

The locations of Nelson/Marlborough projects in the 10-year plan are shown on Figure NM and the expected cost and timeframe for the development and construction of these projects are indicated in Table MN2.

Large improvement projects (with construction costs more than \$3M) have been planned for 10 years and small and medium-sized projects (with construction costs of less than \$3M) have been planned for 3 years.

MARLBOROUGH

The most significant projects in Marlborough District in the 10-year plan are:

- › SH1: Awatere Bridge, north of Seddon
- › SH1: Elevation Overbridge, south of Picton

Awatere Bridge

The Awatere Bridge project involves replacement of an existing narrow one-lane bridge on a railway structure north of Seddon with a new two-lane bridge with realigned approaches. The existing bridge provides a very low standard of service to road users, especially heavy vehicles, and cannot be used by over-sized loads. Resource consents and land designation for the new bridge have recently been obtained.

The 10-year plan shows funding for the design of the new bridge in 2003/04 with construction commencing in 2006/07. In conjunction with the new design of the bridge, it is proposed to investigate traffic signals to regulate the flow of traffic across the current bridge, particularly in peak holiday periods.

Elevation Bridge

The existing Elevation Overbridge across the railway line has tight approach curves at each end and is an accident blackspot. The project will realign the highway and replace the overbridge with a railway underpass. This project is included in the 10-year plan for construction in 2004/05.

Passing Lanes

Due to the terrain, the alignment of SH1 both north and south of Blenheim restricts the opportunity for passing, leading to driver frustration and accidents. A series of passing lanes are to be constructed over the next three years, as follows:

- › SH1: Grovetown Northbound Passing Lane, between Picton and Blenheim
- › SH1: Spring Creek Southbound Passing Lane, between Picton and Blenheim
- › SH1: Riverlands Southbound Passing Lane, south of Blenheim

- › SH1: Para Northbound Passing Lane, between Picton and Blenheim
- › SH1: Koromiko Southbound Passing Lane, between Picton and Blenheim
- › SH1: Dashwood Northbound Passing Lane, north of Awatere Bridge
- › SH1: Seventeen Valley Northbound Passing Lane, between Blenheim and Seddon

NELSON and TASMAN

The major project in Nelson/Tasman which is proposed for construction in the next 10 years is the Nelson Southern Link. At this stage, both the SH6: Wangamoia South Realignment and SH60: Ruby Bay Bypass projects have been deferred outside the 10 years.

Nelson Southern Link

A new road is proposed as a state highway route between Rocks Road at the end of the Stoke Bypass and the Nelson CBD and port. This is a joint project between Transit and Nelson City Council, with Transit issuing the Notice of Requirement for the work. The notice is currently under appeal with a hearing expected in late 2003. In the 10-year plan it is proposed to commence the design of this project in 2008/09 with construction starting in 2010/11.

Safety Improvements

In the 3-year plan of small and medium projects, a number of small safety projects comprising rural realignments, intersection improvements, bridge and seal widening projects is proposed for development or construction in the next three years.

Rural realignments include:

- › SH6: Collins No.3 Road Realignment, north of Rai Saddle
- › SH6: Doughboy Road Realignment, west of Murchison
- › SH60: Drummonds Corner Road Realignment, west of Waiwaka

Seal widening projects include:

- › SH6: Bulford Road Widening (and Herbberds Road Intersection) Improvements, near Rai township
- › SH60: Birds Hill Road Widening, north of Takaka

The only bridge project proposed for construction in the next three years is replacement of the existing one-lane bridge with a new two-lane bridge at Owen River on an improved alignment.

It is also proposed to improve the following intersections:

- › SH6: McGlashen Avenue Intersection, Richmond
- › SH6: Lodder Lane Intersection, north of Motueka.

It is also proposed to investigate improvements to the existing twin roundabouts at the Tahunanui intersection in Nelson to reduce congestion and the McGlashen Avenue intersection on SH6 in conjunction with improvements to the Richmond town centre by Tasman District Council.

In accordance with a strategy for providing a network of stock effluent disposal facilities throughout the South Island, the following facilities are proposed for construction within the next three years.

- › SH6: Richmond Stock Effluent Disposal Facility
- › SH6: Murchison Stock Effluent Disposal Facility

Walking and Cycling

The following walking and cycling projects on SH6 on the eastern approach to Nelson are included in the 3-year plan:

- › SH6: Atawhai Drive to Mary Bank Cycle Facility
- › SH6: Nelson to Atawhai Drive Cycle Facility
- › SH6: Bayview to Dodson Valley Cycle Facility

It is also proposed to provide a cycle facility on the Appleby Overbridge on SH60, west of Richmond.

MAINTENANCE and OPERATIONS

In addition to undertaking maintenance and improvements to meet future levels of service, and to preserve the asset, Transit proposes to:

- › resurface 80 lane-kilometres of the network in 2002/03
- › stabilise embankments along SH1, north of Kaikoura, which are prone to slipping during the winter months
- › continue with a strategy to remove hazardous trees along the Shenandoa section of SH65
- › implement a rest area strategy which improves the standard of facilities currently provided
- › introduce road weather information systems to improve emergency responses to snow and ice.

Table NMI

Forecasts of Expenditure on Maintenance and Improvements

Nelson/Marlborough Regions

	03/04 (\$M)	04/05 (\$M)	05/06 (\$M)	06/07 (\$M)	07/08 (\$M)	08/09 (\$M)	09/10 (\$M)	10/11 (\$M)	11/12 (\$M)	12/13 (\$M)	Total (\$M)
Maintenance											
Structural	6.1	6.2	6.4	6.5	6.6	6.8	6.9	7.0	7.2	7.3	67.0
Corridor	2.7	2.9	3.0	3.2	3.3	3.4	3.6	3.7	3.9	4.1	33.8
Professional Services	1.5	1.5	1.6	1.6	1.6	1.7	1.7	1.7	1.8	1.8	16.5
Property Management	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	2.2
Preventive Maintenance	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	2.4
Emergency Works	0.4	0.6	0.7	0.7	0.7	0.7	0.8	0.8	0.8	0.8	7.0
Sub-total	11.1	11.7	12.1	12.4	12.7	13.1	13.4	13.8	14.1	14.5	128.9
Improvements											
Minor Safety Projects	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	4.7
Committed Projects	0.0	0.0	0.0	0.0	-	-	-	-	-	-	0.0
New Projects	3.1	3.1	3.2	4.9	6.0	5.1	4.8	4.9	7.7	9.8	52.6
Property Purchase	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	2.4
Walking & Cycling	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.0
Sub-total	3.9	3.8	3.9	5.7	6.8	5.9	5.6	5.7	8.6	10.7	60.7
Total	15.0	15.6	16.0	18.1	19.5	19.0	19.0	19.5	22.7	25.2	189.6