

TARANAKI STATE HIGHWAY FORECAST

EXECUTIVE SUMMARY

Transit's forecasts of expenditure in Taranaki for the next 10 years are set out in Table T1. For forecast purposes only, Transit has anticipated an indicative level of regional distribution funding. Final allocations of regional distribution funding will be determined annually.

These forecasts of expenditure are based on a 10-year plan of maintenance and improvements, including projects for which funding is already committed. The timeframe for the development and construction of the improvements proposed in the 10-year forecast is indicative only and is likely to change depending on the project's importance within the context of the regional land transport strategy, its national priority, the resolution of any local concerns and property issues.

The Taranaki 10-year state highway forecast seeks to protect and preserve the existing asset and improve route efficiency and safety for the state highways in the Taranaki area.

Major features of the forecast are:

- › The Bell Block Bypass
- › Mangaone Hill Four-laning
- › Rugby Road Underpass (south of Inglewood)
- › Normanby Overbridge Realignment
- › Tangarakau Gorge Seal Extension.

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

KEY REGIONAL TRANSPORT ISSUES

Through Taranaki's regional land transport strategy, long term council community plans, and Transit's state highway forecast, local and central government is aiming for a sustainable land transport system that meets the objectives of the New Zealand Transport Strategy (NZTS) and the Land Transport Management Act (LTMA), i.e. assisting economic development, assisting safety and personal security, improving access and mobility, protecting and promoting public health, and ensuring environmental sustainability.

To achieve a sustainable land transport system we need to consider both land use and transport trends and behaviour. In this respect regional and local growth strategies (or emerging views where strategies have not been written) and planning documents are critical to supporting regional land transport strategies.

In meeting the objectives of the NZTS and LTMA the key regional transport issues for Taranaki include:

- › residential development to the north of New Plymouth
- › 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 World Highway" between Stratford and Taumarunui.

TRANSIT'S CONTRIBUTION TO TRANSPORT ISSUES

The state highway network in Taranaki has been improved 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 forecast are shown in Figure T. The expected cost and possible timeframe for the development and construction of these activities are indicated in Table T2.

The timeframe for the development and construction of the improvements proposed in the 10-year forecast is indicative only, and is likely to change, depending on the use of additional funding from central government (known as 'regional distribution funding') to advance activities. While Transit anticipates it will have further expenditure from regional distribution funding, this is yet to be determined. Indicative construction start dates are based on expected funding levels if 80 percent of regional distribution funding for Taranaki was allocated to state highways, spread evenly over 10 years.

Large improvement activities (with construction costs more than \$3M) have been scheduled over 10 years and small and medium-sized projects (with construction costs of less than \$3M) have been scheduled for three years.

Efficient and Safe Transport Corridors

Route Security North

Schemes for improving the alignment of SH3 at key points between New Plymouth and Te Kuiti have focused on Mount Messenger and Awakino Gorge. Schemes at Mount Messenger have been investigated but based on these investigations, major improvements are difficult to justify. In 2005/06, through the use of regional distribution funding, improvements at the Awakino Tunnel will be investigated.

Passing Lanes

In accordance with the recommendations of the "SH3 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 forecast.

To assess the requirement for further passing lanes in the Taranaki region a passing lane study is to be undertaken.

New Plymouth

A joint New Plymouth District Council/Transit strategic transportation study is proposed for New Plymouth and the surrounding area to ensure that further economic and land use development is complemented by an adequate transport network and hierarchy. This will incorporate local roads, state highways, passenger transport requirements, walking and cycling facilities and demand management.

Road Safety

Transit plans to remove the 'out of context' sections of state highway including the northern approaches to New Plymouth and remedy roadside hazards. A network of stock effluent disposal facilities has been completed within the Taranaki region as part of the North Island network being progressed.

New Plymouth

Two adjacent large activities that are being prepared for construction are:

- › SH3: Bell Block Bypass
- › SH3: Mangaone Hill Four-laning.

The Bell Block Bypass comprises a new route between Paraite 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 Four-Laning from the existing highway to Waiwhakaiho Bridge. In conjunction with the Historic Places Trust and the University of Auckland, a significant archeological dig has been completed on these nationally historic sites in preparation of the construction start.

Rural Highways

An intersection improvement has been completed at SH3 Devon Road/Mangaiti Road, Bell Block.

Large rural highway improvements are indicated in the forecast including the Rugby Road Underpass and Normanby Realignment.

Also included in the forecast is the widening of the existing Tangahoe Bridge on SH3 south of Hawera.

This will eliminate a longstanding concern and severe restriction on the highway.

Other projects included are:

- › SH45: Kapuni Bridge Improvements
- › SH3: Waitotara North Curve Improvement
- › SH3: Mangaorei Road Intersection, New Plymouth
- › SH3: Muggeridge South Real Design
- › SH3: Pilot Rd South Realignment, north of Tongapurutu.

Tourist traffic (Forgotten World Highway SH43)

In accordance with Transit's wish to continue to seal the country's unsealed state highways, Transit has included one of the last sections of SH43 from Taumarānui to Stratford in the latter part of the 10-year period for construction. This will assist tourism and economic development in this region.

Walking and Cycling

Transit will consider walking and cycling activities that are complementary to local authority facilities. It is recognised that New Plymouth District Council and Transit are presently jointly identifying options to improve the walking and cycling network on the approaches to New Plymouth.

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 approximately 80 kilometres of highway in 2005/06
- › improve road condition information at critical locations within the network.

Table T1

Forecasts of Expenditure on Maintenance and Improvements

Taranaki Region

	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)	14/15 (\$M)	Total (\$M)
Maintenance											
Structural	9.8	10.2	11.1	11.6	12.1	12.6	13.2	13.7	14.4	15.0	123.7
Corridor	3.4	3.6	3.9	4.0	4.2	4.4	4.6	4.8	5.0	5.2	43.2
Professional Services	1.5	1.5	1.6	1.7	1.8	1.9	2.0	2.0	2.1	2.2	18.3
Property Management	0.0	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.4	2.8
Preventive Maintenance	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.1
Emergency Works	2.0	0.9	0.9	1.0	1.0	1.1	1.1	1.2	1.2	1.3	11.7
Sub-total	16.8	16.6	17.9	18.7	19.5	20.4	21.3	22.2	23.2	24.2	200.7
Improvements											
Minor Safety Projects	1.2	1.2	1.3	1.4	1.4	1.5	1.6	1.6	1.7	1.8	14.8
Committed Projects	0.1	0.0	0.0	-	-	-	-	-	-	-	0.1
New Projects	14.3	17.6	9.5	3.6	5.8	11.4	7.2	7.1	4.4	4.7	85.7
Property Purchase	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	2.2
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	15.8	19.1	11.1	5.3	7.6	13.2	9.1	9.1	6.5	6.9	103.8
Total	32.6	35.7	29.0	24.0	27.1	33.6	30.4	31.4	29.7	31.1	304.6

Note: regional distribution funding for state highways forecast to be \$42M over 10 years