



KEY TRANSPORT ISSUES

Transit, along with local and central government are working together to achieve a sustainable land transport system in new ways.

Transit will work closely with regional and district councils to ensure that any substantial upgrading in the next 10 to 20 years is properly considered and planned, in order to relieve congestion and support regional growth strategies. This requires agreement on amendments to road and public transport plans and shared funding responsibilities for both local and national infrastructure and services.

Planning activities such as Manawatu/Wanganui's Regional Land Transport Strategy, Long-Term Council Community Plans, and Transit's State Highway Forecast all help in this process.

In meeting the objectives of the NZTS and LTMA the key regional transport issues for the Manawatu/Wanganui region include:

- › Road safety
- › Safety and capacity issues south of Levin
- › Industrial and commercial development around Palmerston North Airport, and the proposed closure of Milson Line due to airport extensions
- › Residential development to the east of Palmerston North across the Manawatu River
- › Route security and efficiency to the east, through the Manawatu Gorge
- › Additional river crossings to provide access from Palmerston North
- › The need to provide for a heavy commercial vehicle route
- › Assist in the maintenance of a Lahar Warning system on Mt Ruapehu.

How we plan to address these key issues

While there is a significant emphasis for Transit in the Manawatu/Wanganui region on maintaining the existing state highway network, there are a number of activities prioritised to improve road safety as well as route security and efficiency in the region. A further priority is managing the connections between state highways and local roads, as well as access to state highways from adjacent land, to support the medium to long distance travel function of key arterial roads.

Two safety improvements are also proposed on SH1: the Ohingaiti–Makohine Realignment south of Taihape and the Foxton South Curves. The Manawatu Hill Realignment and the Papatawa Realignment, both near Dannevirke, are on rural sections of SH2 that have safety issues.

Large improvement projects (with construction costs of more than \$3.4M) have been indicated for 10 years while projects with construction costs of less than \$3.4M are proposed over the next three years and are shown in the table. The locations of Manawatu/Wanganui projects in the 10-year State Highway Forecast are shown on the map.

Road Safety – Secure and Efficient Transport Corridors

Transit has identified a number of small and medium sized activities to improve the safety and efficiency of sections of the state highway and to improve safety at intersections, to progress in the next three years. Activities include intersection improvements, realignments and seal widening. Implementation of works identified from previous crash reduction studies will be undertaken in the Manawatu/Rangitikei District and traffic signals will be installed on the Grey Street/Princess Street intersection in Palmerston North. Further work on the management or removal of roadside hazards will continue.

Passing Opportunities

Limited passing opportunities in some parts of the region's road network lead to driver frustration and accidents. In Manawatu/Wanganui a number of projects have been identified to provide passing opportunities to progress in the next three years, including three passing lanes or passing lane extensions on SH1, and two passing lanes on SH3. The passing lanes on Calico Line, North and South (near the Marton turnoff) on SH1 will also be completed.

Stock Effluent Disposal Facilities

As part of a national programme to provide a safe and convenient network of stock effluent disposal facilities Transit propose the construction of facilities on SH2 near Dannevirke, on SH4 near National Park and on SH1 near Taihape.

Walking and Cycling

The Bulls Bridge Cycleway Improvement will be progressed during the next three years.

Strategic Studies

We are proposing to undertake a number of strategic studies for the Manawatu/Wanganui region, including studies of Desert Road Summit to Levin and south of Levin to improve our long-term planning and assist good decision-making.

Maintenance and Operations

The safe operation of the state highway network is a key function for Transit. Processes are in place to manage traffic efficiently, provide consistent and reliable information for road users, undertake maintenance work on the highway in the safest and least disruptive way, monitor locations where crashes occur and, where appropriate, take corrective action.

The state highway network is a \$15 billion transport infrastructure asset that demands sophisticated and effective management. Transit has systems in place to do this, ranging from infrastructure and traffic databases to natural features inventories, long-term deterioration modelling tools, and annual condition data collection supported by advanced contract delivery methods and regular performance reporting.

Further, improvements to the way traffic is managed at incidents and in congested urban areas are being investigated and implemented.

Maintenance and operations activities make up a large proportion of the forecast expenditure in the Manawatu/Wanganui region. In addition to preserving the highway network and undertaking maintenance and improvements to meet future levels of service, we propose to:

- › Resurface 61 kilometres of highway
- › Continue to provide high-quality skid-resistant road surfaces
- › Widen the carriageway to target seal widths as part of maintenance activities, when appropriate and affordable
- › Upgrade the Levin traffic lights on SH1 for pedestrians
- › Enhance Transit's management of slips and unstable areas to reduce risks to safety and route security
- › Continue to work with Horizon's (Manawatu/Wanganui Regional Council) Lifelines Transportation Group to refine emergency management procedures.