

EXECUTIVE SUMMARY

Transit's forecasts of expenditure in Taranaki for the next 10 years are set out in Table T1. 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 Taranaki 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 Taranaki, and improve road safety.

Major features of the plan are:

- › the Bell Block Bypass and Mangaone Hill 4-Laning projects, for a construction start in 2004/05
- › small alignment improvements at:
 - » SH3: Mangorei Road Intersection (New Plymouth)
 - » SH3: Devon Road/Mangaiti Road, Bell Block
 - » SH3: Pilot Road, north of Tongapurutu.

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.

KEY REGIONAL TRANSPORT ISSUES

The key regional transport issues in Taranaki include:

- › secure and efficient transport corridors, including road and rail, particularly to the north via the Awakino Gorge and the south via Hawera
- › road safety
- › tourist traffic, including development of the ‘Forgotten Highway’ between Stratford and Taumarunui.

TRANSIT’S CONTRIBUTION TO TRANSPORT ISSUES

The state highway network in Taranaki has been improved very significantly in recent years and is now generally of a high standard. The strategic significance of reliable state highway access to Taranaki is an important feature in planning for Transit’s maintenance and preventive works programmes.

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

Schemes for improving the alignment of SH3 over Mount Messenger have been investigated but based on these investigations, major improvements are difficult to justify. However, there may be an opportunity to initiate this work through the regional distribution funding.

Passing Lanes

In accordance with the recommendations of the State Highway 3 Working Party (an inter-regional collaboration of organisations), 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.

Further, three passing lanes between Hawera and Waitotara have been included in the plan.

Road Safety

Transit plans to remove the ‘out of context’ sections of state highway including the northern approaches to New Plymouth, roadside hazards, provide a network of stock truck effluent disposal sites, and improve walking and cycling facilities.

New Plymouth

Two adjacent major projects that are being prepared for construction are:

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

The Bell Block Bypass comprises a new route between Paraiti Road and Egmont Road bypassing a section of existing highway that has a high crash rate, particularly at the Mangaiti Road intersection. The Bell Block Bypass leads into the proposed Mangaone Hill 4-Laning from the existing highway to Waiwhakaiho Bridge. These two projects are programmed for a construction start in 2004/05.

Rural Highways

Small alignment improvements are also being undertaken at:

- › SH3: Mangorei Road Intersection, New Plymouth
- › SH3: Devon Road/Mangaiti Road, Bell Block
- › SH3: Pilot Road, north of Tongapurutu.

Also included in the plan is the widening of the existing Tangahoe Bridge on SH3 south of Hawera, which will eliminate a longstanding concern and severe restriction on the highway.

Recently, a small rural realignment was completed on SH45: Inaha, north of Hawera.

No major rural highway improvements are proposed in the next 10 years. However the reconstruction of the Rugby Road underpass is included at 2013/14.

Stock Effluent Disposal Facilities

Two new stock effluent disposal facilities are now in use in Taranaki adjacent to highways. One is at Waverley on SH3 and the other (opened June 2004) on SH3 just north of Mt Messenger.

Walking and Cycling

Recently, the SH3: Junction Road Bridge Cycleway and the SH3: Egmont Village Pedestrian Underpass have been completed. Within the next three years of this plan there are no further state highway walking and cycling facilities planned within Taranaki.

MAINTENANCE and OPERATIONS

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

- › complete a reseal programme comprising 80 kilometres of highway in 2004/05
- › 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
- › continue to improve the early warning system and manage risk by raising the Tangiwai Bridge in readiness for a predicted lahar in the Whangaehu River from Mount Ruapehu.

Table T1

Forecasts of Expenditure on Maintenance and Improvements

Taranaki 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	8.7	14.9	16.6	13.0	14.2	14.9	15.5	17.0	17.2	17.0	148.9
Corridor	3.0	4.5	4.9	5.1	5.2	5.6	6.2	6.5	6.4	6.8	54.4
Professional Services	1.6	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.4	18.7
Property Management	0.1	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.6	4.4
Preventive Maintenance	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	1.8
Emergency Works	0.0	1.3	1.3	1.2	1.3	1.3	1.3	1.4	1.4	1.4	11.9
Sub-total	13.4	22.7	25.0	21.6	23.1	24.4	25.8	27.7	27.9	28.4	240.0
Improvements											
Minor Safety Projects	1.1	1.7	1.8	1.6	1.7	1.8	1.9	2.0	2.1	2.1	17.8
Committed Projects	0.5	0.0	0.0	0.0	-	-	-	-	-	-	0.5
New Projects	1.5	2.8	4.1	1.9	1.5	0.8	0.3	0.3	0.3	3.5	17.1
Property Purchase	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	1.8
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	3.3	4.7	6.2	3.8	3.5	2.9	2.5	2.7	2.7	5.9	38.2
Regional Distribution Funding	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	
Total	16.7	27.5	31.3	25.3	26.6	27.3	28.3	30.4	30.6	34.2	278.2

tbd = to be determined