

EXECUTIVE SUMMARY

Transit's forecasts of expenditure in Nelson/Marlborough/Tasman for the next 10 years are set out in Table NMT1. For forecast purposes only, Transit has anticipated an indicative level of regional distribution funding. Final allocations of regional distribution funding will be determined annually.

These forecasts of expenditure are based on a 10-year plan of maintenance and improvements, including projects for which funding is already committed. The timeframe for the development and construction of the improvements proposed in the 10-year forecast is indicative only, and is likely to change depending on the project's importance within the context of the regional land transport strategy, its national priority, the resolution of any local concerns and property issues.

Major features of the forecast are:

- › Awatere Bridge Replacement on SH1, for a construction start in 2006/2007
- › Ruby Bay Bypass on SH60
- › Whangamoia South Upgrade on SH6

Other projects in the 10-year forecast for construction in the next three years are:

- › five passing lanes on SH1 between Picton and Blenheim, and south of Blenheim in Marlborough
- › a rural realignment and a seal widening project
- › two stock effluent disposal facilities at Richmond and Murchison
- › four cycling facilities in Nelson/Tasman.

KEY REGIONAL TRANSPORT ISSUES

Through Nelson/Marlborough/Tasman's regional land transport strategy, long term council community plan, and Transit's state highway forecast, local and central government is aiming for a sustainable land transport system that meets the objectives of the New Zealand Transport Strategy (NZTS) and the Land Transport Management Act (LTMA), i.e. assisting economic development, assisting safety and personal security, improving access and mobility, protecting and promoting public health, and ensuring environmental sustainability.

To achieve a sustainable land transport system we need to consider both land use and transport trends and behaviour. In this respect regional and local growth strategies (or emerging views where strategies have not been written) and planning documents are critical to supporting regional land transport strategies.

In meeting the objectives of the NZTS and LTMA the key regional transport issues for Nelson/Marlborough/Tasman include:

- ▶ congestion in the Nelson to Richmond corridor. Traffic growth on the main arterial routes around Nelson is running at 4 percent per year and up to 8 percent per year on State Highway 60 towards Motueka. Population growth is strong particularly in Tasman District and there are increasing levels of land use intensification within and around Nelson and on the coastal Tasman Corridor. Methods of dealing with congestion, including travel demand management, are required in Nelson City and around Richmond
- ▶ road safety
- ▶ secure and efficient transport routes (Awatere/Whangamoā/Hope Saddle/Ruby Bay). While there have been substantial improvements made to the state highways recently, there are three or four large proposals that require construction
- ▶ forestry traffic (to Port Shakespeare and Port Nelson). Marlborough is anticipating a very significant increase in forestry to around one million tonnes per year, of which two-thirds is expected to be exported through Port Shakespeare at Picton. Nelson/Tasman is expecting a significant growth to two 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

The Nelson/Marlborough/Tasman state highway forecast 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.

The location of possible Nelson projects in the 10-year forecast are shown in figure N. The expected cost and possible timeframe for the development and construction of these activities is indicated in Table N2.

The timeframe for the development and construction of the improvements proposed in the state highway plan is indicative only, and is likely to change, depending on the use of additional funding from central government (known as 'regional distribution funding') to advance activities. While Transit anticipates it will have further expenditure from regional distribution funding, this is yet to be determined. For the purposes of giving indicative construction start dates a figure of 75 percent of regional distribution funding for Nelson/Marlborough/Tasman state highways has been used.

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

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

Congestion In The Nelson To Richmond Corridor

Nelson City and the surrounding area of Tasman District are both experiencing substantial growth that

needs to be supported by ongoing improvements to the state highway network in conjunction with appropriate passenger transport improvements and travel demand management measures. Relieving congestion in this corridor will assist with economic development and improve access between Nelson and Richmond and beyond. While there are no large activities specifically proposed to address this issue at this time Transit, in conjunction with Nelson City Council and Tasman District Council, is carrying out a strategic study to look long term at the transportation requirements of the corridor. This is multi-modal and will consider methods of managing travel demand. Prioritisation of the outcomes of that study will be considered for inclusion in the state highway forecasts including addressing specific points of congestion in the corridor – Tahunanui Intersection (SH6 Nelson) and McGlashan Ave/Queen Street Intersection (SH6 Richmond).

In conjunction with the study, Transit will work collaboratively with local authorities to ensure land use development does not compromise the function of the state highway.

Road Safety

Transit plans to eliminate the ‘out of context’ sections of state highways, roadside hazards and provide a network of stock truck effluent disposal facilities including two at Murchison and Richmond.

A median barrier on SH6 Whakatu Drive and a flush median on SH60 at Appleby are also proposed to improve safety.

Rural Highways

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

Rural realignments include:

- ▶ SH60: Research Orchard Road Corner Realignment, west of Richmond.
- ▶ SH60: Birds Hill Seal Widening, north of Takaka.

Bridge and seal widening activities completed or under construction include:

- ▶ SH6: Bulford Road Widening (and Hebbards Road Intersection)
- ▶ SH6: Owen River Bridge Replacement.

Efficient and Safe Transport Routes

There are a number of activities which will assist heavy vehicles, particularly for forestry, tourist traffic and road safety. Construction of the SH1: Elevation Overbridge south of Picton and the Owen River Bridge north of Murchison has been completed. On SH1 in the Marlborough district the most significant activity in the 10-year forecast is SH1: Awatere Bridge, north of Seddon.

This project involves replacing 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 and land purchase is completed with construction indicatively prioritised to commence in 2005/06.

In Nelson/Tasman the most significant project in the 10-year forecast is SH60: Ruby Bay Bypass along with SH6: Hope Saddle Realignment and SH6: Whangamoia South Realignment.

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. Five passing lanes are planned to be constructed over the next three years on:

- ▶ SH1 between Picton and Blenheim
- ▶ SH1 between Blenheim and Seddon
- ▶ SH6 between Blenheim and Nelson

The following passing lanes have already been completed:

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

Walking and Cycling

The following walking and cycling activities are included in the three-year plan:

- › SH6: Atawhai Drive to Mary Bank Cycle Facility
- › SH6: Nelson to Atawhai Drive Cycle Facility
- › Appleby Overbridge Cycleway

In addition Transit proposes to complete a cycle strategy audit for the region.

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 105 lane-kilometres of the highway in this area

- › reconstruct six kilometres of highway
- › continue to 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)
- › continue to manage local roads in Marlborough under contract to Marlborough District Council, jointly with state highways, and further develop our collaboration with Tasman District Council.

Table NMTI

Forecasts of Expenditure on Maintenance and Improvements

Nelson/Marlborough/Tasman Regions

	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)	14/15 (\$M)	Total (\$M)
Maintenance											
Structural	8.6	9.0	9.7	10.1	10.6	11.0	11.5	12.0	12.6	13.1	108.3
Corridor	3.9	4.1	4.4	4.6	4.8	5.0	5.2	5.5	5.7	6.0	49.2
Professional Services	2.3	2.4	2.6	2.7	2.8	3.0	3.1	3.2	3.4	3.5	29.0
Property Management	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	2.4
Preventive Maintenance	0.5	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	2.6
Emergency Works	0.2	0.8	0.9	1.0	1.0	1.1	1.1	1.2	1.2	1.3	9.9
Sub-total	15.7	16.7	18.1	18.9	19.7	20.6	21.5	22.4	23.4	24.5	201.4
Improvements											
Minor Safety Projects	1.2	1.2	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	14.9
Committed Projects	0.1	0.0	0.0	0.0	-	-	-	-	-	-	0.1
New Projects	13.2	8.0	8.3	8.0	7.9	5.9	5.5	9.0	10.1	9.9	85.7
Property Purchase	1.0	1.1	1.1	1.2	1.2	1.3	1.3	1.4	1.4	1.5	12.4
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	15.6	10.4	10.8	10.6	10.7	8.8	8.5	12.1	13.4	13.2	114.1
Total	31.3	27.0	28.9	29.5	30.4	29.4	30.0	34.5	36.8	37.7	315.5

Note: regional distribution funding for state highways forecast to be \$54M over 10 years