



KEY TRANSPORT ISSUES

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

- › Road safety
- › Travel time reliability during peak periods
- › Poor air quality in some parts of Nelson
- › Traffic growth within and beyond Blenheim, particularly on arterial roads in the Blenheim/Wairau Plains environs and Ferry traffic, a relatively unique issue with “tidal” flows throughout the day
- › Route security and efficiency to the east, including the Awatere Bridge, north of Nelson (including the Whangamoia South saddle), and south of Nelson, (including Hope Saddle)
- › Forestry traffic: Marlborough is anticipating a 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 and Tasman are similarly expecting significant growth to two million tonnes, much of which will be exported through the Port of Nelson
- › Tourist traffic: particularly to Nelson Lakes National Park, Marlborough Sounds, Abel Tasman Park and Kahurangi National Park.

How we plan to address these key issues

While there is a significant emphasis for Transit in Marlborough, Nelson and Tasman on maintaining the existing state highway network, there are a number of activities in the 10-year State Highway Forecast to improve road safety as well as route security and efficiency in the Nelson/Marlborough/Tasman region.

The North Nelson to Brightwater Strategic Study is in progress to develop a long term transport strategy for the Nelson to Brightwater Corridor. Immediate priority improvement projects identified by the study,

such as the Tahunanui intersection, the McGlashen Ave intersection, and the Three Brothers Corner intersection, are included in the forecast. Following public consultation on the long-term strategy, projects will be considered in future forecasts.

A further priority is managing the connections between state highways and local roads as well as access to state highways from adjacent land to support the medium to long distance travel function of key arterial roads.

Substantial improvements have been made to the state highway network recently, especially in Nelson City, the Tasman District and Blenheim. State highways in Marlborough, Nelson and Tasman are now generally of a high standard. To ensure this standard is maintained, the Awatere Bridge Replacement project on SH1, south of Blenheim, was funded for construction in 2005/2006 and is underway. Additionally, the SH6 Whangamoia South and SH60 Ruby Bay projects are included for construction, subject to confirmation of project scope.

Road Safety

Transit has identified a number of small and medium sized projects to improve the safety and efficiency of sections of state highway and to improve safety at intersections, for progress in the next three years. Projects include: SH60 Flush Median in Appleby and SH62 seal widening of Rapaura Road from Jefferies to Wratts, and Wratts to SH1. Work on the management or removal of roadside hazards will continue.

Secure and Efficient Transport Corridors

The following intersection improvements are aimed at reducing congestion and contributing to more efficient transport corridors: constructing the Tahunanui intersection in Nelson, as well as the McGlashen Avenue and Three Brothers Corner intersections in Richmond, all on SH6.

Passing Opportunities

Limited passing opportunities in some parts of the region's road network lead to driver frustration and accidents. A passing lane project has been identified for progress in the next three years on SH1 at Grovetown, north of Blenheim.

Walking and Cycling

Three projects that are part of Nelson City's Atawhai Walking and Cycling project have been identified for construction on SH6 to the north of Nelson: Bayview Road to Atawhai Drive, Marybank to Tui Glen Road, and Tui Glen Road to Bayview Road. In addition the Appleby River Bridge enhancement is proposed.

Stock Effluent Disposal Facilities

As part of a national programme to provide a safe and convenient network of stock effluent disposal facilities Transit proposes to progress a facility at Hira on SH6.

Strategic Studies

Upcoming studies include the Blenheim and Wairau Plains Strategic Study, the Tasman Passing Lane Investigation and the Motueka Study.

Maintenance and Operations

Maintenance and operations activities make up the majority of the forecast expenditure in the Marlborough/Nelson/Tasman region. In addition to preserving the highway network and undertaking maintenance and improvements to meet future levels of service, we propose to:

- › Resurface 95km of highway, including 5km with low noise surfacing
- › Strengthen 8km of highway
- › Continue to improve the prediction of winter road conditions in order to improve emergency responses to snow and ice, and continue to trial the use of the anti-icer calcium magnesium acetate
- › Continue to manage local roads in Marlborough (under contract to Marlborough District Council).