

EXECUTIVE SUMMARY

Transit's forecasts of expenditure in Manawatu/Wanganui for the next 10 years are set out in Table MW1. 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 Manawatu/Wanganui 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 the Manawatu/Wanganui region, and improve road safety.

Major features of the plan are:

- › thirteen more passing lanes, for development or construction in the next three years, comprising:
 - » seven on SH1 between Waiouru and Levin
 - » one on SH2 in the lower Hawke's Bay area
 - » five on SH3 between Wanganui and Palmerston North
- › four rural realignments
- › two seal widenings projects at:
 - » SH1: Fagan Road North, between Sanson and Bulls
 - » SH56: Himatangi Turn-off – Maxwells Line
- › six intersection improvements
- › two new cycling and walking facilities, for construction in 2005/06, comprising:
 - » pathway at St Johns Hill on SH3 in Wanganui
 - » a wider shoulder for cyclists between Camp Road and Old West Road on SH57.

KEY REGIONAL TRANSPORT ISSUES

The key regional transport issues in Manawatu/Wanganui include:

- › secure and efficient transport corridors, particularly to the east through the Manawatu Gorge
- › road safety
- › access to Massey University from Palmerston North
- › impeded traffic flow on SH1 between Bulls and Levin – this section of SH1 suffers from severely impeded flow and a high number of crashes
- › heavy traffic ‘short cuts’ through the Manawatu District area.

TRANSIT’S CONTRIBUTION TO TRANSPORT ISSUES

The state highway network in Manawatu/Wanganui has been improved significantly in recent years, particularly with a combination of highway realignments and passing lanes, and is now generally of a high standard. While Transit expects traffic volumes to continue to grow, particularly on SH1, which is one of New Zealand’s primary freight routes, it is anticipated that maintenance and minor safety improvements will generally be sufficient to maintain an appropriate level of service. With the exception of additional passing lanes and a number of rural realignments, notably Hihitahi Bluffs on SH1 and a few realignments south of Mangaweka and at Makohine Hill and Ohingaiti, only minor improvements are required.

In the longer term, it will be necessary to upgrade SH1 to expressway standard between Levin and Waikanae, including a bypass of Levin.

The locations of possible Manawatu/Wanganui projects in the 10-year plan are shown in Figure MW. The expected cost and possible timeframe for the development and construction of these projects is indicated in Table MW2. 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

Further work will be undertaken to enhance Transit’s management systems for the Manawatu Gorge, including providing support for limited improvements to the alternative routes such as Saddle Road and Pahiatua Track.

Passing Lanes

Passing lanes completed during 2003/04 include:

- › SH1: Bulls North
- › SH1: Kaimatarau Road North, south of Sanson
- › SH3: Duddings Lake South Eastbound Passing Lane, east of Wanganui
- › SH3: Sanson East Eastbound Passing Lane, east of Sanson.

A further three passing lanes are under construction at present on SH2 north of Woodville.

The following additional passing lanes have been included in the 10-year plan:

- › SH1: Himatangi – Levin (four in number)
- › SH1: a further three between Himatangi and Hunterville
- › SH2: a further passing lane north of Woodville
- › SH3: between Wanganui and Palmerston North (five in number).

Construction of these passing lanes will complete the implementation of passing lane strategies for SH1 between Waiouru and Bulls, SH1 between Bulls and Levin, SH3 between Wanganui and Palmerston North and SH2 in the southern Hawke’s Bay area.

Road Safety

Transit plans to continue removing ‘out of context’ sections of state highway, roadside hazards, provide a network of stock truck effluent disposal facilities, and improving walking and cycling facilities.

Rural Highways

On SH1 recently completed improvements include the Hunterville South Realignment and the Vinegar Hill Realignment, north of Hunterville. The Hihitahi Bluffs realignment is now the only major rural realignment left between Waiouru and Bulls. Construction funding for this project has been committed and a physical start is expected in the first half of 2004/05.

Other rural realignments proposed for construction in the next three years are:

- › SH1: Foxton South Curves
- › SH57: Tennent-Old West Road
- › SH1: Waiouti Bridge, south of Manakau
- › SH2: Whakaruatapu Bridge, north of Dannevirke.

Seal widening projects in the next three years include:

- › SH1: Fagan Road North, between Sanson and Bulls
- › SH56: Himatangi Turn-off – Maxwells Line.

Improvements are also proposed to the following intersections in the next three years:

- › SH3: Green Road, Awahuri
- › SH3: Wikitoria Road, Wanganui
- › SH56/57: Makerua, north of Shannon
- › SH57: Tavistock Road, east of Levin
- › SH1: Makomako, Levin
- › SH54: Newbury Line, west of Palmerston North.

Construction is underway to widen seal and remove trees alongside SH3 at McHardies Road just north of Bulls.

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

Stock Effluent Disposal Facilities

To complete the North Island stock effluent disposal facilities strategy in Manawatu/Wanganui the construction of facilities on SH2 Woodville, SH1 Waiouru and SH4 Taumarunui are planned but locations are not yet specified.

Access to Massey University

In recent years consideration has been given to additional roading capacity crossing the Manawatu River near to the Fitzherbert Bridge to provide access to Massey University and expanding residential development to address local network demands. Transit's initial response is that adding such road capacity could be deferred by promoting passenger transport, cycling and charging for parking at the university. Transit will support development of these travel demand measures.

Walking and Cycling

Recently, the cycleway on SH57 at Bryants Bridge was completed with the following cycling and walking facilities proposed for construction in the next three years:

- › SH57: Old West Road (North), near Massey University
- › SH3: St Johns Hill Pathway in Wanganui City.

MAINTENANCE and OPERATIONS

In addition to undertaking maintenance and improvements in the Transit's East Wanganui network to meet current and future levels of service, and to preserve the asset, Transit proposes to:

- › complete a reseal programme comprising 55 kilometres of highway in 2004/05
- › continue to monitor slope stability in the Manawatu Gorge, continue emergency recovery and enhance Transit's management systems to reduce risks to safety and route security
- › continue to improve the ability to forecast ice conditions that occur in critical locations by further developing the existing weather stations in the Rangitikei.

Table MWI

Forecasts of Expenditure on Maintenance and Improvements

Manawatu/Wanganui Region

	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	4.2	5.1	5.5	5.8	6.0	6.4	6.8	7.1	7.4	7.9	62.3
Corridor	2.5	2.9	3.0	3.1	3.0	3.1	3.1	3.2	3.3	3.5	30.7
Professional Services	0.7	1.6	1.7	1.8	1.8	2.0	2.1	2.2	2.3	2.4	18.4
Property Management	0.1	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.6	0.6	4.6
Preventive Maintenance	4.2	0.8	0.8	0.9	0.9	1.0	1.0	1.0	1.1	1.1	12.8
Emergency Works	4.7	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.7	0.7	10.6
Sub-total	16.4	11.4	12.1	12.6	12.9	13.6	14.2	14.7	15.4	16.3	139.4
Improvements											
Minor Safety Projects	0.6	0.8	0.8	0.8	0.9	0.9	1.0	1.0	1.0	1.1	8.9
Committed Projects	5.3	6.6	2.7	0.0	-	-	-	-	-	-	14.6
New Projects	10.4	10.7	11.0	11.3	11.6	12.0	12.3	12.7	13.1	13.4	118.5
Property Purchase	1.8	1.8	1.9	1.9	2.0	2.0	2.1	2.2	2.2	2.3	20.2
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	18.2	20.0	16.5	14.2	14.6	15.1	15.5	16.0	16.5	16.9	163.3
Regional Distribution Funding	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	
Total	34.5	31.4	28.6	26.7	27.5	28.6	29.7	30.7	31.8	33.2	302.7

tbd = to be determined