



KEY TRANSPORT ISSUES

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, and tourist traffic
- › Congestion: rapid population and development growth in the Bay of Plenty, particularly in the western Bay of Plenty sub-region in and around Tauranga, is causing significant congestion and safety problems
- › Forestry traffic: over the next five to ten years, forestry harvesting is expected to increase from 10 to 11 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 an 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.

Congestion and Strategic Corridor Improvements

The Hewlett's Flyover project was completed in 2005/06. Transit is now progressing the Harbour Link Project to four-lane Hewletts Road, duplicate the existing Harbour Bridge and to construct a four lane flyover from the Harbour Bridge to Takitimu Drive. The objectives are 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.

A range of travel demand management initiatives will be identified and implemented on the SH2, Turret Road corridor in partnership with Tauranga City Council to complement a proposed signalisation of the Welcome Bay/Mangatapu roundabouts.

The design of the Tauranga Eastern Motorway has commenced. Transit will 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. The Smart Transport partners propose to develop a joint funding package to progress the various construction works.

The investigation work for the Katikati Bypass will consider updating the designation to ensure that it is suitable for a future alternative on SH2 route through Katikati, and that it is compatible with intersection improvements being developed under the small and medium sized projects as stage 1 of the future Bypass.

Investigation work is proposed for the Katikati Bypass, the Omokoroa Intersection and design work is proposed for the Tauranga Northern Arterial.

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 maintain the functionality of the transport system, including the state highway network.

Safety

There are two safety projects being undertaken: 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 by Transit 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 Awaitei 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 of Katikati on SH2 and another on SH5 near Rotorua if the region agrees to progressing the project utilising \$R funding. A passing lane is also proposed for SH33.

Stock Effluent Disposal Facilities

As part of a national programme to provide a safe and convenient network of stock effluent disposal facilities, a new facility will be constructed on SH29 at McLarens Road to compliment the recently completed facility at Opotiki.

Walking and Cycling

Seven walking and cycling projects are proposed in greater Tauranga and Rotorua.

Strategic Studies

Transit proposes to undertake a number of strategic studies to improve our long-term planning and assist good decision-making, including the Rotorua Central, Eastern BOP Route Security and a strategic study of SH29.

The Rotorua strategic study will consider in particular the form and function of the proposed Rotorua Eastern Arterial and undertake work to better understand its cost and risk.

Maintenance and Operations

Maintenance and operations activities make up a key part of the forecast expenditure in the Bay of Plenty region. In addition to preserving the highway network and undertaking maintenance and improvements to meet future levels of service, we propose to:



















- › Undertake 80km of resurfacing, including 9km with low noise surfacing
- › Strengthen 18km of highway
- › Improve route security in the eastern Bay of Plenty to safeguard the state highway from flooding and land instability
- › 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 2007/08 to 2016/17

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 Cost Remaining \$ < 5M \$\$ 5-20M \$\$\$ 20-100M \$\$\$\$ 100+M	Land Transport Programme 07/08	Plan 08/09-10/11	Forecast 11/12-16/17
LARGE PROJECTS						
2A	Harbour Link	Economic Development	217.9			
29	Hewletts Flyover	Economic Development	2.1			
2	Tauranga Central Corridor TDM	Economic Development	\$			
2	Tauranga Eastern Motorway @ or @ \$	Access and Mobility	\$\$\$\$			
36	Pyes Pa Bypass @ \$	Access and Mobility	\$ \$			
2	Katikati Bypass @ \$	Access and Mobility	\$\$\$			
2	Omokoroa Roundabout @ \$	Access and Mobility	\$			
2	Tauranga Northern Arterial @	Access and Mobility	\$\$\$\$			
SMALL & MEDIUM PROJECTS						
5	Gasline Curves Realignment	Safety and Personal Security	0.1			
2	Katikati to Bethlehem Safety Improvement	Safety and Personal Security	0.1			
2	Paengaroa Weighstation	Safety and Personal Security	0.4			
29	Soldiers Road Realignment and Intersection	Safety and Personal Security	0.1			
2	Matata Underpass Realignment	Safety and Personal Security	0.6			

Projects in investigation or design may not necessarily proceed to construction.

\$ in conjunction with third party contributions outside NLTP funding







Indicative funding sources identified by Land Transport NZ in the NLTP

@ denotes regionally distributed funds

















© denotes crown funding

BAY OF PLENTY State Highway Plan and Forecast for 2007/08 to 2016/17

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 Cost Remaining \$ < 5M \$\$ 5-20M \$\$\$ 20-100M \$\$\$\$ 100+M	Total Phase Cost	Land Transport Programme 07/08	Plan 08/09-10/11	Forecast 11/12-16/17
SMALL & MEDIUM PROJECTS (continued)							
2	Reids Canal Bridge Replacement	Environmental Sustainability		1.2			
2	Awaiti Stream Bridge Flood Protection	Environmental Sustainability		0.1			
36	Hamurana Rd / Tauranga Direct Rd Intersection	Safety and Personal Security		0.1			
5	Ngongotaha RAB Tidal Improvement (Lights)	Access and Mobility		0.1			
36	Mangarewa Stream North Bridge Widening	Safety and Personal Security		1.8			
29	Welcome Bay / Maungatapu Roundabouts	Economic Development		0.2			
36	Mangapouri Bridge Widening	Safety and Personal Security		0.1			
2	Wharawhara Road Roundabout	Economic Development		0.1			
2	Waitahanui Bridge Replacement ®	Safety and Personal Security		3.9			
36	Waiteti Rd Intersection ®	Safety and Personal Security		0.1			
5	Fairy Springs 4L Stage 2 ®	Safety and Personal Security		0.2			
36	Mangarewa Stream South Bridge Widening ®	Safety and Personal Security		1.9			
2	Marshall Road Intersection ®	Economic Development		0.1			
Passing Lanes							
5	Maraeroa PL ®	Safety and Personal Security		0.1			
2	Kauri Point PL	Safety and Personal Security		0.1			
33	Banksia Rd PL	Safety and Personal Security		0.1			

Projects in investigation or design may not necessarily proceed to construction.

Indicative funding sources identified by Land Transport NZ in the NLTP



® denotes regionally distributed funds

BAY OF PLENTY State Highway Plan and Forecast for 2007/08 to 2016/17

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 Cost Remaining \$ < 5M \$\$ 5-20M \$\$\$ 20-100M \$\$\$\$ 100+M	Land Transport Programme 07/08	Plan 08/09-10/11	Forecast 11/12-16/17
Stock Effluent Disposal Facilities						
2	Opotiki SEDF	Environmental Sustainability	0.4			
29	McLarens SEDF	Environmental Sustainability	0.6			
Walking & Cycling						
2	Bethlehem to Wairoa Pedestrian and Cycle Facilities	Public Health	\$			
2	Route J Pedestrian/Cycle Underpass	Public Health	\$			
29	Poike Rd Pedestrian and Cycle Facility	Public Health	\$			
2	Te Maunga Pedestrian Strategy Link	Public Health	\$			
2	Wairoa Bridge Pedestrian/Cycle Safety Improvement	Public Health	\$			
33	Mourea Bridge Pedestrian Cycleway®	Public Health	\$			
Strategic Studies						
Whakatane Transportation Strategy						
Tauranga Northern and South-western Corridors						
Rotorua Central, Eastern Lakes, and Southern Corridors						
Eastern Bay of Plenty Strategic Study						
SH29 Strategic Study						

Projects in investigation or design may not necessarily proceed to construction.

Indicative funding sources identified by Land Transport NZ in the NLTP

® denotes regionally distributed funds

KEY DELIVERABLES 5-YEAR FUNDING PACKAGE (2006/07 TO 2011/12)		INDICATIVE PROJECTS
Large Projects	Small / Medium Projects	Forecast
BUILT AND OPENED		
SUBSTANTIAL CONSTRUCTION		
PREPARED FOR CONSTRUCTION		
PREPARED FOR DESIGN		

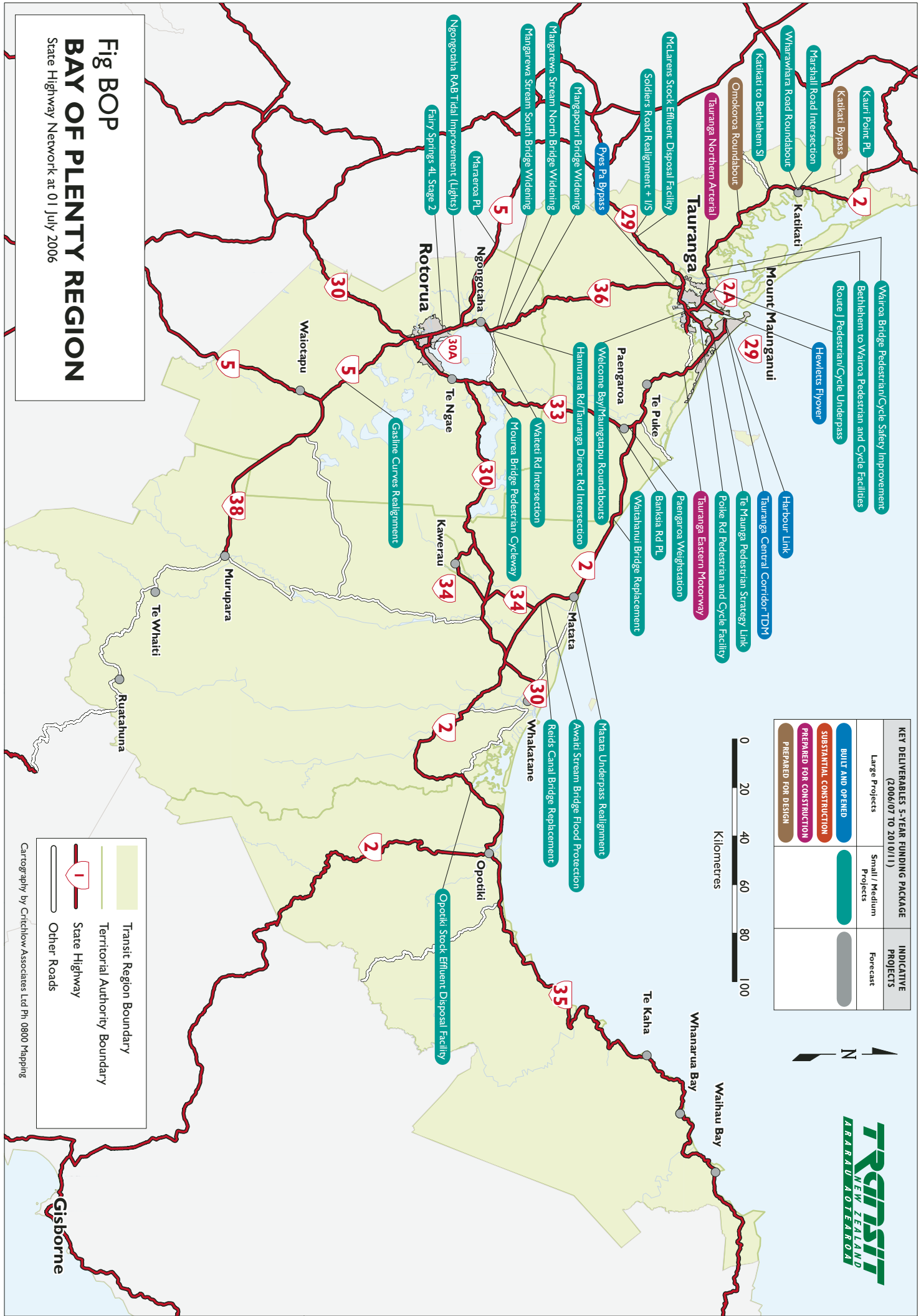
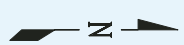


Fig BOP
BAY OF PLENTY REGION
State Highway Network at 01 July 2006

	Transit Region Boundary
	Territorial Authority Boundary
	State Highway
	Other Roads

Cartography by Crichtlow Associates Ltd Ph. 0800 Mapping



KEY TRANSPORT ISSUES

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

- › Road safety
- › Forestry traffic is expected to remain at current levels of around 800,000 in 2006 and rise to 2.5 to 3.0 million tonnes a year by 2009/10. Harvesting rates are predicted to stay at this level for the next 20 years, and will require a good transportation system
- › Route security and efficiency on SH2, particularly to the north via Waioka 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 pastoral farming, 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 Napier and Gisborne and the linkage between the two ports on SH2 is strategically very important. Although a smaller port, Gisborne has a throughput of 500,000 tonnes a year, consisting 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.

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 for progress on SH35 north of Gisborne. The Passing and Overtaking Strategy study on SH2 between Gisborne and Napier has now been completed and identifies further improvements that can be made on this route. Work will be undertaken to implement a package of slow vehicle bay extensions and passing opportunity improvements.

Walking and Cycling

The Gisborne Walking and cycling strategy has been reviewed by Transit New Zealand. Two walking and cycling projects, Awapuni to McDonald Road and the Gisborne Wainui Cycleway, have been proposed for progress.

Strategic Studies

We are proposing to undertake strategic studies for each of the state highway corridors in the Gisborne region, to improve our long-term planning and assist good decision-making.

Maintenance and Operations










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 60km and reconstruct 16km of highway
- › Undertake the first stage of a programme to improve the stability of subsidence sites on SH35 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 standard of surface friction performance
- › Improve safety and prevent road blockages on sections of state highway with a high incidence of rock falls
- › Improve our response to ice and snow prone sections on state highways to reduce winter crash rates
- › Look for opportunities to reduce roadside noise in urban areas
- › Improve roadside drainage facilities
- › Continue to improve traffic management at incidents on the network.

GISBORNE State Highway Plan and Forecast for 2007/08 to 2016/17

Legend: Nature of work

 Committed Investigation	 Committed Design	 Committed Construction
 Investigation	 Design	 Construction

SH	Project	Primary LTMA Objective	Estimated Cost Remaining	Land Transport Programme 07/08	Plan 08/09-10/11	Forecast 11/12-16/17
			\$ < 5M \$\$\$ 20-100M \$\$\$\$ 100+M			
LARGE PROJECTS						
35	Tolaga to Gisborne Seal Widening [Ⓞ]	Safety and Personal Security	\$\$			
SMALL & MEDIUM PROJECTS						
2	Dymock Road Curve	Safety and Personal Security	0.4			
35	Curve North of Makarika Rd	Safety and Personal Security	0.4			
35	Kopuaroa No.3 Bridge Replacement [Ⓞ]	Safety and Personal Security	0.1			
Passing Lanes						
35	Slow Vehicle Bays Stage I	Safety and Personal Security	0.1			
35	Panikau Hill Slow Vehicle Bay [Ⓞ]	Safety and Personal Security	0.1			
Stock Effluent Disposal Facility						
35	Gisborne SEDF	Environmental Sustainability	0.1			
Walking & Cycling						
35	Awapuni to McDonald Cycleway [Ⓞ]	Public Health	\$			
35	Gisborne – Wainui Cycleway [Ⓞ]	Public Health	\$			

Total Phase Cost

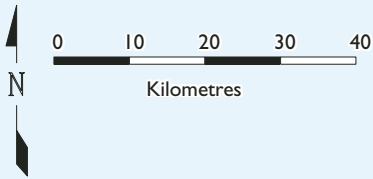
Projects in investigation or design may not necessarily proceed to construction.

Indicative funding sources identified by Land Transport NZ in the NLTP
[Ⓞ] denotes regionally distributed funds

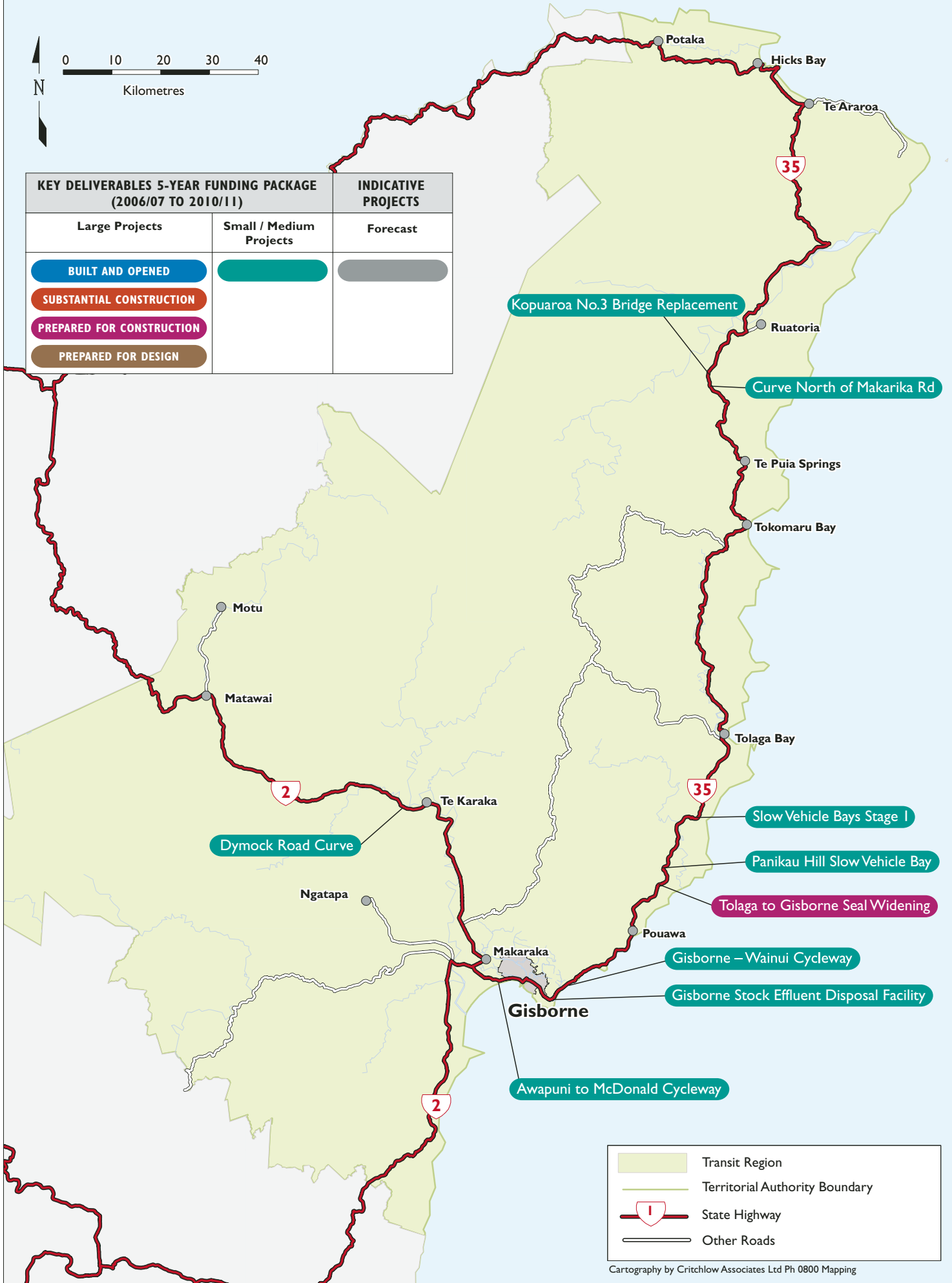
Fig G

GISBORNE REGION

State Highway Network at 01 July 2006



KEY DELIVERABLES 5-YEAR FUNDING PACKAGE (2006/07 TO 2010/11)		INDICATIVE PROJECTS
Large Projects	Small / Medium Projects	Forecast
BUILT AND OPENED		
SUBSTANTIAL CONSTRUCTION		
PREPARED FOR CONSTRUCTION		
PREPARED FOR DESIGN		



	Transit Region
	Territorial Authority Boundary
	State Highway
	Other Roads



KEY TRANSPORT ISSUES

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 1.6 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 industries are growing leading to increasing demands on the road network
- › Access to the Port of Napier
- › Route security and efficiency on SH2 to the north through the Matahorua 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, becoming flat to rolling around Waipukurau, then rising gently up to the Takapau Plains. A number of passing lanes have been constructed already to improve efficiency, with four others planned and three more proposed.

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 section of SH2.

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 growing 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 to improve safety and efficiency.

SH38 from Aniwanuiwa to Wairoa climbs from sea level at Wairoa to a maximum elevation of 660 metres and 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 initiated in 2006/07 to extend the expressway further south are being processed. Transit plans to undertake the design in 2007/08. This will ultimately reduce delays and crashes at the Maraekakaho Road/York Road intersection.

Prebensen Drive / Hyderabad Road Interchange in Napier is a new large project which will assist economic development by providing an efficient route to the Port of Napier. The addition of this project results in no increase to the National Land Transport Programme. The Hawke's Bay Regional Land Transport Committee has proposed that the project is funded from regional funding.

Road Safety – Secure and Efficient Transport Corridors

Transit will continue improving the safety and efficiency of state highways. A number of large and small to medium activities have been proposed. These include realignments, intersection improvements and seal 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. 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 the Gisborne to Napier Passing Bays north of Napier and nine 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 and is still under investigation. Another site on SH2 in the Wairoa District has been included in the forecast for investigation in 2007/2008.

Walking and Cycling

The cycling strategies for Napier City Council, Hastings, Wairoa, Central Hawke's Bay District Councils have now all been reviewed by Transit New Zealand. Six projects in Napier, Hastings, Waipawa and Waipukurau are proposed to commence in the next three years.

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













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 77km and reconstruct 13km 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 standard of surface friction performance already achieved
- › Improve safety and prevent road blockages on sections of the state highway with a high incidence of rock falls
- › Improve the response to ice and snow prone sections 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 2007/08 to 2016/17

Legend: Nature of work

	Committed Investigation		Committed Design		Committed Construction
	Investigation		Design		Construction

SH	Project	Primary LTMA Objective	Estimated Cost Remaining \$ < 5M \$ 5-20M \$\$\$ 20-100M \$\$\$\$ 100+M	Land Transport Programme 07/08	Plan 08/09-10/11	Forecast 11/12-16/17
LARGE PROJECTS						
50	Meeanee Rd Interchange	Safety and Personal Security	1.2			
50A	Hawke's Bay Expressway Southern Extension [®]	Access and Mobility	\$			
2	Waipukurau Overbridge Realignment [®]	Safety and Personal Security	\$\$			
5	Tarawera Hill Realignment and Sth Bd PL ^(NB)	Safety and Personal Security	\$\$			
2	Matahorua Gorge Realignment [®]	Access and Mobility	\$\$			
2	Prebensen Drive/Hyderabad Rd Interchange [®]	Access and Mobility	\$\$			

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

SMALL & MEDIUM PROJECTS

	Total Phase Cost
2 Otane Intersection Curve Improvements	1.3
2 Kiwi Valley Road Realignment	0.7
2 Waitangi Washout Bridge Replacement	0.1
2 Pilchers Rd Intersection	0.1
5 Dillons Hill Realignment	3.5
2 Kennedy Rd Intersection Improvements	0.1
2 North of Tunanui Rd Realignment	0.1
2 Takapau Plains Seal Widening ^{part} [®]	0.1
2 Tahaenui Bridge Replacement and Realignment	0.1
2 Whakaki Rd Curve Improvements	0.1

Indicative funding sources identified by Land Transport NZ in the NLTP

[®] denotes regionally distributed funds

^(NB) denotes national funding, however Land Transport NZ has indicated possible regionally distributed funding

Projects in investigation or design may not necessarily proceed to construction.

HAWKE'S BAY State Highway Plan and Forecast for 2007/08 to 2016/17

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 Cost Remaining \$ < 5M \$\$\$ 20-100M \$\$ 5-20M \$\$\$ 100+M	Total Phase Cost	Land Transport Programme 07/08	Plan 08/09-10/11	Forecast 11/12-16/17
SMALL & MEDIUM PROJECTS (continued)							
2	South of Waikoau Rd Realignment	Safety and Personal Security	0.1				
2	College Rd to Silverstream Realignment & PL	Safety and Personal Security	0.1				
Passing Lanes							
2	Corkscrew Gully Nth Bd PL	Safety and Personal Security	0.1				
2	Te Mahanga Sth Bd PL	Safety and Personal Security	0.5				
2	Otane Cemetery PL	Safety and Personal Security	0.5				
2	Opapa Nth Bd PL	Safety and Personal Security	0.1				
2	Gisborne – Napier Passing Bays	Safety and Personal Security	0.1				
2	Poukawa Swamp Nth Bd PL	Safety and Personal Security	0.1				
2	Te Mahanga Nth Bd PL	Safety and Personal Security	0.5				
2	SH2 South of SH50 PL	Safety and Personal Security	0.1				
2	Poukawa Swamp Sth Bd PL	Safety and Personal Security	0.1				
2	Drumpeel Sth Bd PL	Safety and Personal Security	0.1				

Projects in investigation or design may not necessarily proceed to construction.

HAWKE'S BAY State Highway Plan and Forecast for 2007/08 to 2016/17

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.

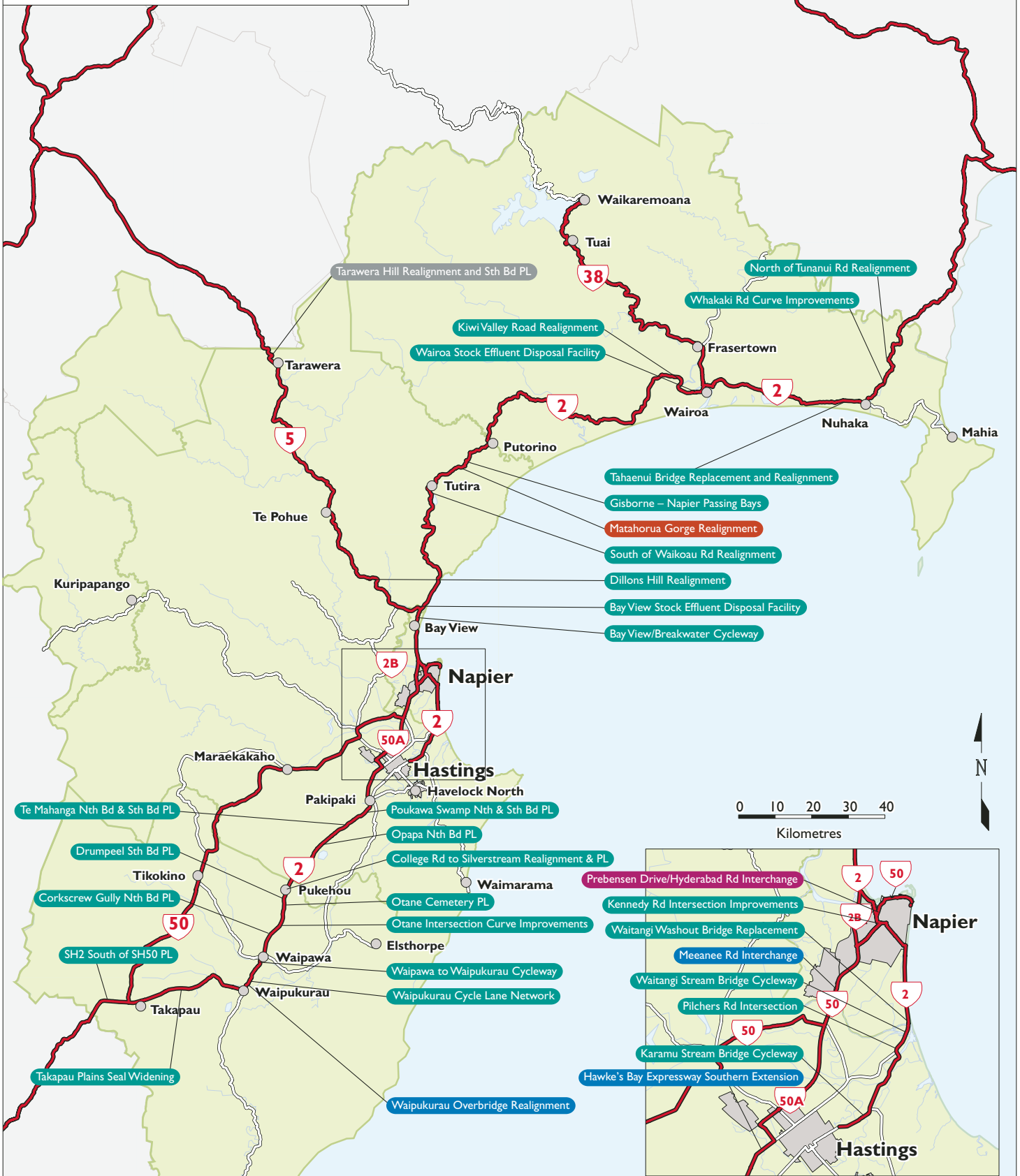
SH	Project	Primary LTMA Objective	Estimated Cost Remaining \$ < 5M \$\$ 5-20M \$\$\$ 20-100M \$\$\$\$ 100+M	Land Transport Programme 07/08	Plan 08/09-10/11	Forecast 11/12-16/17
Stock Effluent Disposal Facilities						
5	Bay View SEDF	Environmental Sustainability				
2	Wairoa SEDF	Environmental Sustainability	0.1			
Walking & Cycling						
2	Bay View / Breakwater Cycleway	Public Health	0.3			
2	Waipawa to Waipukurau Cycleway	Public Health	0.3			
2	Waitangi Stream Bridge Cycleway	Public Health	\$			
2	Waipukurau Cycle Lane Network	Public Health	\$			
2	Karamu Stream Bridge Cycleway	Public Health	\$			
Strategic Studies						
Region 5 Network Management Plan						

Projects in investigation or design may not necessarily proceed to construction.

Fig HB

HAWKE'S BAY REGION

State Highway Network at 01 July 2006



KEY DELIVERABLES 5-YEAR FUNDING PACKAGE (2006/07 TO 2010/11)		INDICATIVE PROJECTS
Large Projects	Small / Medium Projects	Forecast
BUILT AND OPENED		
SUBSTANTIAL CONSTRUCTION		
PREPARED FOR CONSTRUCTION		
PREPARED FOR DESIGN		

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



KEY TRANSPORT ISSUES

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 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 Normanby Road Overbridge south of Hawera is a recognised regional safety issue and will be realigned. Similarly the Rugby Road Underpass, 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 Paraite Road and Egmont Road, bypassing a section of existing highway to reduce congestion and improve safety. It is now under construction. The Bell Block Bypass leads into the proposed Mangaone Hill Four-laning project and is part of the current construction work.

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 and intersection improvements. Further work on the management or removal of roadside hazards will continue.

The Taranaki and Waikato regions have agreed to share the cost of the construction on improvements in the Awakino Gorge, including the Awakino North Realignment and the Awakino Tunnel Widening, using their SR funding, to ensure that the future reliability, security and safety of this strategic route between the two regions is retained.

Passing Opportunities

Limited passing opportunities in some parts of the region’s road network lead to driver frustration and accidents. A package of passing lanes has been identified on SH3 to progress over the next three years. To assess the requirement for passing opportunities in the Taranaki region a study has been undertaken, on SH3 between Hawera and Wanganui.

Walking and Cycling

Investigation of the Devon Intermediate Pedestrian Facility on SH45 in Western New Plymouth is complete and construction will be progressed in the next two years. In addition the Bell Block to Waiwhakaiho River cycleway is being looked at as a possible joint activity with the Council.

Strategic Studies

The New Plymouth Strategic Study presently underway, will identify and provide invaluable information regarding improvements and the management and protection of strategic networks and important local roads in New Plymouth.







Maintenance and Operations










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

TARANAKI State Highway Plan and Forecast for 2007/08 to 2016/17

Legend: Nature of work

	Committed Investigation		Committed Design		Committed Construction
	Investigation		Design		Construction

SH	Project	Primary LTMA Objective	Estimated Cost Remaining	Land Transport Programme 07/08	Plan 08/09-10/11	Forecast 11/12-16/17
			\$ < 5M \$\$ 5-20M \$\$\$ 20-100M \$\$\$\$ 100+M			
LARGE PROJECTS						
3	Bell Block Bypass including Mangaone Hill 4L	Access and Mobility	20.7			
3	Rugby Road Underpass ®	Access and Mobility	\$\$			
3	Normanby Overbridge Realignment ®	Access and Mobility	\$\$			
SMALL & MEDIUM PROJECTS						
3	Tangahoe Bridge Widening ®	Safety and Personal Security	1.6			
3	Finnerty Rd Right Turn Bay	Safety and Personal Security	0.1			
Passing Lanes						
3	Hawera to Wanganui Passing Lanes	Safety and Personal Security	0.3			
Walking & Cycling						
45	Devon Intermediate Pedestrian Facility	Public Health	\$			
3	Bell Block to Waivhakaio River Cycleway	Public Health	\$			
Strategic Studies						
	SH3 Awakino Gorge	Taranaki Passing Opportunities				
	New Plymouth Urban (joint study with New Plymouth District Council)					

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

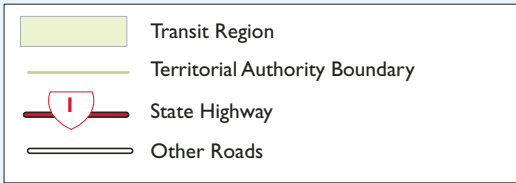
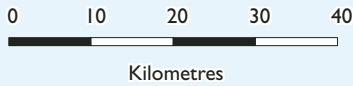
Projects in investigation or design may not necessarily proceed to construction.

Indicative funding sources identified by Land Transport NZ in the NLTP

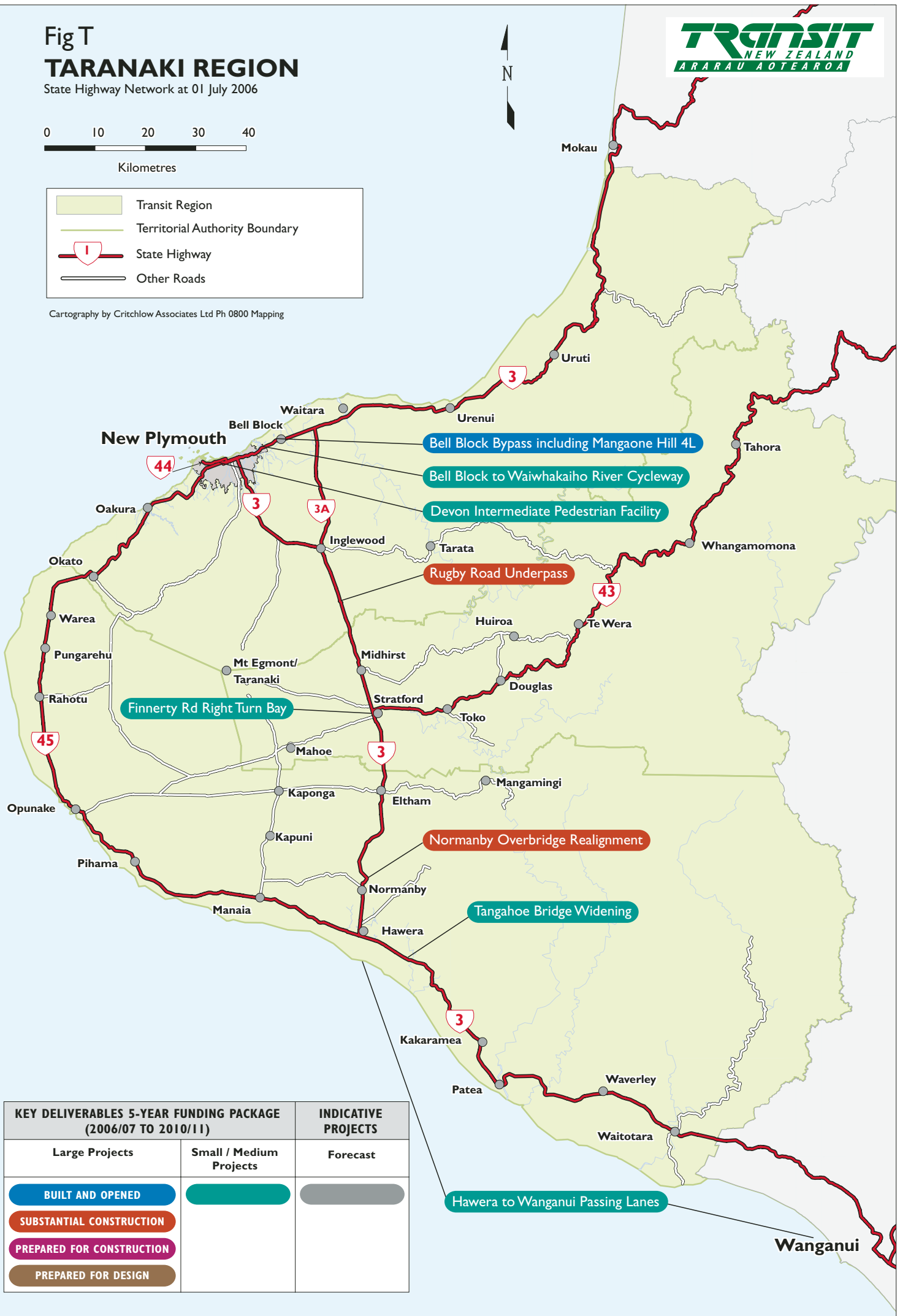
® denotes regionally distributed funds

Fig T TARANAKI REGION

State Highway Network at 01 July 2006



Cartography by Critchlow Associates Ltd Ph 0800 Mapping



KEY DELIVERABLES 5-YEAR FUNDING PACKAGE (2006/07 TO 2010/11)		INDICATIVE PROJECTS
Large Projects	Small / Medium Projects	Forecast
BUILT AND OPENED		
SUBSTANTIAL CONSTRUCTION		
PREPARED FOR CONSTRUCTION		
PREPARED FOR DESIGN		



KEY TRANSPORT ISSUES

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 prioritised activities 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.

A safety improvement is proposed for SH1: the Ohingaiti–Makohine Realignment south of Taihape, and on SH2: the Papatawa Realignment near Dannevirke.

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 including 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 are to be installed on the Grey Street/Princess Street intersection and on Rangitikei Street at Tremain Ave and J F Kennedy Drive for capacity and safety. 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 for progression in the next three years, consisting of five passing lanes or passing lane extensions on SH1, one passing lane extension on SH2 and three passing lanes on SH3.

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. The Hiwi Hills to Wanganui Corridor Management Plan will also be reviewed.

Maintenance and Operations







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 70 kilometres of highway
- › Carry out 3 kilometres of road pavement reconstruction
- › 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
- › Enhance Transit's management of slips and unstable areas to reduce road user risks and maintain route security.

MANAWATU/WANGANUI State Highway Plan and Forecast for 2007/08 to 2016/17
















Legend: Nature of work

	Committed Investigation		Committed Design		Committed Construction
	Investigation		Design		Construction

SH	Project	Primary LTMA Objective	Estimated Cost Remaining	Land Transport Programme 07/08	Plan 08/09-10/11	Forecast 11/12-16/17
			\$ < 5M \$\$\$ 20-100M \$\$\$ 5-20M \$\$\$\$ 100+M			
LARGE PROJECTS						
1	Ohingaiti – Makohine Realignment ®	Safety and Personal Security	\$\$			
2	Papatawa Realignment ®	Safety and Personal Security	\$\$			
1	Foxton South Curves ®	Safety and Personal Security	\$			
2	Manawatu Hill Realignment ®	Safety and Personal Security	\$\$			

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

SMALL & MEDIUM PROJECTS

			Total Phase Cost		
3	Stewart Rd Intersection and Seal Widening	Safety and Personal Security	1.2		
3	Awahuri Intersection	Safety and Personal Security	0.1		
54	Newbury Intersection Right Turn Bay	Safety and Personal Security	0.1		
1	Makomako Intersection (Levin South) ®	Safety and Personal Security	0.1		
3	Grey Princess Signals	Economic Development	0.2		
4	Manunui Intersection	Safety and Personal Security	0.1		
	CRS Manawatu / Rangitikei	Safety and Personal Security	0.1		
4	North of Upokongaro Realignment	Safety and Personal Security	0.1		
57	Makerua Intersection SH56/57	Safety and Personal Security	2.3		
4	Lismore Corner Realignment	Safety and Personal Security	0.1		
4	Hapokopoko Stream North Realignment	Safety and Personal Security	0.1		
1	Muhunua Rd Intersection	Safety and Personal Security	0.4		
3	Rangitikei Line JFKennedy Drive Intersection	Safety and Personal Security	0.1		

Indicative funding sources identified by Land Transport NZ in the NLTP

® denotes regionally distributed funds

Projects in investigation or design may not necessarily proceed to construction.

MANAWATU/WANGANUI State Highway Plan and Forecast for 2007/08 to 2016/17

Legend: Nature of work

	Committed Investigation		Committed Design		Committed Construction
	Investigation		Design		Construction


SH	Project	Primary LTMA Objective	Estimated Cost Remaining \$ < 5M \$\$\$ 20-100M \$\$ 5-20M \$\$\$\$ 100+M	Land Transport Programme 07/08	Plan 08/09-10/11	Forecast 11/12-16/17
----	---------	------------------------	---	--------------------------------	------------------	----------------------

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

SMALL & MEDIUM PROJECTS (continued)

			Total Phase Cost			
3	Hansen Line and Taonui Nth Curves	Safety and Personal Security	0.1			
56	Highway 56 Opiki T Junction ®	Safety and Personal Security	1.1			
3	Rangitikei Line / Tremaine Ave Intersection Improvement ®	Safety and Personal Security	0.1			
Passing Lanes						
1	Vinegar Hill PL Extension	Safety and Personal Security	0.6			
1	Desert Road Nth Bd PL	Safety and Personal Security	0.1			
1	Desert Road Sth Bd PL	Safety and Personal Security	0.1			
3	Mt Stewart Nth Bd PL	Safety and Personal Security	0.1			
2	Otamaraho Curve PL Extension	Safety and Personal Security	0.1			
3	Duddings Lake Nth Bd PL ®	Safety and Personal Security	1.4			

Stock Effluent Disposal Facilities

	Dannevirke SEDF	Environmental Sustainability	0.1			
	National Park SEDF	Environmental Sustainability	0.1			
	Taihape SEDF	Environmental Sustainability	0.1			







Indicative funding sources identified by Land Transport NZ in the NLTP

® denotes regionally distributed funds

Projects in investigation or design may not necessarily proceed to construction.

MANAWATU/WANGANUI State Highway Plan and Forecast for 2007/08 to 2016/17

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 Cost Remaining	Land Transport Programme	Plan	Forecast
			\$ < 5M \$\$\$ 20-100M \$\$ 5-20M \$\$\$\$ 100+M	07/08	08/09-10/11	11/12-16/17

Walking & Cycling

I Bulls Bridge Cycleway Public Health \$

Strategic Studies

- Palmerston North Strategy Study
- SH3 Mount Stewart / Manawatu Gorge Levin South
- Desert Summit – Levin Strategic Study

Fig MW MANAWATU/WANGANUI REGION

State Highway Network at 01 July 2006

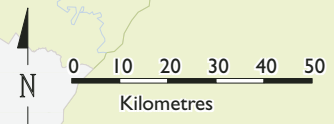
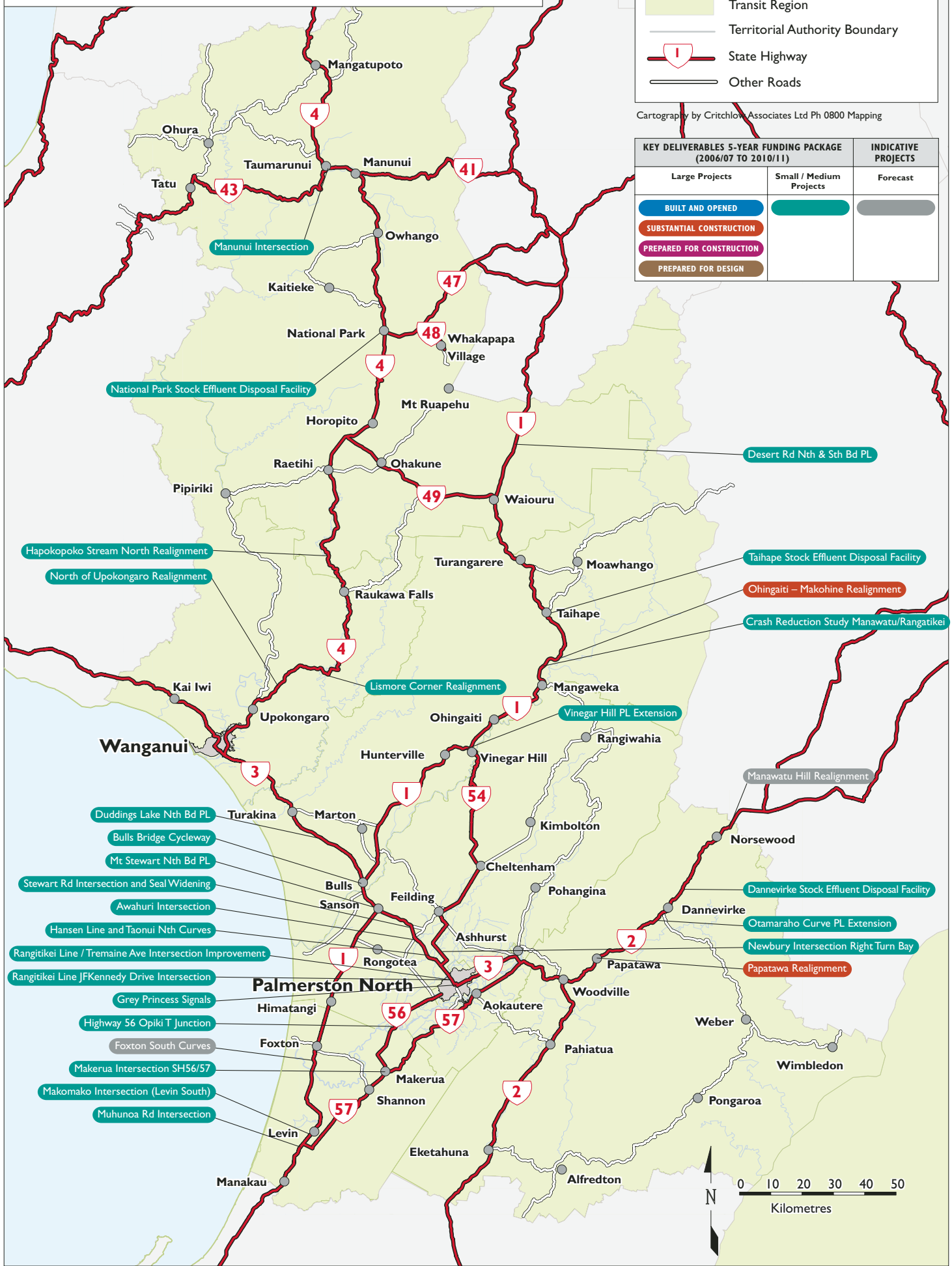


Legend:

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

Cartography by Critchlow Associates Ltd Ph 0800 Mapping

KEY DELIVERABLES 5-YEAR FUNDING PACKAGE (2006/07 TO 2010/11)		INDICATIVE PROJECTS
Large Projects	Small / Medium Projects	Forecast
BUILT AND OPENED		
SUBSTANTIAL CONSTRUCTION		
PREPARED FOR CONSTRUCTION		
PREPARED FOR DESIGN		





KEY TRANSPORT ISSUES

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, the areas around the Terrace and Mt Victoria Tunnels, as well as the Basin Reserve
- › 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.

Following extensive public consultation, Greater Wellington Regional Council 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 Western Corridor plan can be geographically split into two areas, being to the north and south of MacKays Crossing. In the north, the Kapiti Western Link Road is now a Kapiti Coast District Council project. It consists of a major arterial parallel to SH1 between Peka Peka Road north of Waikanae and Poplar Avenue at Raumati. 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, including the need for grade separation of the connections to SH1.

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. Preliminary investigation work has commenced. 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. Transit will be undertaking a joint study of the Grenada to Gracefield link with Wellington City Council and Hutt City Council to determine the scope of the project.

The Hutt Corridor is often congested, particularly south of Upper Hutt. Construction funding has been approved for the Dowse to Petone upgrade and construction will commence in mid-2007. The upgrade includes 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 also included in the 10-year forecast.

Design work on the Rimutaka Corner Easing project to straighten some tight curves at ‘Muldoon’s Corner’ is in progress. Construction of this project could be advanced if supported by the consultation on the draft Regional Land Transport Strategy.

Other large projects forecast in the 10-year period include grade separation of the SH2 to SH58 intersection at Manor Park. 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.

Road Safety

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 incremental extension of the system to other high traffic volume sections of SH1 from Ngauranga to the Terrace Tunnel and on 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

A larger Otaki roundabout is proposed at the intersection of SH1 and Rahui and Mill Roads.

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. The preferred site for the weigh facility is at Plimmerton. The weigh station project is forecast to be completed within the next three 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 on SH2 in the Wairarapa, with north and southbound lanes between Featherston and Greytown and between Masterton and Carterton, on SH58 near Judgeford, and on SH1 between Otaki and Waikanae.

Walking and Cycling

Options for the extension of the SH2 cycleway to the Petone interchange from its current position are currently being investigated. In addition a new project in Paraparaumu is proposed and the new pedestrian facility at Teihana Road is to be completed.

Strategic Studies

A number of strategic studies are proposed for the Wellington region including SH1 in Kapiti, SH58 (as part of the investigation of the Transmission Gully Motorway), the SH2 Hutt Corridor Strategic Study, Stage 2 of the Featherston to Upper Hutt Study, the Grenada to Gracefield Study and the SH2 Wairarapa (land use/transport) Study.

Maintenance and Operations



















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 26km of highway, including 13km 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, including establishment of a dedicated Traffic Management Centre
- › 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 meet appropriate safety standards.

WELLINGTON State Highway Plan and Forecast for 2007/8 to 2016/17

Legend: Nature of work

 Committed Investigation	 Committed Design	 Committed Construction
 Investigation	 Design	 Construction

SH	Project	Primary LTMA Objective	Estimated Cost Remaining \$ < 5M \$\$ 5-20M \$\$\$ 20-100M \$\$\$\$ 100+M	Land Transport Programme 07/08	Plan 08/09-10/11	Forecast 11/12-16/17
LARGE PROJECTS						
1	Centennial Highway Median Barrier	Safety and Personal Security	2.0			
	Transmission Gully Investigation	Economic Development	3.5			
2	Dowse to Petone Interchange	Economic Development	75.5			
1	Buckle Street	Access and Mobility	\$\$			
1	Basin Reserve Improvements ©	Economic Development	\$\$\$			
	Transmission Gully	Economic Development	\$\$\$\$			
2	Melling Interchange ©	Economic Development	\$\$\$			
2	Rimutaka Corner Easing (Muldoon's) ©	Safety and Personal Security	\$\$\$			
2	SH2/58 Grade Separation ©	Safety and Personal Security	\$\$			

Total Phase Cost

1	Centennial Highway Interim Improvements	Safety and Personal Security	0.3			
2	Wairere/Pomare Rd Intersection	Safety and Personal Security	0.5			
1	Plimmerton Weigh Station (Ex-Waikanae)	Safety and Personal Security	2.2			
2	Petone to Ngauranga ATMS	Safety and Personal Security	2.0			
1	Ngauranga to Terrace Tunnel/ATMS	Safety and Personal Security	2.0			
Var	Wellington Region Variable Message Signs	Safety and Personal Security	2.2			

Indicative funding sources identified by Land Transport NZ in the NLTP

© denotes regionally distributed funds






© denotes crown funding

Projects in investigation or design may not necessarily proceed to construction.

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

WELLINGTON State Highway Plan and Forecast for 2007/8 to 2016/17

Legend: Nature of work

 Committed Investigation	 Committed Design	 Committed Construction
 Investigation	 Design	 Construction

SH	Project	Primary LTMA Objective	Estimated Cost Remaining \$ < 5M \$\$ 5-20M \$\$\$ 20-100M \$\$\$\$ 100+M	Land Transport Programme 07/08	Plan 08/09-10/11	Forecast 11/12-16/17
----	---------	------------------------	---	--------------------------------	------------------	----------------------

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

SMALL & MEDIUM PROJECTS (continued)

				Total Phase Cost		
1	Paekakariki Improvements	Safety and Personal Security		1.0		
1	Pukerua Bay Improvements	Safety and Personal Security		0.1		
1	Otaki Roundabout	Access and Mobility		0.9		
2	Moonshine Hill Intersection	Safety and Personal Security		2.1		
2	Carterton Intersection – Pembroke Street	Safety and Personal Security		0.2		
2	Carterton Intersection – Park Rd/Belvedere Rd Roundabout	Safety and Personal Security		0.3		

Passing Lanes

2	Featherston to Greytown Nth Bd PL	Safety and Personal Security		0.6		
2	Greytown to Featherston Sth Bd PL	Safety and Personal Security		0.7		
1	Otaki to Waikanae Sth Bd PL	Safety and Personal Security		1.4		
2	Carterton to Masterton Nth Bd PL	Safety and Personal Security		0.8		
2	Masterton to Carterton Sth Bd PL	Safety and Personal Security		0.9		

Walking & Cycling

1	Teihana Rd Pedestrian Facilities	Public Health		\$		
2	Petone – Horokiwi Cycling Facility	Public Health		\$		
1	Paraparaumu Rail Overbridge Clip-on Cycle Lane	Public Health		\$		

Projects in investigation or design may not necessarily proceed to construction.

WELLINGTON State Highway Plan and Forecast for 2007/8 to 2016/17

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 Cost Remaining \$ < 5M \$\$\$ 20-100M \$\$\$\$ 100+M	Land Transport Programme 07/08	Plan 08/09-10/11	Forecast 11/12-16/17
----	---------	------------------------	---	--------------------------------	------------------	----------------------

Strategic Studies

Featherston to Upper Hutt State Highway Plan

SH1 Kapiti Strategic Study

SH2 Hutt Strategic Study

SH1 Ngauranga to Airport

SH58 – Safety Improvement

Porirua Walking & Cycling

Wairarapa Strategic Study

Wellington State Highway Strategy

SH2 Petone to Hayward Safety Review

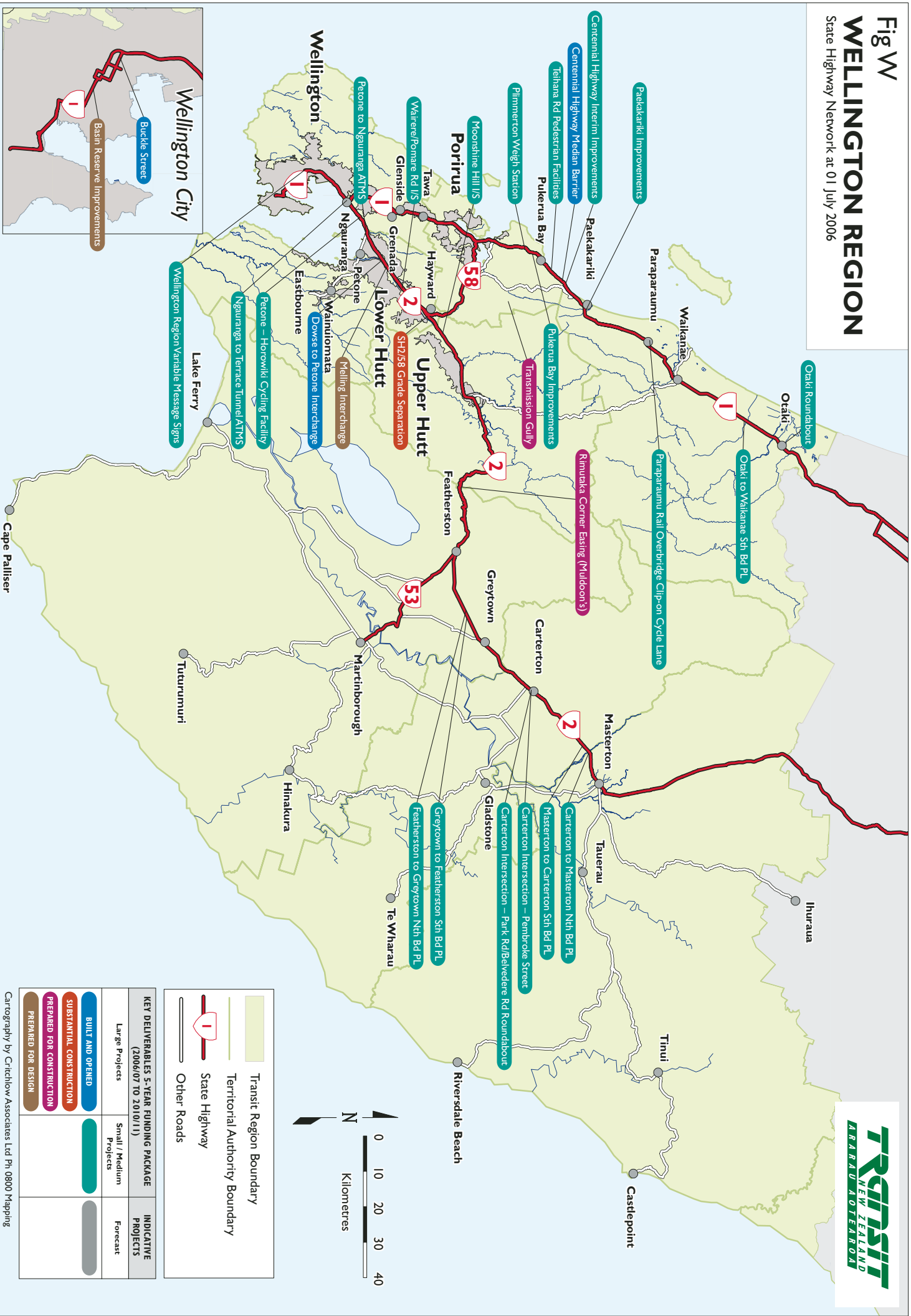
Wellington Cycle Strategy Audit

Grenada to Gracefield Strategic Study

Fig W

WELLINGTON REGION

State Highway Network at 01 July 2006



Cartography by Crichtlow Associates Ltd Ph. 0800 Mapping



KEY TRANSPORT ISSUES

In meeting the objectives of the NZTS and LTMA the key regional transport issues for the Nelson/Marlborough/Tasman region include:

- › Road safety
- › Travel time reliability during peak periods
- › Poor air quality in some parts of Nelson
- › Traffic growth within and beyond Blenheim, particularly on arterial roads in the Blenheim/Wairau Plains environs and Ferry traffic, a relatively unique issue with “tidal” flows throughout the day
- › Route security and efficiency to the east, including the Awatere Bridge, north of Nelson (including the Whangamoia South saddle), and south of Nelson, (including Hope Saddle)
- › Forestry traffic: Marlborough is anticipating a significant increase in forestry to around one million tonnes per year, of which two-thirds is expected to be exported through Port Shakespeare at Picton. Nelson and Tasman are similarly expecting significant growth to two million tonnes, much of which will be exported through the Port of Nelson
- › Tourist traffic: particularly to Nelson Lakes National Park, Marlborough Sounds, Abel Tasman Park and Kahurangi National Park.

How we plan to address these key issues

While there is a significant emphasis for Transit in Marlborough, Nelson and Tasman on maintaining the existing state highway network, there are a number of activities in the 10-year State Highway Forecast to improve road safety as well as route security and efficiency in the Nelson/Marlborough/Tasman region.

The North Nelson to Brightwater Strategic Study is in progress to develop a long term transport strategy for the Nelson to Brightwater Corridor. Immediate priority improvement projects identified by the study,

such as the Tahunanui intersection, the McGlashen Ave intersection, and the Three Brothers Corner intersection, are included in the forecast. Following public consultation on the long-term strategy, projects will be considered in future forecasts.

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.

Substantial improvements have been made to the state highway network recently, especially in Nelson City, the Tasman District and Blenheim. State highways in Marlborough, Nelson and Tasman are now generally of a high standard. To ensure this standard is maintained, the Awatere Bridge Replacement project on SH1, south of Blenheim, was funded for construction in 2005/2006 and is underway. Additionally, the SH6 Whangamoia South and SH60 Ruby Bay projects are included for construction, subject to confirmation of project scope.

Road Safety

Transit has identified a number of small and medium sized projects to improve the safety and efficiency of sections of state highway and to improve safety at intersections, for progress in the next three years. Projects include: SH60 Flush Median in Appleby and SH62 seal widening of Rapaura Road from Jefferies to Wratts, and Wratts to SH1. Work on the management or removal of roadside hazards will continue.

Secure and Efficient Transport Corridors

The following intersection improvements are aimed at reducing congestion and contributing to more efficient transport corridors: constructing the Tahunanui intersection in Nelson, as well as the McGlashen Avenue and Three Brothers Corner intersections in Richmond, all on SH6.

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 for progress in the next three years on SH1 at Grovetown, north of Blenheim.

Walking and Cycling

Three projects that are part of Nelson City's Atawhai Walking and Cycling project have been identified for construction on SH6 to the north of Nelson: Bayview Road to Atawhai Drive, Marybank to Tui Glen Road, and Tui Glen Road to Bayview Road. In addition the Appleby River Bridge enhancement is proposed.

Stock Effluent Disposal Facilities

As part of a national programme to provide a safe and convenient network of stock effluent disposal facilities Transit proposes to progress a facility at Hira on SH6.

Strategic Studies

Upcoming studies include the Blenheim and Wairau Plains Strategic Study, the Tasman Passing Lane Investigation and the Motueka Study.

Maintenance and Operations







Maintenance and operations activities make up the majority of the forecast expenditure in the Marlborough/Nelson/Tasman region. In addition to preserving the highway network and undertaking maintenance and improvements to meet future levels of service, we propose to:

- › Resurface 95km of highway, including 5km with low noise surfacing
- › Strengthen 8km of highway
- › Continue to improve the prediction of winter road conditions in order to improve emergency responses to snow and ice, and continue to trial the use of the anti-icer calcium magnesium acetate
- › Continue to manage local roads in Marlborough (under contract to Marlborough District Council).

NELSON/MARLBOROUGH/TASMAN State Highway Plan and Forecast for 2007/08 to 2016/17

Legend: Nature of work

	Committed Investigation		Committed Design		Committed Construction
	Investigation		Design		Construction

SH	Project	Primary LTMA Objective	Estimated Cost Remaining \$ < 5M \$\$ 5-20M \$\$\$ 20-100M \$\$\$\$ 100+M	Land Transport Programme 07/08	Plan 08/09-10/11	Forecast 11/12-16/17
LARGE PROJECTS						
1	Awatere Bridge Replacement	Access and Mobility	3.1			
60	Ruby Bay Bypass ®	Access and Mobility	\$\$\$			
6	Whangamoia South Realignment ®	Access and Mobility	\$\$\$			
6	Hope Saddle Realignment ®	Access and Mobility	\$\$			

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

SMALL & MEDIUM PROJECTS

			Total Phase Cost			
60	SH60 Flush Median	Safety and Personal Security	1.6			
6	Tahunanui Intersection	Safety and Personal Security	1.8			
6	3 Brothers Corner Intersection	Safety and Personal Security	0.1			
62	SH62 Rapaura-Jefferies to Wratts	Safety and Personal Security	0.1			
62	SH62 Rapaura-Wratts to SH1	Safety and Personal Security	0.1			
6	McGlashen Ave Intersection	Access and Mobility	3.6			
6	Sneiders Creek Realignment	Safety and Personal Security	0.1			
63	Eves Valley Bridge 2L	Safety and Personal Security	0.1			






Indicative funding sources identified by Land Transport NZ in the NLTP

® denotes regionally distributed funds



Projects in investigation or design may not necessarily proceed to construction.

NELSON/MARLBOROUGH/TASMAN State Highway Plan and Forecast for 2007/08 to 2016/17

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 Cost Remaining \$ < 5M \$\$ 5-20M \$\$\$ 20-100M \$\$\$\$ 100+M	Land Transport Programme 07/08	Plan 08/09-10/11	Forecast 11/12-16/17
	Passing Lanes		Total Phase Cost			
1	Grovetown Nth Bd PL	Safety and Personal Security	0.8			
	Stock Effluent Disposal Facility					
6	Hira SEDF	Environmental Sustainability	0.4			
	Walking & Cycling					
6	Atawhai Walking and Cycling Project	Public Health	\$			
60	Appleby River Bridge Cycleway	Public Health	\$			

Projects in investigation or design may not necessarily proceed to construction.

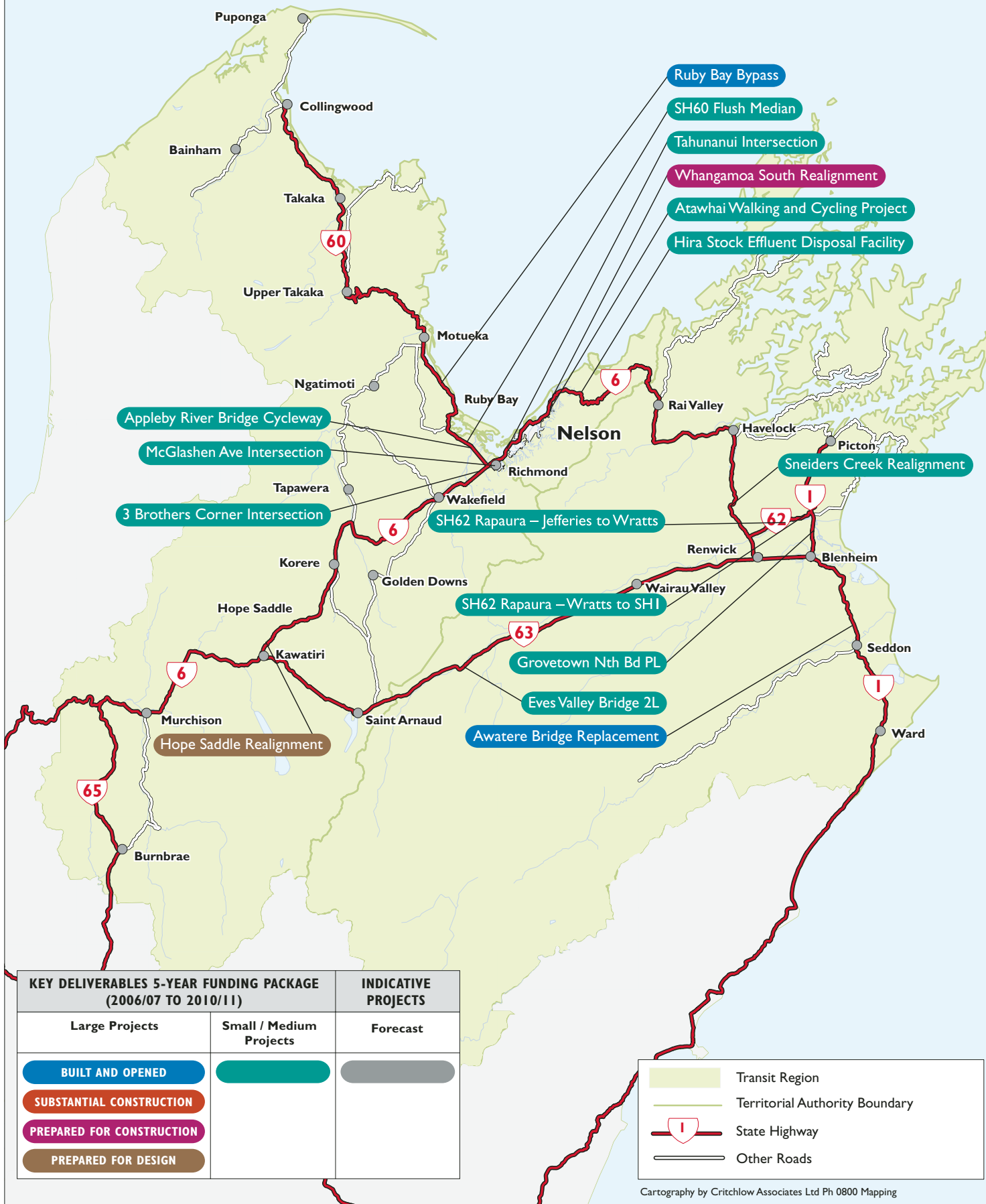
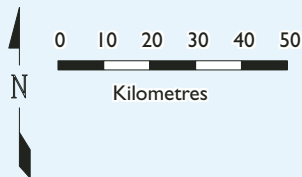
Strategic Studies

- North Nelson to Brightwater
- Richmond Development and Transportation Study (joint study with Tasman District Council)
- Blenheim & Wairau Plains Strategic Study
- SH1 Blenheim to Christchurch
- Nelson/Marlborough/Tasman Passing Opportunities Plan

Fig NM

NELSON/MARLBOROUGH/TASMAN REGIONS

State Highway Network at 01 July 2006



KEY DELIVERABLES 5-YEAR FUNDING PACKAGE (2006/07 TO 2010/11)		INDICATIVE PROJECTS
Large Projects	Small / Medium Projects	Forecast
BUILT AND OPENED		
SUBSTANTIAL CONSTRUCTION		
PREPARED FOR CONSTRUCTION		
PREPARED FOR DESIGN		

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

Cartography by Critchlow Associates Ltd Ph 0800 Mapping

