



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 the Bay of Plenty'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 Bay of Plenty Region include:

- › Road safety: particularly safe interaction of heavy freight traffic with general traffic, as well as tourist traffic
- › Congestion: rapid population and development growth in the Bay of Plenty, particularly in the western Bay of Plenty sub-region and in and around Tauranga, is causing significant congestion, together with safety problems
- › Forestry traffic: over the next five to ten years, forestry harvesting is expected to increase from 10 million to 12 million tonnes a year from the Central Plateau forests, and much of the product will be exported through the Port of Tauranga
- › Tourist traffic: particularly around Rotorua and the Urewera National Park
- › Route security: interruption of the state highway network because of flooding and slips, particularly in the eastern Bay of Plenty between the East Cape (Gisborne), Opotiki District and Whakatane District, has a significant economic impact on the forestry and dairy industries, as well as on local communities
- › Spillages from stock trucks.

How we plan to address these key issues

The Tauranga Central Corridor is one of the most congested corridors in the state highway network and substantial improvements are planned.

The Tauranga Eastern Corridor is also very congested and will be put under further pressure by the substantial growth planned for Papamoa. Transit is working with its Smart Transport partners (Tauranga City Council, Western Bay of Plenty, and Environment Bay of Plenty) to develop the Tauranga Eastern Corridor in a manner that integrates the proposed land use with transport systems to achieve a sustainable balance.

Progress will be made towards determining strategies for the remaining Strategic Corridors in the Bay of Plenty the strategic study planned for the Tauranga Northern Corridor will take into account the review of the long term function of the highway and design work for a appropriate Tauranga Northern arterial will be undertaken.

Several small projects and other activities under maintenance and operations are targeted at improving route security in the eastern Bay of Plenty, particularly in Matata where Transit is working closely with the Whakatane District Council, Environment Bay of Plenty and ONTRACK on a package of activities following the recent severe flooding.

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

Congestion and Strategic Corridor Improvements

The Hewlett's Flyover project was completed in 2005/06 and Transit now proposes to complement this by progressing Harbour Link as a full state highway project. The first stage of the project will be the completion of the four-laning of Hewlett's Road in 2006/07. This will be followed by the duplication of the Harbour Bridge and a four-lane flyover from the Harbour Bridges to Takitimu Drive. The objective is to increase road capacity, provide bus lanes where possible to encourage better utilisation of public transport, and provide walking and cycling facilities that will encourage people to use these modes of transport.

In addition, a range of travel demand management initiatives will be identified and implemented on the Central Corridor over the next three years, to complement road capacity improvements.

The design of the Tauranga Eastern Motorway has been moved forward to commence in 2006/07, to allow Transit to work with its Smart Transport partners to get a better understanding of the costs and risks of developing a package of transport activities to integrate with and complement the significant proposed land use changes. This will allow the Smart Transport partners to develop a joint funding package to progress the various construction works.

Investigation work is proposed for growth areas on the northern corridor at Katikati and Omokoroa as well as design work for the Tauranga Northern Corridor.

Transit proposes to continue to work with Tauranga City Council and the developers at Pyes Pa to complete the remaining stages of Pyes Pa Bypass. Stage 1 of the Bypass was completed in 2005/06 by the developer as a contribution necessary to accommodate growth and to maintain the functionality of the transport system, including the state highway network.

The Gaslines Curves Realignment on SH5, the Matata Underpass Realignment and the Paengaroa Weighstation on SH2 are all under construction and will be completed in 2006/07.

Safety

There are three safety projects being undertaken. Installation of a guardrail on SH33 and the widening of two bridges on SH36 Rotorua/Tauranga Twin City Corridor. Further work in removing roadside hazards will continue.

If the Bay of Plenty region agrees to the utilisation of their \$R funding a number of additional small projects could be progressed including further bridge and seal widening, intersection improvements and a bridge replacement at Waitahanui on SH2 if land purchase can be resolved.

Route Security

Replacement of the Reids Canal Bridge and flood protection improvements at the Awaiti Stream Bridge on SH2 near Matata are planned as part of an integrated package of flood protection works.

Passing Opportunities

Transit will construct passing lanes north and south of Katikati on SH2 and also a further one on SH5 near Rotorua if the region agrees to \$R funding.

Stock Effluent Disposal Facilities

As part of a national programme to provide a safe and convenient network of stock effluent disposal facilities, new facilities will be constructed on SH2 at McLarens and near Opotiki.

Strategic Studies

The Bay of Plenty has identified eight strategic corridors in their proposed Regional Land Transport Strategy review. Two of these corridors are the Tauranga Central and Eastern Corridors and are well understood. Transit propose to undertake strategic studies on the remaining six strategic corridors, including Tauranga Northern and South-western Corridors, three Rotorua Corridors (Southern, Eastern Lakes and Rotorua Central) and the Eastern Bay of Plenty Corridor, 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 key part of the forecast expenditure in the Bay of Plenty Region. In addition to maintaining current and future levels of service, and preserving the asset, we propose to:

- › Undertake 92km of resurfacing, including 8km with low noise surfacing
- › Strengthen 12km of highway
- › Improve the road network in the eastern Bay of Plenty to safeguard the state highway in times of flood
- › Target noise reduction works for specific problem areas
- › Improve traffic and travel demand management by upgrading signals and dynamic signage to provide real time information for road users in Tauranga and Rotorua
- › Implement plant pest strategies and use special plant pest eradication programmes to target hotspots
- › Carry out planting to reduce future maintenance on steep slopes or batters next to highways
- › Continue to implement and maintain special safety programmes in areas with poor road safety records, including identified “black routes”.

Bay of Plenty State Highway Plan and Forecast for 2006/07 to 2015/16

Legend: Nature of work

	Committed Investigation		Committed Design		Committed Construction
	Investigation		Design		Construction






SH	Project	Primary LTMA Objective	Estimated Total Cost (\$M) \$ < 5M \$\$\$ 20-100M \$\$ 5-20M \$\$\$\$ 100+M	Land Transport Programme 06/07	2-5 Year Plan	6-10 Year Forecast
Large Projects (Committed)						
29	Hewletts Flyover	Congestion Relief/TDM	2.5			
	Harbour Link	Congestion Relief/TDM	0.15			
Large Projects (Priority Order)						
	Tauranga Central Corridor TDM	Congestion Relief/TDM	\$			
	Harbour Link	Congestion Relief/TDM	\$\$\$\$			
2	Tauranga Eastern Motorway @+@ \$	Route Efficiency	\$\$\$\$			
36	Pyes Pa Bypass @ \$	Route Efficiency	\$			
2	Katikati Bypass \$	Route Efficiency	\$\$\$			
2	Omokoroa Roundabout @ \$	Route Efficiency	\$			
2	Tauranga Northern Arterial @	Route Efficiency	\$\$\$\$			
Small and Medium Projects (Priority Order)						
5	Gasline Curves Realignment	Safety	1.9			
2	Matata Underpass Realignment	Route Efficiency	0.5			
2	Paengaroa Weighstation	Route Security	\$			
2	Reids Canal Bridge Replacement	Environmental	\$			
2	Awaiti Stream Bridge Flood Protection	Environmental	\$			
33	Maniatutu Rd North Guardrail	Safety	\$			

The grey symbols show indicative timings given that the investigation or design phase has not been completed.

@ denotes regionally distributed funds
 © denotes crown funding
 \$ in conjunction with third party contributions outside NLTP funding

Bay of Plenty State Highway Plan and Forecast for 2006/07 to 2015/16

Legend: Nature of work

	Committed Investigation		Committed Design		Committed Construction
	Investigation		Design		Construction

The grey symbols show indicative timings given that the investigation or design phase has not been completed.

SH	Project	Primary LTMA Objective	Estimated Total Cost (\$M)	Land Transport Programme 06/07	2-5 Year Plan	6-10 Year Forecast
			\$ < 5M \$\$ 5-20M \$\$\$ 20-100M \$\$\$\$ 100+M			

Small and Medium Projects (Priority Order)

36	Mangarewa Stream North Bridge Widening	Safety	\$			
36	Mangapouri Bridge Widening	Safety	\$			
5	Fairy Springs 4L Stage 2	Route Efficiency	\$			
36	Mangarewa Stream South Bridge Widening ®	Safety	\$			
36	Hamurana to Te Waerenga Rd Seal Widening ®	Safety	\$			
36	Waiteti Rd Intersection ®	Safety	\$			
2	Waitahanui Bridge Replacement ®	Safety	\$			

Passing Lanes (Priority Order)

2	Wharawhara Rd PL	Safety	\$			
2	Kauri Point PL	Safety	\$			
5	Maraeroa PL ®	Safety	\$			

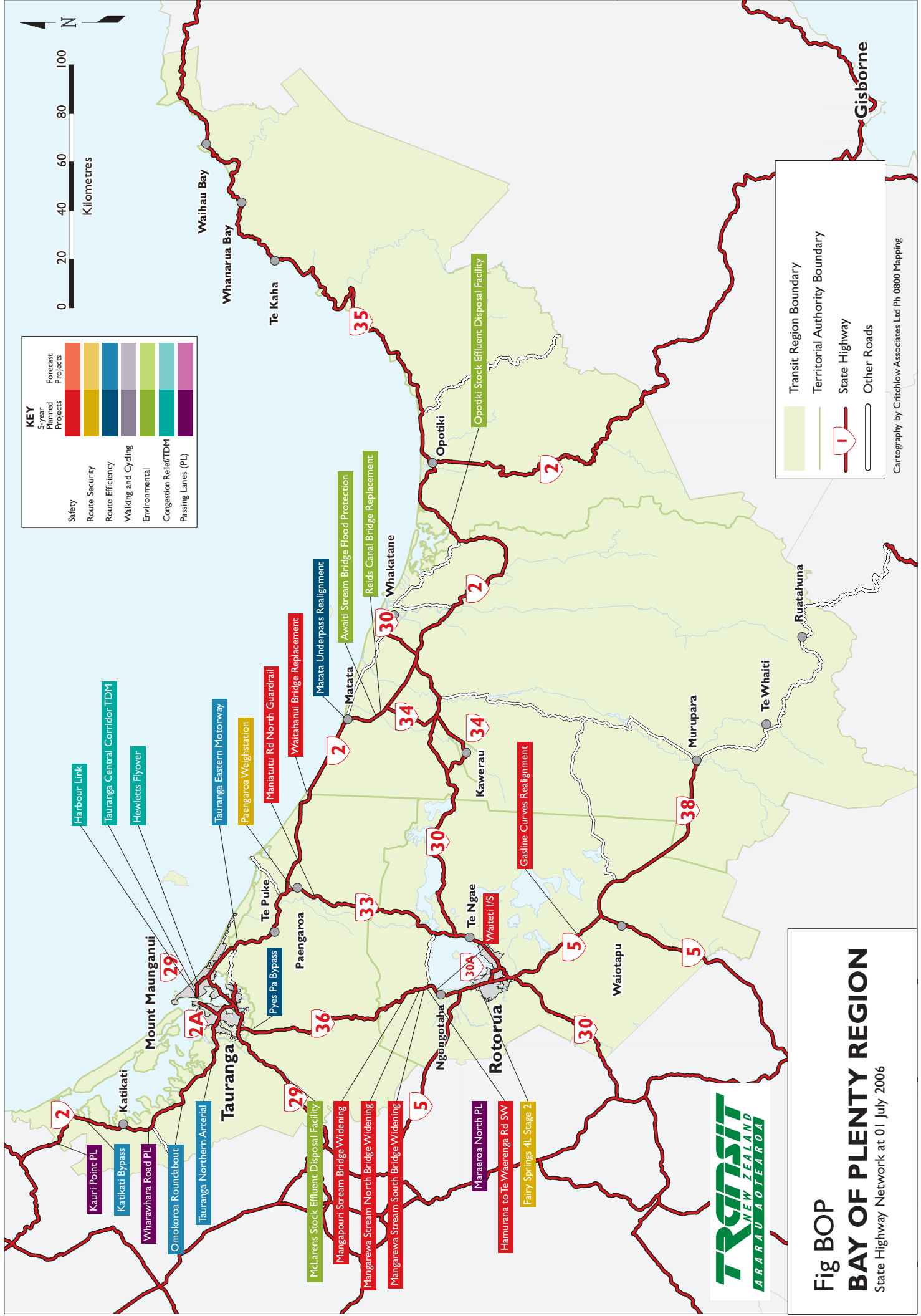
Stock Effluent Disposal Facility

2	Opotiki	Environmental	0.38			
29	McLarens	Environmental	\$			

Strategic Studies

- Whakatane Transportation Strategy (committed)
- Tauranga Northern and South-western Corridors
- Eastern Bay of Plenty Corridors
- Rotorua Central, Eastern Lakes, and Southern Corridors

® denotes regionally distributed funds



KEY

5-year Planned Projects	Forecast Projects
Safety	Route Security
Route Efficiency	Walking and Cycling
Environmental	Congestion Relief/TDM
Passing Lanes (PL)	

	Transit Region Boundary
	Territorial Authority Boundary
	State Highway
	Other Roads

Cartography by Crichtlow Associates Ltd Ph: 0800 Mapping



Fig BOP
BAY OF PLENTY REGION
 State Highway Network at 01 July 2006



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 Gisborne'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 Gisborne include:

- › Road safety
- › Forestry traffic is expected to maintain the current levels around 2.5 to 3.0 million tonnes a year. Harvesting rates are predicted to stay at this level for the next 20 years. This will require a good transportation system
- › Route security and efficiency on SH2, particularly to the north via Waioeka Gorge and to the south via Matahorua Gorge, and on SH35 along the Waiapu River
- › Tourist traffic.

How we plan to address these key issues

SH2 in the Gisborne region runs through a variety of terrain, including plains, coastal sections and river gorges in mountainous country. Terrain around SH35 is also varied, comprising a narrow coastal margin of rocky bays and headlands on the north coast and a mixture of this and largely pastoral hill country on the east coast.

Land use around SH2 is primarily dairying, horticulture, conservation, recreation activity and exotic forestry. The principal land use around SH35 is dairy and pastoral farming, with small commercial, residential, tourism and fishing activities interspersed along the highway.

The two main shipping ports for the region are in Tauranga and Gisborne. Although a smaller port at Gisborne, has a throughput of 500,000 tonnes a year which consists primarily of logs for export.

A small rural realignment project is planned for SH2, and on SH35 seal widening and a number of slow vehicle bays are planned.

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 Gisborne projects in the 10-year State Highway Forecast are shown on the map.

Road Safety – Secure and Efficient Transport Corridors

Transit plans to continue improving the safety and efficiency of state highways. A number of large, medium and smaller activities have been proposed, including a programme of seal widening on SH35 that will be staged and consist largely of projects north and south of Tolaga Bay. Further work on the management or removal of roadside hazards will continue.

Stock Effluent

As part of a national programme to provide a safe and convenient network of stock effluent disposal facilities, Transit intends to review the North Island stock effluent strategy to identify an appropriate site for the Gisborne region.

Passing Opportunities

The alignment of SH35 north of Gisborne restricts opportunities for passing, leading to driver frustration and accidents. Two slow vehicle bay projects have been identified on SH35 for progress.

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


- › Resurface 57km and reconstruct 15km of highway to improve the ride comfort level and meet national state highway targets
- › Improve the level of service provided on subsidence sites on SH35 by undertaking the first stage of a programme to improve the stability of such sites more quickly and reliably
- › Widen the carriageway to target seal widths as part of maintenance activities, when appropriate and affordable
- › Provide a more forgiving roadside environment to reduce the severity of accidents
- › Continue to focus on low skid resistance sites to maintain the high standard of surface friction performance achieved to date
- › Improve safety and prevent road blockages on areas of the state highway with a high incidence of rock falls
- › Improve our response to ice on state highways to reduce winter crash rates
- › Look for opportunities to reduce roadside noise in urban areas
- › Ensure roads are able to stay open in storm events
- › Improve roadside drainage facilities
- › Continue with improvements in traffic management at incidents on the network.

Gisborne State Highway Plan and Forecast for 2006/07 to 2015/16

Legend: Nature of work

			
Committed Investigation	Committed Design	Committed Construction	Committed Construction
			
Investigation	Design	Construction	Construction

The grey symbols show indicative timings given that the investigation or design phase has not been completed.

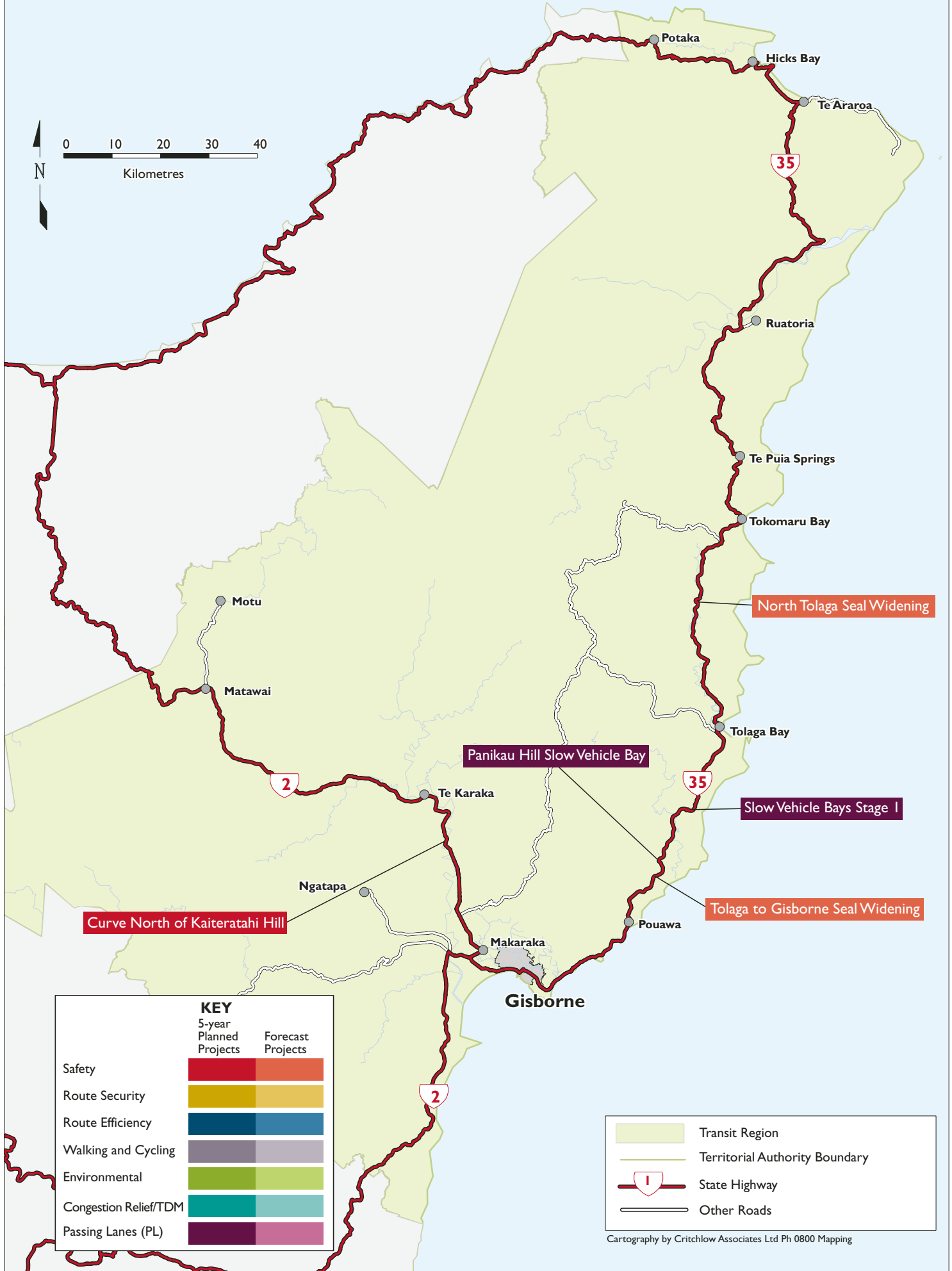
SH	Project	Primary LTMA Objective	Estimated Total Cost (\$M)	Land Transport Programme 06/07	2-5 Year Plan	6-10 Year Forecast
			\$ < 5M \$\$ 5-20M \$\$\$ 20-100M \$\$\$\$ 100+M			
	Large Projects (Priority Order)					
35	Tolaga - Gisborne Seal Widening ®	Safety	\$			
	Projects inside 6-10 year Forecast					
35	North Tolaga Seal Widening (investigation) ®	Route Efficiency	\$			
	Small and Medium Projects (Priority Order)					
2	Curve North of Kaiteratahi Hill ®	Safety	\$			
	Passing Lanes (Priority Order)					
35	Slow Vehicle Bays Stage I	Safety	\$			
35	Panikau Hill Slow Vehicle Bay ®	Safety	\$			

® denotes regionally distributed funds

Fig G

GISBORNE REGION

State Highway Network at 01 July 2006



	5-year Planned Projects	Forecast Projects
Safety		
Route Security		
Route Efficiency		
Walking and Cycling		
Environmental		
Congestion Relief/TDM		
Passing Lanes (PL)		

	Transit Region
	Territorial Authority Boundary
	State Highway
	Other Roads

Cartography by Critchlow Associates Ltd Ph 0800 Mapping



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 Hawke's Bay'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 Hawke's Bay include:

- › Road safety
- › Forestry traffic has been growing but is likely to level off at around 1 million tonnes per year, most of which will be exported through the Port of Napier
- › Stone fruit, process cropping, food and wood processing and viticulture are growing industries and demands on the road network are increasing
- › Access to the Port of Napier
- › Route security and efficiency on SH2 to the north through the Matahoura Gorge
- › Route efficiency to the south and around the Heretaunga Plains
- › Tourist traffic, particularly in Urewera National Park
- › Environmental impacts of major transport routes through urban and suburban areas.

How we plan to address these key issues

The terrain in the Hawke's Bay is variable, with SH2 in the south generally flat from Napier and becoming flat to rolling around Waipukurau, and then rising gently up to the Takapau Plains. A number of passing lanes have been constructed already to improve efficiency, with four others planned.

SH2 north is aligned parallel to the east coast and is generally characterised as a moderate speed route traversing flat, rolling and mountainous terrain up to a maximum elevation of 500 metres above sea level.

A passing lane strategy from Wairoa to Napier is currently underway to investigate passing opportunities to reduce delays. The strategy will provide a mechanism to identify and prioritise the most appropriate passing lanes for this length.

SH5, from the SH2 junction to Waipunga (6km north of Tarawera), runs through hilly to rolling country with several steep grades. This section of highway is known to have some areas of instability, which become evident after prolonged wet weather. Transit will continue to seek engineering solutions to stabilise such areas. Logging traffic to the ports of Napier and Tauranga and increasing horticulture and viticulture add to the increasing traffic demand on this highway. The route also carries all the traffic from the Heretaunga Plains area to Taupo, including the majority of northbound heavy haulage imports and exports out of Hawke's Bay because there is no rail connection, other than at Palmerston North. Various realignments and passing lanes are planned.

SH38 from Aniwanuiwa to Wairoa climbs from sea level at Wairoa to a maximum elevation of 660 metres. SH38 provides access for tourists to Te Urewera National Park. Minor safety improvements are planned for this highway.

SH50A comprises a section of the Hawke's Bay Expressway from Links Road through to York Avenue. Investigations are planned for 2006/07 to extend the expressway further south. This will ultimately reduce delays and crashes at the Maraekakaho Road/York Road intersection.

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 Hawke's Bay projects in the 10-year forecast are shown on the map.

Road Safety – Secure and Efficient Transport Corridors

Transit will continue improving the safety and efficiency of state highways and provide a network of stock truck effluent disposal facilities. A number of large, and small to medium activities have been proposed. These include realignments, intersection improvements, seal widening and guard rails. 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. To provide passing opportunities on SH2 in Hawke's Bay a significant number of projects have been identified for progress in the next three years. These include Napier Airport to Bay View and Gisborne to Napier Passing Bays to the north of Napier and six passing lanes south of Hastings.

Stock Effluent Disposal Facilities

As part of a national programme to provide a safe and convenient network of stock effluent disposal facilities a new stock effluent disposal facility is to be constructed on SH5 near Bay View. Other sites on SH2 will be investigated.

Walking and Cycling

A cycling strategy is currently being prepared to identify walking and cycling projects in Bay View and between Napier and Hastings.

Strategic Studies

We are proposing to undertake a strategic study for the Hawke's Bay region, 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 activities make up a large proportion of the forecast expenditure in the Hawke's Bay region. In addition to preserving the highway network and undertaking maintenance and improvements to meet future levels of service, we propose to:

















- › Resurface 75km and reconstruct 7km of highway
- › Carry out improvements to the surface of the unsealed section of SH38
- › Widen the carriageway to target seal widths as part of maintenance activities when appropriate and affordable
- › Provide a more forgiving roadside environment to reduce the severity of accidents
- › Continue to focus on low skid resistance sites to maintain the high standard of surface friction performance already achieved
- › Improve safety and prevent road blockages on areas of the state highway with a high incidence of rock falls
- › Improve the response to ice on state highways to reduce winter crash rates
- › Look for opportunities to reduce roadside noise in urban areas.

Hawke's Bay State Highway Plan and Forecast for 2006/07 to 2015/16

Legend: Nature of work

	Committed Investigation		Committed Design		Committed Construction
	Investigation		Design		Construction


The grey symbols show indicative timings given that the investigation or design phase has not been completed.

SH	Project	Primary LTMA Objective	Estimated Total Cost (\$M)	Land Transport Programme 06/07	2-5 Year Plan	6-10 Year Forecast
			\$ < 5M \$\$ 5-20M \$\$\$ 20-100M \$\$\$\$ 100+M			
Large Projects (Committed)						
50A	Meeanee Rd Interchange	Safety	6.75			
Large Projects (Priority Order)						
50A	HB Expressway Southern Extension [®]	Route Efficiency	\$			
2	Waipukurau Overbridge Realignment [®]	Safety	\$\$			
5	Tarawera Hill Realignment and Sth Bd PL [®]	Safety	\$\$			
2	Matahuria Gorge Realignment [®]	Route Efficiency	\$\$			
2	Takapau Plains Seal Widening [®]	Safety	\$			
Projects inside 6-10 year Forecast						
2	College Road to Silverstream Realignment & PL	Safety	\$			
Small and Medium Projects (Priority Order)						
2	Tahaenui Bridge Replacement and Realignment	Safety	\$			
5	Dillons Hill Realignment	Safety	\$			
2	Meeanee Awatoto Rd Intersection Improvements	Safety	\$			
2	Moturoa Curve Realignment	Safety	\$			
2	South of Waikoau Rd Realignment [®]	Safety	\$			
2	Orane Intersection Curve Improvements [®]	Safety	\$			

[®] denotes regionally distributed funds

Hawke's Bay State Highway Plan and Forecast for 2006/07 to 2015/16

Legend: Nature of work

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	Investigation		Design		Construction

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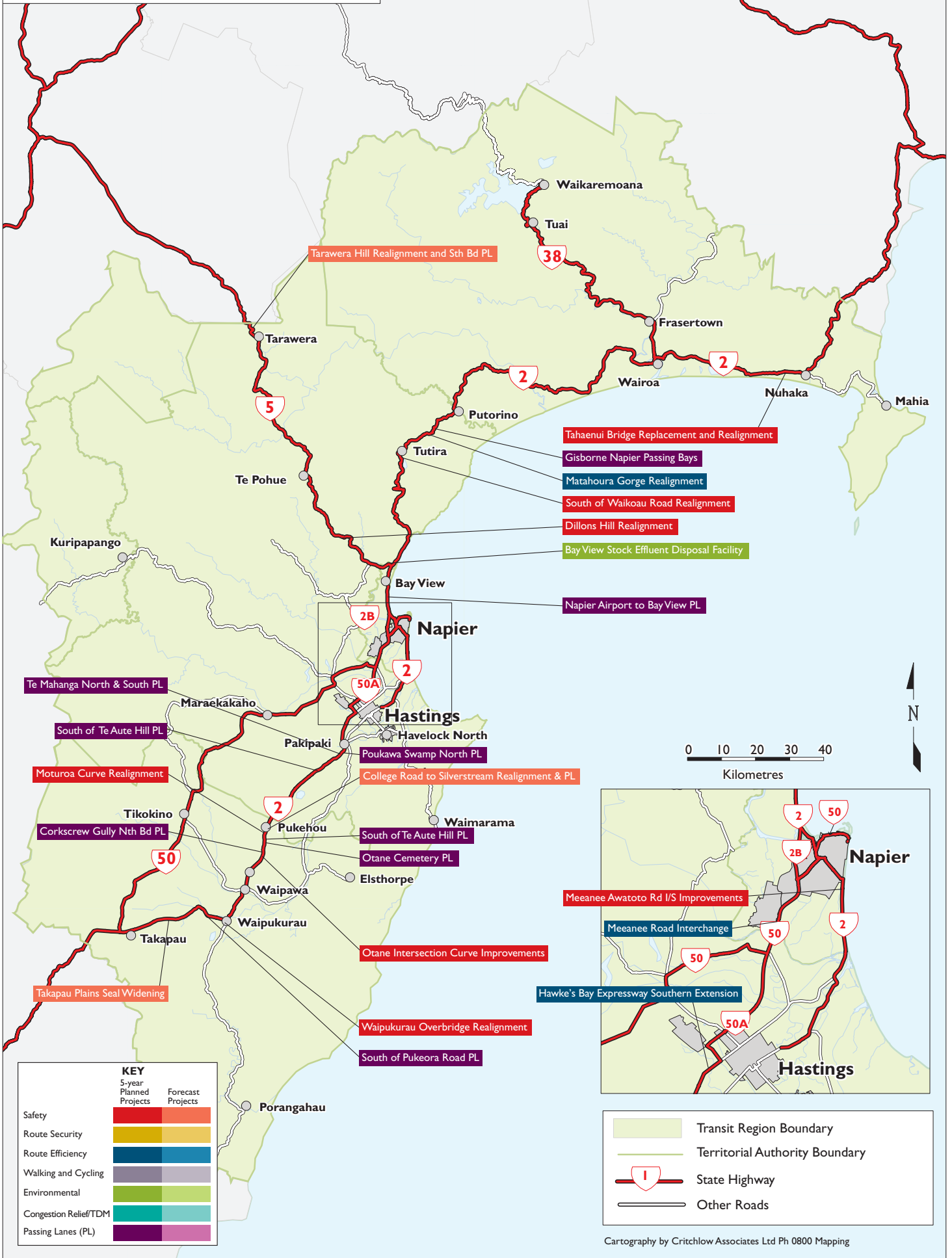
SH	Project	Primary LTMA Objective	Estimated Total Cost (\$M) \$ < 5M \$\$ 5-20M \$\$\$ 20-100M \$\$\$\$ 100+M	Land Transport Programme 06/07	2-5 Year Plan	6-10 Year Forecast
Passing Lanes (Priority Order)						
2	South of Pukeora Rd PL	Safety	0.55			
2	Otane Cemetery PL	Safety	\$			
2	South of Te Aute Hill PL	Safety	\$			
2	Corkscrew Gully Nth Bd PL	Safety	\$			
2	Te Mahanga South PL	Safety	\$			
2	Gisborne - Napier Passing Bays	Safety	\$			
2	Poukawa Swamp North PL	Safety	\$			
2	Te Mahanga North PL	Safety	\$			
2	Napier Airport to Bay View PL	Safety	\$			
Stock Effluent Disposal Facility						
5	Bay View	Environmental	\$			

Strategic Studies

Hawke's Bay State Highway Strategy (committed)
SH2 Napier to Gisborne: Passing Opportunities

Fig HB HAWKE'S BAY REGION

State Highway Network at 01 July 2006



KEY		
	5-year Planned Projects	Forecast Projects
Safety	[Red]	[Light Red]
Route Security	[Yellow]	[Light Yellow]
Route Efficiency	[Dark Blue]	[Light Blue]
Walking and Cycling	[Dark Grey]	[Light Grey]
Environmental	[Green]	[Light Green]
Congestion Relief/TDM	[Teal]	[Light Teal]
Passing Lanes (PL)	[Purple]	[Light Purple]

[Light Green Area]	Transit Region Boundary
[Thin Green Line]	Territorial Authority Boundary
[Red Line with 'I' in a shield]	State Highway
[Thin Grey Line]	Other Roads

Cartography by Critchlow Associates Ltd Ph 0800 Mapping



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Planning activities such as Taranaki'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 Taranaki region include:

- › Road safety
- › Residential and industrial development to the north of New Plymouth
- › Route security and efficiency to the north via the Awakino Gorge and to the south via Hawera
- › Tourist traffic, including development of the "Forgotten World Highway".

How we plan to address these key 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. While the emphasis for Transit in Taranaki is on maintaining the existing state highway network, there are a number of activities to improve road safety as well as route security and efficiency in the Taranaki 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.

The realignment of the Normanby Road Overbridge south of Hawera is a recognised regional safety issue. Similarly the Rugby Road Underpass, also south of Inglewood, will provide a safer and more reliable route, particularly for heavy vehicles.

The Bell Block Bypass, North of New Plymouth, is a strategic route improvement between Paraiti Road and Egmont Road, bypassing a section of existing highway to reduce congestion and improve safety. The Bell Block Bypass leads into the proposed Mangaone Hill Four-laning project.

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 Taranaki 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 activities to improve the safety and efficiency of sections of SH3, for progress in the next five years, including road realignments, intersection improvements and bridge widening. 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. A passing lane project has been identified on SH3 for progress in the next three years, on Whareroa Road south of Hawera. To assess the requirement for further passing lanes in the Taranaki region a passing lane study is to be undertaken, on SH3 between Hawera and Wanganui.

Walking and Cycling

The Devon Intermediate Pedestrian Facility on SH45 in Western New Plymouth will be progressed in the next three years.

Strategic Studies

We are undertaking, or proposing to undertake, a number of strategic studies for the Taranaki region, including studies of New Plymouth North and Urban, a passing lane study and a study of Awakino Gorge, 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 Taranaki region. In addition to preserving the highway network and undertaking maintenance and improvements to meet future levels of service, we propose to:







- › Resurface 96 kilometres of the network
- › Carry out 7 kilometres of road pavement reconstruction
- › Improve the availability of road condition information at critical locations within the network.

Taranaki State Highway Plan and Forecast for 2006/07 to 2015/16

Legend: Nature of work

	Committed Investigation		Committed Design		Committed Construction
	Investigation		Design		Construction

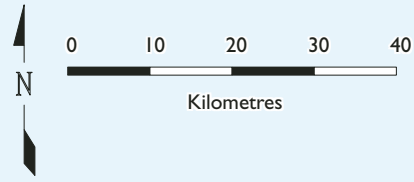
The grey symbols show indicative timings given that the investigation or design phase has not been completed.

SH	Project	Primary LTMA Objective	Estimated Total Cost (\$M)	Land Transport Programme 06/07	2-5 Year Plan	6-10 Year Forecast
			\$ < 5M \$\$ 5-20M \$\$\$ 20-100M \$\$\$\$ 100+M			
Large Projects (Priority Order)						
3	Bell Block Bypass (including Mangaone 4L) ^{Part} [®]	Route Efficiency	\$\$\$			
3	Rugby Road Underpass [®]	Route Efficiency	\$\$			
3	Normanby Overbridge Realignment [®]	Route Efficiency	\$\$			
Small and Medium Projects (Priority Order)						
3	Mangorei Road Intersection	Safety	\$			
3	Tangahoe Bridge Widening [®]	Safety	\$			
3	Waitotara North Curve Improvement [®]	Safety	\$			
Passing Lanes (Priority Order)						
3	Whareroa Road South PL [®]	Safety	\$			
Walking & Cycling						
45	Devon Intermediate Pedestrian Facility	Access	\$			
Strategic Studies						
	SH3 Awakino Gorge (committed)					
	Taranaki Passing Opportunities (committed)					
	New Plymouth Urban (joint study with New Plymouth District)					

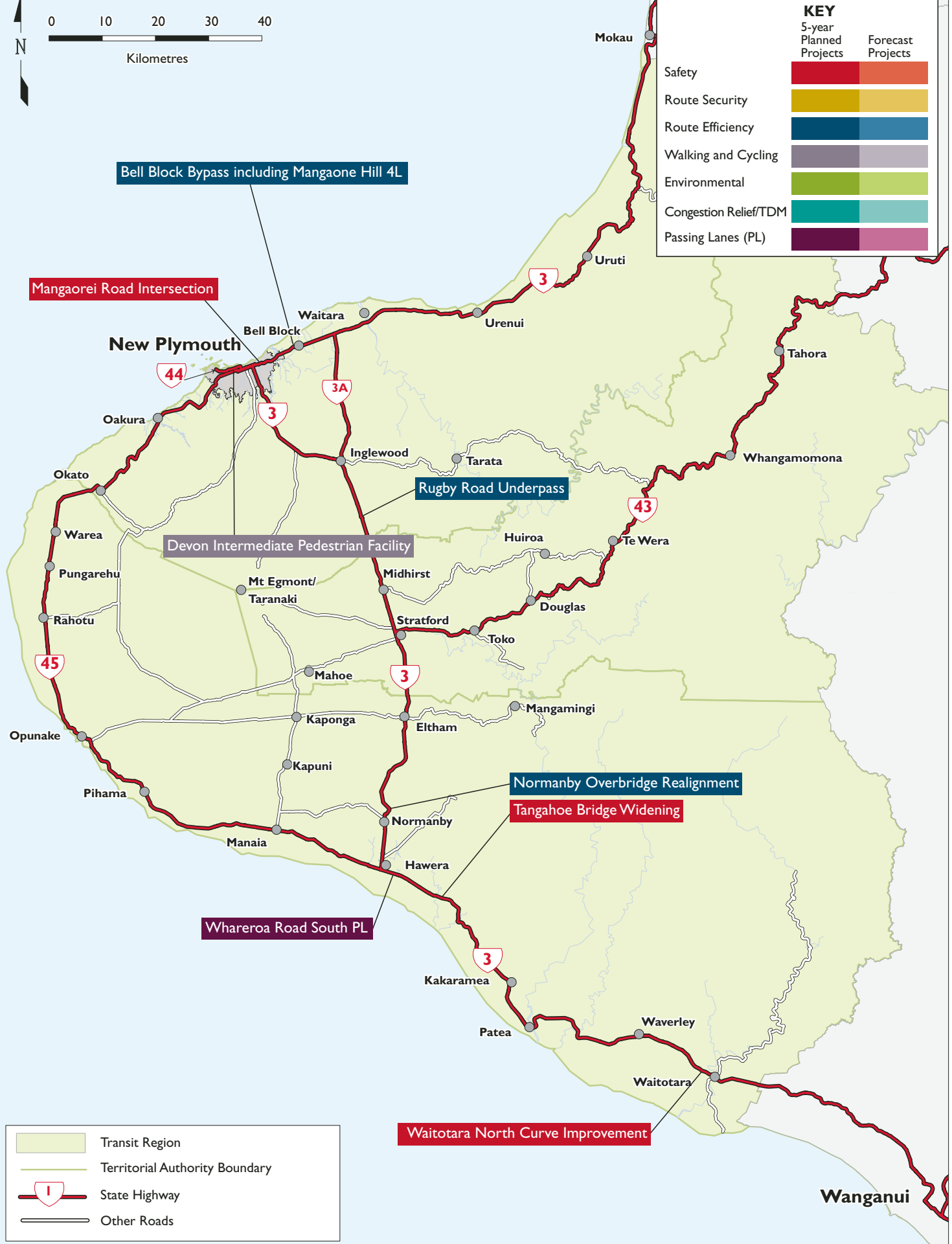
[®] denotes regionally distributed funds

Fig T TARANAKI REGION

State Highway Network at 01 July 2006



	5-year Planned Projects	Forecast Projects
Safety		
Route Security		
Route Efficiency		
Walking and Cycling		
Environmental		
Congestion Relief/TDM		
Passing Lanes (PL)		



	Transit Region
	Territorial Authority Boundary
	State Highway
	Other Roads



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.

Manawatu/Wanganui State Highway Plan and Forecast for 2006/07 to 2015/16

Legend: Nature of work

Committed Investigation	Committed Design	Committed Construction
Investigation	Design	Construction







The grey symbols show indicative timings given that the investigation or design phase has not been completed.

SH	Project	Primary LTMA Objective	Estimated Total Cost (\$M) \$ < 5M \$\$\$ 20-100M \$\$ 5-20M \$\$\$\$ 100+M	Land Transport Programme 06/07	2-5 Year Plan	6-10 Year Forecast
Large Projects (Committed)						
1	Hihitahi Bluffs Realignment	Safety	1.52			
Large Projects (Priority Order)						
1	Ohingaiti-Makohine Realignment [ⓐ]	Safety	\$ \$			
2	Papatawa Realignment [ⓐ]	Safety	\$ \$			
Projects inside 6-10 year Forecast						
1	Foxton South Curves [ⓐ]	Safety	\$			
2	Manawatu Hill Realignment [ⓐ]	Safety	\$ \$			
Small and Medium Projects (Priority Order)						
57	Tennent/Old West Road Intersection	Route Efficiency	0.11			
3	Grey Princess Signals – Palmerston North	Congestion Relief/TDM	\$			
4	Manunui Intersection	Safety	\$			
	Crash Reduction Study Treatments;SH1	Safety	\$			
4	North of Upokongaro Realignment	Safety	\$			
3	Awahuri Intersection	Safety	\$			
57	Makerua Intersection SH56/57	Safety	\$			
54	Newbury Intersection Right Turn Bay	Safety	\$			
3	Stewart Road Intersection and Seal Widening [ⓐ]	Safety	\$			
56	Opiki T Junction [ⓐ]	Safety	\$			
57	Queens Street Intersection [ⓐ]	Safety	\$			
1	Makomako Intersection (Levin South) [ⓐ]	Safety	\$			

[ⓐ] denotes regionally distributed funds

Manawatu/Wanganui State Highway Plan and Forecast for 2006/07 to 2015/16

Legend: Nature of work

 Committed Investigation	 Committed Design	 Committed Construction
 Investigation	 Design	 Construction

The grey symbols show indicative timings given that the investigation or design phase has not been completed.

SH	Project	Primary LTMA Objective	Estimated Total Cost (\$M) \$ < 5M \$\$\$ 20-100M \$\$\$ 5-20M \$\$\$\$ 100+M	Land Transport Programme 06/07	2-5 Year Plan	6-10 Year Forecast
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Passing Lanes (Priority Order)

1	Calico Line North PL	Safety	0.05			
1	Calico Line South PL	Safety	0.08			
1	Vinegar Hill PL Extension	Safety	\$			
1	Waitarere Road North PL	Safety	\$			
1	Kaimatarau Road South PL	Safety	\$			
3	O'Donnell – Skermanns PL	Safety	\$			
3	Duddings Lake North PL [®]	Safety	\$			

Stock Effluent Disposal Facility

	Dannevirke	Environmental	\$			
	National Park	Environmental	\$			
	Taihape	Environmental	\$			

Walking & Cycling

1	Bulls Bridge Cycleway	Access	\$			
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Strategic Studies

	Desert Road to Levin					
	South of Levin					

[®] denotes regionally distributed funds

Fig MW MANAWATU/WANGANUI REGION

State Highway Network at 01 July 2006



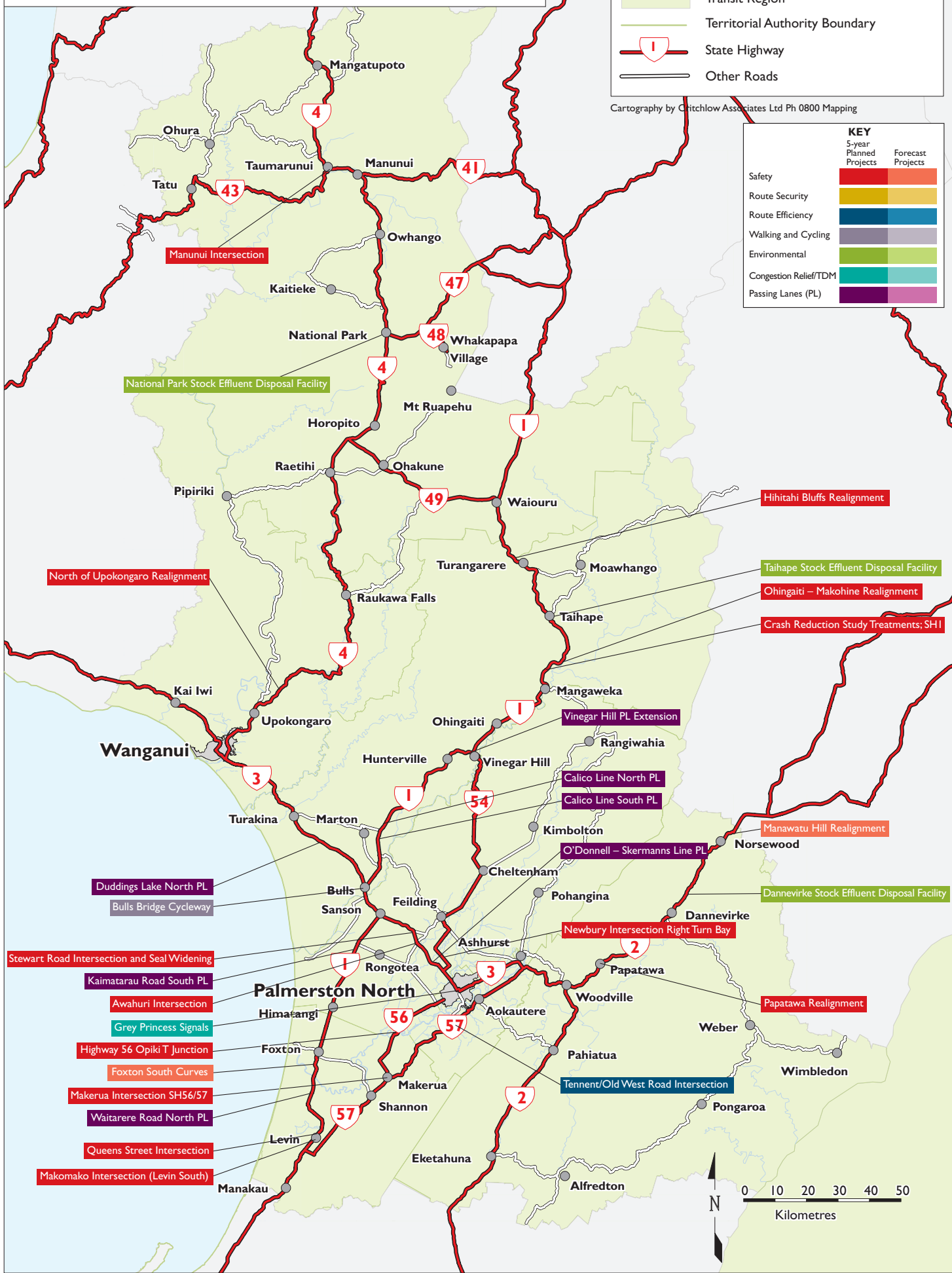
Legend:

- Transit Region
- Territorial Authority Boundary
- State Highway
- Other Roads

Cartography by Critchlow Associates Ltd Ph 0800 Mapping

KEY

	5-year Planned Projects	Forecast Projects
Safety	[Red]	[Orange]
Route Security	[Yellow]	[Light Yellow]
Route Efficiency	[Dark Blue]	[Light Blue]
Walking and Cycling	[Grey]	[Light Grey]
Environmental	[Green]	[Light Green]
Congestion Relief/TDM	[Teal]	[Light Teal]
Passing Lanes (PL)	[Purple]	[Light Purple]





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 Wellington'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 Wellington region include:

- › Road safety
- › Severe congestion, particularly at peak times, on the main routes into and out of Wellington City. Key "hot points" include Paekakariki to Pukerua Bay, SH1 Ngauranga interchange, SH2 Dowse to Ngauranga and around the Terrace and Mt Victoria Tunnels
- › Route security and efficiency to the north of Wellington, both on SH1 and SH2
- › Access to the Airport and Wellington's regional hospital in Newtown
- › The need for stronger connections between Lower Hutt and Porirua.

How we plan to address these key issues

Improvements are needed to reduce congestion and address safety issues along SH1 between Ngauranga and Peka Peka, just north of Waikanae. Construction of MacKays Crossing Overbridge is well underway and on track for completion at the end of 2006. Extension of the wire rope central median barrier along Centennial Highway, between Paekakariki and Pukerua Bay, has been approved and physical works have started.

Greater Wellington Regional Council, following extensive public consultation, has adopted a Western Corridor Plan for inclusion in the draft Regional Land Transport Strategy. The plan includes travel demand measures, improvements to "park and ride" and bus-rail connections and plans to increase passenger rail transport.

The plan can be geographically split into two areas, these being to the north and south of MacKays Crossing. In the north, the Kapiti Western Link Road (yet to be confirmed) is a joint project with Kapiti Coast District Council to construct a major arterial parallel to SH1 between Peka Peka Road north of Waikanae, and Poplar Avenue at Raumatī. This is included in the 10-year State Highway Forecast. This will relieve congestion on both the state highway and local roads and provide a second crossing of the Waikanae River.

Transit continues to work with Kapiti Coast District Council on the final form of the Kapiti Western Link Road. The need for grade separation of the connections to SH1 will be investigated as part of the design.

The construction of Transmission Gully Motorway has been included in the corridor plan, but is subject to a funding plan being finalised by the region. Funding for investigation and preliminary design has been included in the 10-year forecast. Initial work on this will begin immediately but full development will be contingent on a funding plan being approved.

Although investigation into a new road linking Grenada on SH1 with the Hutt Valley is included in the Western Corridor Plan, it is not included in the current 10-year State Highway Forecast because the status of the road is yet to be determined.

The Hutt Corridor is often congested, particularly south of Upper Hutt. Planning is well advanced for the Dowse to Petone upgrade, forecast for a construction start in 2006/07. Proposed improvements include an overbridge at the Korokoro intersection (connecting the Western Hills with Hutt Road) and an interchange at the Dowse Drive intersection (connecting Dowse Drive and Hutt Road via a roundabout raised over the highway, as well as connections to the state highway). These improvements also include altering the Petone "Park and Ride" facility and minor safety improvements to the highway between the existing intersections. Investigation of options to upgrade the Melling Intersection is included in the 10-year forecast.

Other large projects forecast in the 10-year period include the Rimutaka Corner Easing project to straighten some tight curves at "Muldoon's Corner", about 500 metres south of the Rimutaka summit. Here the current alignment requires some heavy vehicles to regularly cross the centre line. Grade separation of the SH2 to SH58 intersection at Manor Park is also included. Previously identified improvements required at the Basin Reserve have been retained in the forecast but are subject to confirmation by the Ngauranga to Airport Study.

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 Wellington projects in the 10-year forecast are shown on the map.

Road Safety

Transit has identified one safety improvement project on SH1 for progress in the next three years. This is at Old Hautere Road south of Otaki. The first stage of the Advanced Traffic Management System (ATMS) installed in Ngauranga Gorge has been very effective in smoothing traffic flows and ensuring a faster response to incidents. Transit proposes to investigate the extension of the system incrementally to other high traffic volume sections of SH1 from Ngauranga to the Terrace Tunnel and at SH2 from Petone to Ngauranga.

In addition, variable message signs are to be located at various sites within the Wellington region to assist with safety by providing information to road users, particularly for more extreme events causing road closures. Further work on the management or removal of roadside hazards will continue.

Secure and Efficient Transport Corridors

Two new roundabouts are proposed for SH2 in Carterton; at the Pembroke Street intersection and the Park Road/Belvedere Road intersection. A larger Otaki roundabout is proposed at the intersection of SH1 and Rahui/Mill Roads. The Rugby St/Adelaide Rd intersection at the Basin Reserve is to be improved to assist in reducing congestion.

Heavy Vehicle Weigh Station

With the completion of the Mana upgrade there is no southbound weighing facility. A replacement is required to ensure that the Police can manage their safety and compliance responsibilities. Sites at Plimmerton and further north on the Kapiti Coast have been identified as potential sites. The SH1 Waikanae weigh station project is forecast to be completed within the next five years.

Passing Lanes

Limited passing opportunities in some parts of the region's road network lead to driver frustration and accidents. In Wellington a number of passing lane projects have been identified for progress in the next three years, subject to \$R funding, including SH1 between Otaki and Waikanae, and SH2 in the Wairarapa, with north and southbound lanes between Featherston and Greytown and between Masterton and Carterton, and Judgeford on SH58.

Walking and Cycling

The extension of the SH2 cycleway to the Petone interchange from its current position has been identified for improvements in the next three years.

Strategic Studies

A number of strategic studies for the Wellington region are proposed including SH58, (as part of the investigation of the Transmission Gully Motorway), the SH2 Petone to Hayward Safety Review, the Wellington Cycle Strategy Audit and the SH2 Wairarapa (Mt Bruce to Featherston) Study. The Ngauranga to Airport Study, a joint study between Transit, Greater Wellington Regional Council, and Wellington City Council has started with the first stage of consultation having been undertaken.

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 the majority of the forecast expenditure in the Wellington region. In addition to preserving the highway network and undertaking maintenance and improvements to meet future levels of service, we propose to:


































- › Resurface 35km of highway, including 16km of low noise surfacing
- › Apply high skid resistant surfacing on approaches to high speed intersections
- › Continue to maintain and improve the SH58 Pauatahanui inlet seawall
- › Continue with flood mitigation works on SH1 at Paekakariki
- › Work with local authorities to optimise traffic operations on both local arterials and state highways
- › Improve coordination with Police and Emergency Services in the management of incidents that affect the operation of the network
- › Continue to work with Civil Defence and Emergency Management to refine emergency response plans in and around Wellington
- › Monitor traffic and levels of congestion
- › Continue with a programme of improvements to tunnels to more closely meet international standards.

Wellington State Highway Plan and Forecast for 2006/07 to 2015/16

Legend: Nature of work

 Committed Investigation	 Committed Design	 Committed Construction
 Investigation	 Design	 Construction

The grey symbols show indicative timings given that the investigation or design phase has not been completed.

SH	Project	Primary LTMA Objective	Estimated Total Cost (\$M) \$ < 5M \$\$\$ 20-100M \$ 5-20M \$\$\$\$ 100+M	Land Transport Programme 06/07	2-5 Year Plan	6-10 Year Forecast
Large Projects (Committed)						
1	Mackays Crossing Overbridge	Congestion Relief/TDM	3.03			
1	Transmission Gully Early Planting	Environmental	0.68			
1	Inner City Bypass	Congestion Relief/TDM	13.73			
2	Waiohine Bridge	Route Security	1.99			
1	Centennial Highway Median Barrier	Safety	13.00			
Large Projects (Priority Order)						
2	Dowse to Petone Interchange	Congestion Relief/TDM	\$\$\$			
1	Basin Reserve Improvements ©	Congestion Relief/TDM	\$\$\$			
	Transmission Gully	Congestion Relief/TDM	\$\$\$\$			
	Kapiti Western Link Road - Stage 1	Congestion Relief/TDM	\$\$\$			
	Kapiti Western Link Road - Stage 3 ®	Congestion Relief/TDM	\$			
	Kapiti Western Link Road - Stage 2 ®	Congestion Relief/TDM	\$			
2	Melling Interchange ©	Congestion Relief/TDM	\$\$\$			
2	Rimutaka Corner Easing (Muldoon's) ®	Safety	\$			
2	SH2/58 Grade Separation ©	Safety	\$\$\$			

® denotes regionally distributed funds

© denotes crown funding

Wellington State Highway Plan and Forecast for 2006/07 to 2015/16

Legend: Nature of work

 Committed Investigation	 Committed Design	 Committed Construction
 Investigation	 Design	 Construction







The grey symbols show indicative timings given that the investigation or design phase has not been completed.

SH	Project	Primary LTMA Objective	Estimated Total Cost (\$M)	Land Transport Programme 06/07		6-10 Year Forecast
				2-5 Year Plan	20-100M	
			\$ < 5M	\$\$\$ 20-100M		
			\$\$ 5-20M	\$\$\$\$ 100+M		
Small and Medium Projects (Priority Order)						
1	Waikanae Weigh Station	Route Security	\$			
2	Carterton Roundabouts – Pembroke Street Intersection	Safety	\$			
2	Carterton Roundabouts – Park Road/Belvedere Road	Safety	\$			
1	Rugby St/Adelaide Rd Intersection	Safety	\$			
1	Ngauranga to Terrace Tunnel ATMS	Congestion Relief/TDM	\$			
1	Otaki Roundabout	Route Efficiency	\$			
1	Old Hautere Road Safety Improvements ②	Safety	\$			
2	Petone to Ngauranga ATMS ②	Congestion Relief/TDM	\$			
	Wellington Region Variable Message Signs ②	Congestion Relief/TDM	\$			
1	Paekakariki Improvements	Safety	\$			
1	Pukerua Bay Improvements	Safety	\$			

② denotes regionally distributed funds

Wellington State Highway Plan and Forecast for 2006/07 to 2015/16

Legend: Nature of work

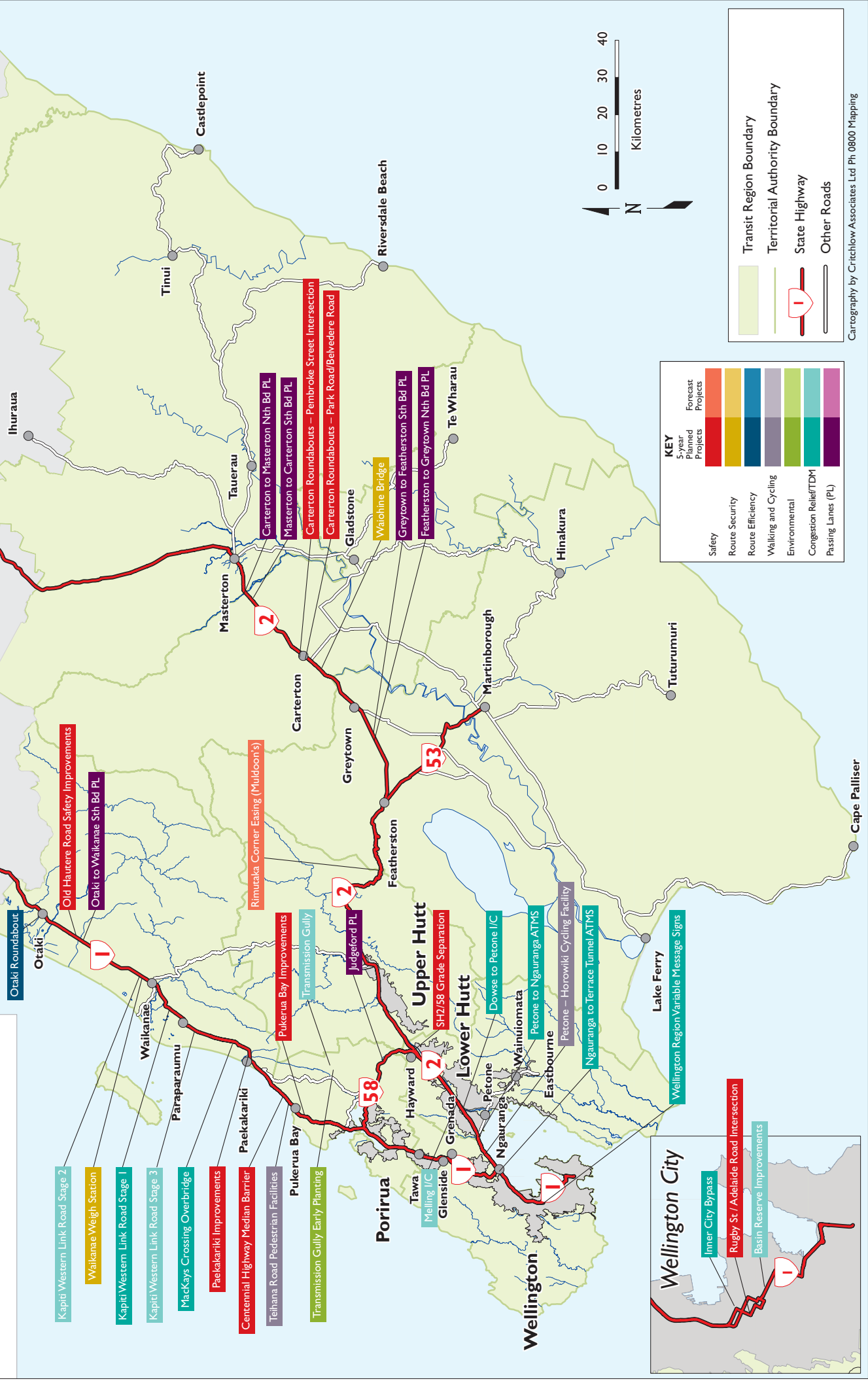
	Committed Investigation		Committed Design		Committed Construction
	Investigation		Design		Construction

The grey symbols show indicative timings given that the investigation or design phase has not been completed.

SH	Project	Primary LTMA Objective	Estimated Total Cost (\$M)	Land Transport Programme 06/07	2-5 Year Plan	6-10 Year Forecast
			\$ < 5M \$\$ 5-20M \$\$\$ 20-100M \$\$\$\$ 100+M			
	Passing Lanes (Priority Order)					
1	Otaki to Waikanae Sth Bd PL	Safety	\$			
2	Featherston to Greytown Nth Bd PL	Safety	\$			
2	Greytown to Featherston Sth Bd PL	Safety	\$			
2	Carterton to Masterton Nth Bd PL	Safety	\$			
2	Masterton to Carterton Sth Bd PL	Safety	\$			
58	Judgeford PL [Ⓞ]	Safety	\$			
	Walking & Cycling					
2	Petone – Horokiwi Cycling Facility	Access	\$			
	Teihana Road Pedestrian Facilities	Access	\$			
	Strategic Studies					
	SH1 Ngauranga to Airport (committed)					
	Wellington State Highway Strategy					
	SH2 Petone to Hayward Safety Review					
	Wellington Cycle Strategy Audit					

[Ⓞ] denotes regionally distributed funds

Fig W
WELLINGTON REGION
 State Highway Network at 01 July 2006



Kapiti Western Link Road Stage 2
 Waikanae Weigh Station
 Kapiti Western Link Road Stage 1
 Kapiti Western Link Road Stage 3
 Mackays Crossing Overbridge
 Paekakariki Improvements
 Centennial Highway Median Barrier
 Teihana Road Pedestrian Facilities
 Transmission Gully Early Planting

Pukerua Bay Improvements
 Transmission Gully
 Judgeford PL

SH2/58 Grade Separation
 Dowses to Petone J/C
 Petone to Ngauranga ATMS
 Petone - Horowiki Cycling Facility
 Ngauranga to Terrace Tunnel ATMS
 Wellington Region Variable Message Signs

Wellington City
 Inner City Bypass
 Rugby St / Adelaide Road Intersection
 Basin Reserve Improvements

KEY

Safety	5-year Planned Projects	Forecast Projects
Route Security	Route Efficiency	Walking and Cycling
Environmental	Congestion Relief/TDM	Passing Lanes (PL)

	Transit Region Boundary
	Territorial Authority Boundary
	State Highway
	Other Roads

