

EXECUTIVE SUMMARY

Transit's forecasts of expenditure in Nelson/Marlborough/Tasman for the next 10 years are set out in Table NMT1. Transit anticipates it will have further expenditure from regional distribution funding, but this is yet to be determined.

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 is indicative only, and is likely to change, depending on the use of regional distribution funding to advance projects.

The Nelson/Marlborough/Tasman state highway 10-year plan seeks to protect and preserve the existing asset, improve the security and efficiency of the roads into and out of Nelson/Marlborough/Tasman, and improve road safety.

Major features of the plan are:

- › Awatere Bridge Replacement on SH1, for a construction start in 2006/07
- › Ruby Bay Bypass on SH60, for a construction start towards the end of the 10-year plan
- › five more passing lanes on SH1 between Picton and Blenheim, and south of Blenheim in Marlborough, for construction in the next three years
- › two rural realignments and one seal widening project in Nelson/Marlborough/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.

KEY REGIONAL TRANSPORT ISSUES

The key regional transport issues in Nelson/Marlborough/Tasman include:

- › secure and efficient transport corridors to the east via the Awatere Bridge and south of Nelson via SH6 Hope Saddle
- › road safety
- › forestry traffic – Marlborough is anticipating a very significant increase in forestry to around 1 million tonnes per year, of which two-thirds is expected to be exported through Port Shakespeare at Picton. Nelson/Tasman are expecting a significant growth to 2 million tonnes, much of which will be exported through the Port of Nelson
- › tourist traffic, particularly to the Nelson Lakes National Park, Marlborough Sounds, Abel Tasman Park and Kahurangi National Park.

TRANSIT'S CONTRIBUTION TO TRANSPORT ISSUES

Substantial improvements have been made recently 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 Whangamoia South section of SH6 and the Ruby Bay section of SH60. In addition, Awatere Bridge on SH1, south of Blenheim requires 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 in conjunction with appropriate passenger transport improvements and travel demand management measures.

The locations of possible Nelson/Marlborough/Tasman projects in the 10-year plan are shown in Figure NMT. The expected cost and possible timeframe for the development and construction of these projects is indicated in Table NMT2. The timing of projects could be advanced depending on the allocation of regional distribution funding. A final policy has yet to be determined by Transfund New Zealand (as at July 2004).

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 three years.

Secure and Efficient Transport Corridors

Construction of the SH1: Elevation Overbridge, south of Picton has commenced. On SH1 in the Marlborough District the most significant project in the 10-year plan is SH1: Awatere Bridge, north of Seddon.

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. The design is progressing with construction planned to commence in 2006/07.

In Nelson/Tasman the most significant project in the 10-year plan is SH60: Ruby Bay Bypass. There is also the possibility that SH6: Hope Saddle Realignment and SH6: Whangamoia South Realignment could be advanced with regional distribution funding.

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. Seven passing lanes are to be constructed, with the following ones already completed or under construction:

- › SH1: Riverlands Southbound Passing Lane, south of Blenheim
- › SH1: Seventeen Valley Northbound Passing Lane, between Blenheim and Seddon.

The following passing lanes will be constructed over the next three years:

- › SH1: Grovetown Northbound Passing Lane, between Picton and 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: Lions Back Southbound Passing Lane just south of Seddon.

Road Safety

Transit plans to remove the ‘out of context’ sections of state highway, roadside hazards, and provide a network of stock truck effluent disposal facilities.

Rural Highways

In the three-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.

Bridge and seal widening projects completed or under construction include:

- › SH6: Bulford Road Widening (and Herbberds Road) Intersection
- › SH6: Owen River Bridge Replacement.

Seal widening on SH60 at Birds Hill Road, north of Takaka is proposed for development and construction in the next three years.

Transit proposes 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.

A number of other safety improvements may be possible depending on regional distribution funding.

Stock Effluent Disposal Facilities

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 three-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 200-lane-kilometres of the network in this area
- › 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
- › continue to improve prediction of winter road conditions in order to enhance emergency responses to snow and ice, and continue to trial the use of the anti-icer CMA (calcium magnesium acetate).

Table NMTI

Forecasts of Expenditure on Maintenance and Improvements

Nelson/Marlborough/Tasman Regions

	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)	13/14 (\$M)	Total (\$M)
Maintenance											
Structural	8.3	9.3	8.3	10.2	9.0	8.8	9.7	11.2	11.1	11.6	97.7
Corridor	3.3	3.5	3.6	3.9	3.8	4.0	4.2	4.4	4.6	4.9	40.2
Professional Services	1.9	2.3	2.4	2.6	2.7	2.9	3.0	3.2	3.3	3.6	27.8
Property Management	0.1	0.6	0.6	0.7	0.7	0.7	0.8	0.8	0.8	0.9	6.7
Preventive Maintenance	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	2.1
Emergency Works	0.0	0.9	0.8	1.0	0.9	0.9	1.0	1.0	1.0	1.1	8.7
Sub-total	13.6	16.8	16.0	18.5	17.3	17.6	18.9	20.9	21.2	22.3	183.2
Improvements											
Minor Safety Projects	1.1	1.2	1.1	1.3	1.2	1.3	1.4	1.5	1.5	1.6	13.3
Committed Projects	0.2	0.0	0.0	0.0	-	-	-	-	-	-	0.2
New Projects	5.0	2.7	4.2	6.3	6.2	4.2	3.6	3.3	3.3	3.9	42.7
Property Purchase	0.9	0.9	0.9	1.0	1.0	1.0	1.1	1.1	1.1	1.2	10.2
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	7.3	4.9	6.4	8.7	8.5	6.6	6.1	6.0	6.0	6.8	67.3
Regional Distribution Funding	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	
Total	20.9	21.7	22.4	27.2	25.9	24.2	25.0	26.9	27.3	29.1	250.6

tbd = to be determined