



Transit New Zealand's 10-year State Highway Plan 2004/05 – 2013/14





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2004/05 – 2013/14**

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EXECUTIVE SUMMARY

This is Transit New Zealand's second 10-year plan. It has been developed within the context of the new Land Transport Management Act. Transfund New Zealand's Allocation Process set the framework for Transit's consultation and development of this 10-year plan.

The 10-year plan is consistent with Transit's vision for a transport system that builds a better New Zealand. The provisions in the plan for development, maintenance, protection and management of demand in highway corridors will contribute to integrated, multimodal transport solutions. Safety for all road users and affected communities as well as improved and more reliable access for people and freight are important goals. The activities and projects included in the plan will make a positive contribution to the environmental and social well being of New Zealand, including energy efficiency and public health.

The 10-year forecast of expenditure is based on the indicative revenue forecasts from Transfund New Zealand. At this stage it totals \$8.6 billion for state highways over the next 10 years. However, we are anticipating additional funding for state highway projects will be available from a share of the regional distribution funding resulting from government's December 2003 funding package "Investing in Growth". This provided for additional revenue from an increase in petrol tax. Funds from this source will start flowing from April 2005. Transit has requested from Transfund an additional \$1.5 billion over 10 years from regional distribution funding, both to advance planned projects and for additional projects. An indication of which projects could be brought forward is shown in the Table 2 regional charts.

The \$90 million or 30 percent increase in Transit's improvement programme for 2004/05 will maintain the momentum established through the commissioning of significant congestion relief and other projects over the last year. These projects include the Northern Busway in Auckland, the Hewletts Road Flyover in Tauranga, the Inner City Bypass in Wellington and the Main North Road Four-laning in Christchurch. The total value of work already underway is some 50 percent more than at the same time last year.

Large projects included in the new 10-year plan will provide benefits contributing to government's New Zealand Transport Strategy objectives in all regions of New Zealand. Auckland projects, mainly aimed at relieving congestion, once again have a high priority for an immediate start in 2004/05. In this year's plan there is a greater emphasis on complementary implementation of travel demand management measures.

Highlights amongst the large projects planned to start in 2004/05 include major motorway works at Mt Roskill, Manukau and Waiouru in Auckland, the Mangatawhiri Deviation and Avalon Drive Bypass in the Waikato, the Meeanee Road Interchange in Napier and the Tumai Realignment in Otago.

There is a continued focus on additional passing lanes and other safety improvements throughout the state highway network, as well as a continued programme of developing stock effluent disposal facilities. These aspects of the programme are widely supported by the regional land transport committees Transit consulted.

In addition to incorporating appropriate walking and cycling facilities in many new projects, Transit has also developed an indicative programme of specific walking and cycling projects.

The 10 percent increase in Transit's maintenance and corridor management programme for 2004/05 is our response to the growing expectations of state highway users and rising prices from the contracting industry.

Because of the long time required to bring projects to the construction stage, Transit cannot immediately switch as fully as it wishes to achieve the vision and objectives of the New Zealand Transport Strategy. Nevertheless, we are confident the 2004/05—2013/14 State Highway Plan has been prepared in the spirit of the Strategy and is moving in the right direction.

CONSULTATION

The provisions of the Land Transport Management Act that apply to this transitional year did not require Transit to consult as extensively for the 2004/05 year on its state highway programme as it will in following years.

However, widespread consultation did take place and, to the extent possible at this stage, Transit endeavoured to think more broadly about the whole range of transport modes and how state highway proposals would contribute to the required transport solution. In this it was reflecting the broad aims of the Government's New Zealand Transport Strategy.

For this 2004/05 year Transit set out its list of projects by region without identifying an initial preferred priority order. Last year priorities were identified first by Transit before sending out the list. This year it was over to the regional land transport committees (RLTCs) and the relevant territorial authorities to make recommendations to Transit on the priorities in their local areas. Iwi were consulted, as were national organisations such as NZAA, The New Zealand Historic Places Trust and the Road Transport Forum.

Senior Transit staff attended the key meeting or technical working group of every regional land

transport committee to assist them to formulate regional and local transport solutions that encompass improvements to state highways and local roads as well as provision of public transport facilities, and provision for cycling and walking.

All large projects proposals have been reviewed against the Land Transport Management Act to ensure integrated solutions can be achieved that fit within local authority and land transport packages and strategies. An important element in Transit's decisions on project priorities was the extent to which the benefits from these projects could be sustained over time.

Transit also consulted on its proposed maintenance programme, which in a number of areas equates to or is larger than its programme for committed or new state highway projects.

The programme set out in this publication is a result of the application of the provisions of the Land Transport Management Act by Transit New Zealand's Board, and consideration of the feedback from those consulted.

NATIONAL STATE HIGHWAY PLAN

Transit New Zealand's State Highway Plan for 2004/05 – 2013/14 comprises two key parts - maintenance and capital improvements. The national forecasts of state highway expenditure for the next 10 years are set out in Table 1. Capital improvements, consisting of both large and medium and small projects, encompass safety, route security, route efficiency, walking and cycling, environmental projects, congestion relief and travel demand management measures, and passing lanes. Major or large capital improvements are those costing more than \$3 million each, scheduled in their various stages across 10 years. The smaller and medium-sized projects cost less than \$3 million each and are scheduled over a three-year period.

Large Projects

In drawing up this plan Transit spent considerable effort ensuring each project 'profile' (including linkages with other projects) was assessed in a consistent manner and was in accordance with Transfund New Zealand's Allocation Process.

Background project information along with priority rankings from the RLTCs and other submissions was considered. Consistency was a feature in the decision-making on similar types of projects such as rural realignments, which make up one-quarter of all large projects. No projects have been unduly disadvantaged from their position in our previous 10-year plan.

A number of high-priority projects were identified. These were:

- › Auckland Western Ring Route
- › Auckland Central Corridor (SH1 between Greenlane and Silverdale)
- › Auckland Passenger Transport, Travel Demand Management and Traffic Management
- › Waikato Expressway
- › Hamilton Western Corridor
- › Tauranga state highway network
- › Wellington Western Corridor (SH1 up the Kapiti Coast)

- › Wellington CBD
- › Wellington Hutt Corridor (SH2)
- › Christchurch southern and northern links.

It is planned that most of these packages will also incorporate a range of projects and services from local authorities that will be delivered in conjunction with state highway projects. These projects and services will be required to achieve sustainable transport solutions.

A list of the current large state highway projects is shown in Table 2 with indicative construction start dates.

An allocation of \$10 million has been provided for preliminary investigation and scoping of large projects which are not currently at a stage ready for full assessment.

Small and Medium-sized Projects

Transit is allocated bulk funding for these projects, which are based on a three-year programme. A special emphasis in the current plan is on passing lanes with some 100 planned throughout the country. Submissions indicated more were required nationally and were requested to be delivered at a faster rate. Funding of safety retrofitting projects has also been given a high priority. Other project types in this part of the plan include: seismic retrofitting of bridges, stock effluent disposal facilities, pavement smoothing and corridor management plans.

Walking and Cycling

Transit has responded to the RLTC priority for walking and cycling projects on state highways as part of local authority strategies to complete cycling routes. Projects included in the plan cover a range of facilities from new walkways, to seal widening to create cycling lanes, and provision across bridges for cyclists on certain popular cycle-tourist routes on low-volume highways.

Maintenance and Operations

Maintenance, which consumes approximately half of the expenditure, is set out in Table 1 nationally and for each region, under a number of categories including emergency works. With a current replacement value of approximately \$12.5 billion for the state highway network, Transit is confident the provision in the maintenance budget, based on a robust forecasting process, is adequate for sustainable, ongoing renewal and refurbishment of the network

over the next decade. The plan provides for the delivery of levels of service required by road users on such topics as:

- › reseals, pavement repairs and reconstruction
- › skid resistance
- › ride quality
- › vegetation control
- › signs and markings.

Table 1

Forecasts of National Expenditure on State Highways

Maintenance and Improvements

	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	175.1	184.0	192.7	193.5	192.3	199.5	209.2	222.7	234.4	242.2	2045.6
Corridor	73.8	79.5	83.6	88.9	92.4	99.3	105.9	112.5	116.6	125.0	977.4
Professional Services	43.7	47.3	50.8	53.7	55.8	59.5	63.0	66.0	69.3	74.4	583.4
Property Management	15.3	13.0	13.3	13.9	14.3	15.1	15.9	16.5	17.1	18.4	152.6
Preventive Maintenance	9.0	6.3	6.7	7.0	7.2	7.6	8.0	8.3	8.6	9.1	77.9
Emergency Works	20.0	18.6	19.1	19.7	20.3	20.9	21.5	22.2	22.8	23.5	208.6
Sub-total	336.9	348.6	366.1	376.7	382.3	401.9	423.5	448.2	468.8	492.5	4045.5
Improvements											
Minor Safety Projects	23.4	24.9	26.2	26.9	27.2	28.7	30.3	32.1	33.6	35.3	288.5
Committed Projects	240.0	174.6	83.6	5.8	-	-	-	-	-	-	504.0
New Projects	109.0	206.2	273.5	247.8	281.4	280.0	297.3	304.2	383.2	458.0	2840.6
Property Purchase	42.4	43.7	45.0	46.4	47.8	49.2	50.7	52.2	53.8	55.4	486.6
Walking & Cycling	1.0	1.0	1.1	1.1	1.1	1.2	1.2	1.2	1.3	1.3	11.5
Regional Development	0.3	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	4.4
Sub-total	416.1	450.8	429.7	328.4	358.0	359.5	379.9	390.2	472.4	550.5	4135.5
Administration	35.0	36.6	38.2	39.9	41.7	43.6	45.6	47.6	49.8	52.0	430.0
Regional Distribution	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	
Funding											
Total	788.0	836.0	834.0	745.0	782.0	805.0	849.0	886.0	991.0	1095.0	8611.0

tbd = to be determined

Table 2 – Large State Highways Projects

Large State Highway Projects that were funded for construction in 2003/04 (as at May 2004)

Region	SH	Project Name	Estimated Construction Cost (\$ million)
Canterbury	01S	Glasnevin Weigh Station and Effluent Disposal Facility	1.9
Auckland	01N	Esonde Road Interchange	35.5
Auckland	01N	Northern (North Shore) Busway (Stages 1 & 2)	180.0
Bay of Plenty	29	Hewletts Rd/Maunganui Rd Intersection	27.6
Wellington	01N	Inner City Bypass	38.9
Waikato	01N	Long Swamp to Rangiriri Safety Improvements	5.8
Canterbury	01S	Normanby Realignment	6.0
Bay of Plenty	2	Domain Rd Intersection	5.1
Waikato	5	Tapapa Curves Realignment	7.4
Wellington	01N	MacKays Overbridge	17.0
Wellington	01N	Transmission Gully Early Planting	1.0
Wellington	01N	Transmission Gully – Preliminary Investigations	0.3
Canterbury	74	Main North Road 4-Laning (Stage 2)	12.9
Auckland		Advanced Traffic Management System (Stage III)	4.4
Northland	01N	Katetoke to Oakleigh Safety Improvements	4.9
Manawatu/Wanganui	01N	Hihitahi Bluffs Realignment	14.7

Table 2 – Large State Highways Projects - continued

New Large State Highway Projects in expected construction priority order
(does not incorporate regional distribution funding)

Region	SH	Project Name	Estimated Construction Cost (\$ million)	Expected Construction Start Date
Auckland	01N	ALPURT - Sector B2-Toll Road	300.0	2004/05
Auckland	20	Mt Roskill Extension	167.4	2004/05
Auckland	20	Manukau Extension	174.0	2004/05
Auckland	01N	Waiouru Connection Interchange	19.9	2004/05
Auckland	18	Hobsonville Deviation	93.0	2004/05
Waikato	02N	Mangatawhiri Deviation	29.0	2004/05
Auckland	16	Newton Rd to Western Springs Auxiliary Lane	6.0	2004/05
Waikato	01N	Avalon Drive Bypass	22.8	2004/05
Otago	01S	Tumai to Waikouaiti Realignment	4.0	2004/05
Northland	01N	Mangamuka to Rangiahua Slip Repairs	3.4	2004/05
Hawkes Bay	50	Meeanee Rd Interchange	5.0	2004/05
Wellington	01N	Transmission Gully Early Planting	1.0	2004/05
Taranaki	3	Bell Block Bypass	8.4	2004/05
Taranaki	3	Mangaone Hill 4-Laning	4.4	2004/05
Auckland	01N	Travel Demand Management Southern Motorway	10.0	2005/06
Auckland	1N	Northern Motorway Travel Demand Management	8.0	2005/06
Wellington	2	Dowse to Petone Interchange	53.0	2005/06
Bay of Plenty	29	Pyes Pa Bypass	9.0	2005/06
Auckland		Advanced Traffic Management System (Stage IV)	60.0	2006/07
Wellington	01N	Kapiti Western Link Road (Stage 1)	24.8	2006/07
Nelson/Marlborough	01S	Awatere Bridge	10.5	2006/07
Wellington	2	Rimutaka Corner Easing (Muldoon's)	8.5	2006/07
Auckland	16	Northwestern Motorway Travel Demand Management	5.5	2007/08
Auckland	01N	Newmarket Viaduct	85.0	2007/08
National Office		National Toll Administration	37.5	2008/09
Auckland	01N	Newmarket Viaduct to Greenlane Auxiliary Lane	20.0	2008/09
Auckland	01N	Northcote to Sunnynook Auxiliary Lane	8.2	2008/09
Waikato	01N	Te Rapa Bypass	39.5	2008/09
Auckland	01N	Harbour Bridge to City	160.0	2009/10
Auckland	20	Manukau Harbour Crossing	103.0	2009/10
Auckland	16	Te Atatu Interchange Westbd Off Ramp Upgrade	4.5	2009/10
Auckland	20	Avondale Extension	850.0	2010/11
Waikato	01N	East Taupo Arterial	14.6	2010/11
Waikato	25	Kopu Bridge Replacement	31.0	2010/11
Bay of Plenty	29	Hewletts Rd 4-Laning	10.0	2010/11
Canterbury	73	Christchurch Southern Motorway Extension	73.3	2010/11
Northland	01F	Waitiki Landing to Cape Reinga Seal Extension	5.7	2010/11
Waikato	2	Maramarua Deviation	35.6	2010/11
Auckland	01N	Auckland Harbour Bridge Storm Water Upgrade	3.0	2011/12
Auckland	16	Te Atatu to Royal 6-Laning	20.6	2011/12
Waikato	01N	Piarere - Oak Tree Bend Realignment	7.0	2012/13
Waikato	01N	Ngaruawahia Bypass	61.8	2012/13
Waikato	01N	Cambridge Bypass 2-Laning	35.0	2012/13
Taranaki	3	Rugby Road Underpass	5.4	2013/14
Manawatu/Wanganui	2	Manawatu Hill Realignment	5.2	2013/14
Manawatu/Wanganui	01N	Mangaweka South Realignment	5.8	2013/14
Bay of Plenty	33	Three Mile Hill Realignment	3.3	2013/14
Nelson/Marlborough	60	Ruby Bay Bypass	13.0	2013/14
Hawkes Bay	38	Waikaremoana Seal Extension	17.0	2013/14

NOTE: Other projects could be added to this list, depending on regional distribution funding. These other possible projects are listed in the regional charts.