



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, north of Nelson (including the Whangamoia South Saddle), and south of Nelson, (including Hope Saddle)
- › Increased forestry traffic in Marlborough is anticipated from a significant increase in forestry harvesting 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 McGlashen Ave intersection and the Three Brothers Corner intersection are included in the forecast. 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.

The Awatere Bridge Replacement project on SH1, south of Blenheim, is now complete. Construction funding for Ruby Bay Bypass was approved in May 2008. Construction will commence late in 2008. Additionally, the SH6 Whangamoia South project is included for construction, subject to confirmation of project scope and availability of regional funding.

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: SH62 seal widening of Rapaura Road from Jefferies to Wratts, and Wratts to SH1, Dashwood Overbridge, Hutchinson Bridge, SH6 / Quarantine Road intersection, Doctors Creek Bridge, out-of-context curves on various highways, Atawhai Drive intersections in North Nelson, Cable Bay Road intersection, and Colemans intersection on SH6 in Blenheim. 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 McGlashen Avenue and Three Brothers Corner intersections in Richmond 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 as well as the Gentle Annie passing lane on SH6 in Hira.

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 near Nelson.

Walking and Cycling

Cycle improvements on Appleby River Bridge (SH60) is proposed as well as on the Richmond Deviation.

Strategic Studies

Upcoming studies include the Motueka Transportation Study and Passing Opportunities for Marlborough and Nelson/Tasman.

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.