

EXECUTIVE SUMMARY

Transit's forecasts of expenditure in Taranaki for the next 10 years are set out in Table T1.

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 Taranaki 10-year plan are:

- › the Bell Block Bypass and Mangaone Hill Four-Laning projects, for a construction start in 2010/11
- › intersection improvements at:
 - » SH3: Devon Road/Mangaiti Road and Devon Road/Nugent Street, Bell Block, for construction in 2005/06
 - » SH3: Devon Road/Tait Road/Raleigh Street, Waitara West, for construction in 2004/05
- › a rural realignment on SH45 at the Inaha Culvert, north of Hawera, for a construction start in 2004/05
- › a pedestrian underpass at Egmont Village on SH3

Four new passing lanes are to be constructed on SH3 between Te Kuiti and Mokau as part of the 10-year plan for the Waikato region.

BACKGROUND

The state highway network in Taranaki has been improved very significantly in recent years and is now generally of a high standard requiring only relatively minor safety improvements. The strategic significance of reliable state highway access to Taranaki is an important feature in planning for Transit's maintenance and preventative works programmes.

With the exception of several identified projects, notably the Bell Block bypass and Mangaone Hill four-laning projects, only minor rural realignments to the state highway network are required in the next 10 years.

Recent Improvements

Recent improvements to the state highway network in Taranaki comprising primarily rural highway realignments and bridge replacements include:

- › SH3: Urenui Bridge Realignment, north of New Plymouth
- › SH3A: South of Clearview Curves Realignment, north of Inglewood
- › SH3: Kent to Waiwakaiho Realignment, north of Inglewood
- › SH3: Ngatoro Bridge Widening, north of Stratford
- › SH3: Ngaere Overbridge Replacement, north of Ngaere
- › SH3: Mountain Road to Skeet Road Realignment, south of Eltham
- › SH3: Hawera Subway Replacement, south of Hawera
- › SH45: Omata Curves and Sealy Road Improvements, south of New Plymouth
- › SH45: Otakeho Realignment, east of Opunaki

In addition, eight new passing lanes have been constructed in recent years on SH3 between New Plymouth and Hawera.

Current Improvements

The only project currently under construction on the state highway network in Taranaki is:

- › SH3: Okoki Realignment, north of New Plymouth

A new stock effluent disposal facility has recently been constructed on SH3 south of Waverly and funding has been approved for construction of a further facility on SH3, south of Mount Messenger.

PROPOSED IMPROVEMENTS

The locations of Taranaki projects in the 10-year plan are shown on Figure T and the expected cost and timeframe for the development and construction of these projects are indicated in Table T2.

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.

New Plymouth

The two major Taranaki projects in the 10-year plan are:

- › SH3: Bell Block Bypass
- › SH3: Mangaone Hill 4-Laning

These two projects have been planned for a construction start in 2010/11. The Bell Block comprises a new route between Paraita Road and Egmont Road thereby bypassing a section of existing highway which has a high accident rate, particularly at the Mangaiti Road intersection. The Mangaone Hill four-laning project proposes to four-lane the existing highway between the end of the Bell Block bypass and the Waiwhakaiho Bridge.

In the next three years, small intersection improvements will be undertaken at:

- › SH3: Devon Road/Mangaiti Road and Devon Road/Nugent Street, Bell Block
- › SH3: Devon Road/Tait Road/Raleigh Street, Waitara West

Rural Highways

The only small rural realignment planned for construction within the next three years is:

- › SH45: Inaha Culvert North Realignment, north of Hawera

No major rural highway improvements are proposed in the next 10 years. Schemes for improving the alignment of SH3 over Mount Messenger have been investigated but, based on these investigations, no major improvements quality for funding at this time.

Passing Lanes

In accordance with the recommendations of the “SH3 Working Party” which investigated improvements to SH3 between Te Kuiti and New Plymouth, three passing lanes on SH3 north of Mount Messenger are planned for construction in the next three years. These passing lanes are all north of Taranaki and are included in the Waikato 10-year plan.

Walking and Cycling

In addition to the SH3: Junction Road Bridge Cycleway project currently under construction, the cycling and walking plan includes the following walking and cycling project for design and construction in 2003/04:

- › SH3: Egmont Village Pedestrian Underpass

MAINTENANCE and OPERATIONS

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

- › improve road condition information at critical locations within the network
- › improve the ability to forecast ice conditions which occur in critical locations, by further developing the existing weather stations
- › carry out a risk analysis on SH4 at known rockfall sites which are a potential safety risk
- › review the 1998 Whanganui River Study for managing the risks to the state highway asset from river bank erosion to determine if further preventative river works are required
- › continue to improve the early warning system and manage risk in readiness for a predicted lahar in the Whangaehu River from Mount Ruapehu
- › carry out further work to strengthen the Desert Road as part of an extensive three-year plan.

Table T1**Forecasts of Expenditure on Maintenance and Improvements****Taranaki Region**

	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	9.3	9.5	9.7	9.9	10.1	10.3	10.5	10.7	10.9	11.2	102.2
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	1.4	1.4	1.5	1.5	1.5	1.6	1.6	1.6	1.6	1.7	15.4
Property Management	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Preventive Maintenance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	3.0
Emergency Works	0.5	0.8	0.8	0.9	0.9	0.9	0.9	1.0	1.0	1.0	8.8
Sub-total	14.1	15.0	15.3	15.7	16.1	16.5	17.0	17.4	17.8	18.3	163.3
Improvements											
Minor Safety Projects	0.5	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.7	0.7	6.1
Committed Projects	0.3	0.0	0.0	0.0	-	-	-	-	-	-	0.3
New Projects	0.1	0.1	0.1	0.1	0.1	0.1	0.3	3.8	5.1	4.9	14.8
Property Purchase	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.8
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	1.1	0.8	0.8	0.9	0.9	0.9	1.1	4.6	6.0	5.8	22.9
Total	15.3	15.8	16.2	16.6	17.0	17.4	18.1	22.0	23.8	24.1	186.2