



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 and safety problems caused by rapid population and development growth in the Bay of Plenty, particularly in the western Bay of Plenty sub-region in and around Tauranga
- › Increased forestry traffic over the next five to 10 years, with forestry harvesting expected to increase from 10 to 11 million tonnes a year from the Central Plateau forests, much of the product being exported through the Port of Tauranga
- › Tourist traffic, particularly around Rotorua
- › Interruption of the state highway network by 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 region's state highway network and substantial improvements are planned.

The Tauranga Eastern Corridor is also congested and will be put under further pressure by substantial growth planned for Papamoa. Transit is working with its Smart Transport partners (Tauranga City Council, Western Bay of Plenty District Council and Environment Bay of Plenty) to develop the 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 integrated land use and transport strategic study for the Tauranga Northern Corridor is underway and will take into account the review of the long-term function of the highway. This will define appropriate standards for design of the Tauranga Northern Arterial.

Several small projects 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 Whakatane District Council, Environment Bay of Plenty and ONTRACK to address the severe flooding risk.

Congestion and Strategic Corridor Improvements

Transit is continuing to progress the Harbour Link Project with Stage 1, the four-laning of Hewletts Road, now complete. Construction is well underway on Stage 2, the duplication of the existing Harbour Bridge and the construction of a four-lane flyover from the bridge to Takitimu Drive. The objectives are to increase road capacity and to provide bus lanes and walking and cycling facilities to encourage use of these modes of transport.

A range of Travel Demand Management initiatives, including bus priority measures, cycle lanes and pedestrian paths, have been identified for the SH2, Turret Road/15th Avenue corridor in partnership with Tauranga City Council to complement signals at the Welcome Bay/Mangatapu roundabouts. Transit is continuing the investigation and design of this work.

The design of the Tauranga Eastern Motorway has commenced. Transit is continuing with obtaining resource consents and land purchase. We will work with our Smart Transport partners to ensure the motorway is fully integrated with other transport activities and complements the proposed land use changes. The Smart Transport partners, led by the Regional Land Transport Committee, are developing a joint funding package.

Investigative work for the Katikati Bypass is underway and we will consider updating the designation to ensure it is suitable for a future alternative route for SH2 through Katikati compatible with future land use and with intersection and safety improvements.

Investigation of Omokoroa intersection has commenced to provide for growth on Omokoroa Peninsula.

Transit continues to work with Tauranga City Council and the developers at Pyes Pa to complete the remaining stages of Pyes Pa Bypass. Stage 1 was completed in 2005/06 by the developer, enabling works are currently underway and, subject to funding approvals, a contract for the final construction stage will be awarded in 2009 for completion early 2011.

Safety

The widening of two bridges on SH36 Rotorua/ Tauranga Twin City Corridor is being undertaken.

Transit is also planning to progress additional small projects, including bridge and seal widening, and intersection improvements.

Route Security

Works are continuing on SH2 near Matata as part of an integrated package of flood protection works.

Passing Opportunities

Transit will continue investigation and design of passing lanes north of Katikati on SH2 and on SH5 north and south of Rotorua. Passing lanes are also proposed for SH30 and SH33 and a slow vehicle bay for SH30.

Stock Effluent Disposal Facilities

As part of a national programme to provide a safe and convenient network of stock effluent disposal facilities, investigation will continue on identifying an appropriate site for a new facility on SH29 to address the issue of effluent spills on the Kaimai Ranges.

Walking and Cycling

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

Strategic Studies

Transit proposes a number of strategic studies to improve our long-term planning and assist good decision-making, including the Rotorua Central, Eastern Bay of Plenty 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, 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 electronic variable message signs to provide real time information for road users in Tauranga and Rotorua
- › Implement plant pest strategies and use special 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 2008/09 to 2017/18

Legend: Nature of work

	Committed Investigation		Committed Design		Committed Construction
	Investigation		Design		Construction

SH	Project	Primary LTMA Objective	Estimated Cost Remaining			Land Transport Programme 08/09	Plan 09/10-10/11	Forecast 11/12-17/18
			\$ < 5M	\$\$\$ 20-100M	\$\$\$ 100+M			
LARGE PROJECTS								
2A	Harbour Link	Economic Development		126.2				
36	Pyes Pa Bypass § ①	Access and Mobility	5.2					
2/29	Tauranga Central Corridor Improvements	Economic Development	0.7					
2	Tauranga Eastern Motorway §	Access and Mobility	6.3					
2	Omokoroa Roundabout §	Access and Mobility	0.3					
2	Katikati Bypass	Access and Mobility	0.5					
2/29	Tauranga Central Corridor Improvements	Economic Development	\$					
2	Tauranga Eastern Motorway §	Access and Mobility	\$\$\$					
2	Tauranga Northern Arterial	Access and Mobility	\$\$\$					
2	Katikati Bypass	Access and Mobility	\$					
SMALL & MEDIUM PROJECTS								
			Total Phase Cost					
2	Awaiti Intersection Improvements	Safety & Personal Security	0.1					
36	Hamurana to Te Waerenga Road Seal Widening	Safety & Personal Security	1.1					
2	Reids Canal Bridge Replacement	Environmental Sustainability	0.1					
36	Hamurana Rd / Tauranga Direct Rd Intersection Improvement	Safety & Personal Security	0.1					
36	Mangapouri Bridge Widening	Safety & Personal Security	0.1					

Projects listed in the plan years may be accelerated into the programme year to ensure full use of available funding (subject to project suitability)

§ in conjunction with third party contributions outside NLTP funding
 ① enabling construction committed

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

BAY OF PLENTY State Highway Plan and Forecast for 2008/09 to 2017/18

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 08/09	Plan 09/10-10/11	Forecast 11/12-17/18
			\$ < 5M \$\$\$ 20-100M \$\$\$\$ 100+M			
SMALL & MEDIUM PROJECTS (continued)						
			Total Phase Cost			
2	Matata Underpass Realignment	Safety & Personal Security	0.6			
2	Wharawhara Road Roundabout	Economic Development	0.2			
29	Soldiers Road Realignment + Intersection Improvement	Safety & Personal Security	0.1			
2	Waitehanui Bridge Replacement	Safety & Personal Security	0.1			
2	Marshall Road Traffic Signals	Economic Development	0.1			
2	Bethlehem Township 4L	Safety & Personal Security	0.1			
2	Awaiti Intersection Improvements	Safety & Personal Security	\$			
2	Reids Canal Bridge Replacement	Environmental Sustainability	\$			
36	Hamurana Rd / Tauranga Direct Rd Intersection Improvement	Safety & Personal Security	\$			
5	Ngongotaha RAB Tidal Improvement (Lights)	Access & Mobility	\$			
36	Mangorewa Stream North and South Bridge Widening	Safety & Personal Security	\$			
2&29	Welcome Bay & Maungatapu Roundabouts Signalisation	Economic Development	\$			
36	Mangapouri Bridge Widening	Safety & Personal Security	\$			
2	Wharawhara Road Roundabout	Economic Development	\$			
29	Soldiers Road Realignment + Intersection Improvement	Safety & Personal Security	\$			
2	Waitehanui Bridge Replacement	Safety & Personal Security	\$			
36	Waiteti Road Intersection Improvement	Safety & Personal Security	\$			
5	Fairy Springs 4L Stage 2	Safety & Personal Security	\$			
2	Marshall Road Traffic Signals	Economic Development	\$			

Projects listed in the plan years may be accelerated into the programme year to ensure full use of available funding (subject to project suitability)

BAY OF PLENTY State Highway Plan and Forecast for 2008/09 to 2017/18

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
















SMALL & MEDIUM PROJECTS (continued)




















			Total Phase Cost
5	Oturoa Road Intersection Improvement	Safety & Personal Security	\$
33	Sun Valley Realignment	Safety & Personal Security	\$
30	Apirana Curves Realignment	Safety & Personal Security	\$
2	Taneatua Rail Overbridge	Safety & Personal Security	\$
2	Arden Cottage Curves Realignment	Safety & Personal Security	\$
5	Waipa Curve Realignment	Safety & Personal Security	\$
2	SH2 Katikati Urban Safety Improvements	Safety & Personal Security	\$
2	Bethlehem Township 4L	Safety & Personal Security	\$

Passing Lanes

5	Maraeroa PL	Safety & Personal Security	0.1
5	Maraeroa PL	Safety & Personal Security	\$
2	Kauri Point PL	Safety & Personal Security	\$
33	Banksia Road PL	Safety & Personal Security	\$
5	Five Mile Gate PL	Safety & Personal Security	\$
2	Kopuroa PL	Safety & Personal Security	\$
30	Rotoma Bluff Slow Vehicle Bay	Safety & Personal Security	\$
2	Tuapiro Road PL	Safety & Personal Security	\$
2	Bridgeman Lane PL	Safety & Personal Security	\$

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Land Transport Programme 08/09	Plan 09/10-10/11	Forecast 11/12-17/18
		
		
		
		
		
		
		
		

Projects listed in the plan years may be accelerated into the programme year to ensure full use of available funding (subject to project suitability)

BAY OF PLENTY State Highway Plan and Forecast for 2008/09 to 2017/18

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

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

	Land Transport Programme 08/09	Plan 09/10-10/11	Forecast 11/12-17/18

Total Phase Cost

30	Rotoma Hills PL	Safety & Personal Security	\$
2	Worsley Road PL	Safety & Personal Security	\$

Stock Effluent Disposal Facilities

29	SH29 SEDF	Environmental Sustainability	\$
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Walking & Cycling

29	Poike Road Pedestrian & Cycle Facility	Public Health	\$
2	Wairoa Bridge to Bethlehem Safety Improvements	Public Health	\$
2	Te Maunga Pedestrian Strategy Link	Public Health	\$
33	Mourea Bridge Pedestrian Cycleway	Public Health	\$

Strategic Studies

- Rotorua Central, Eastern Lakes, and Southern Corridors
- Tauranga Northern Corridor
- Tauranga South Western Corridor
- Whakatane Transportation Study
- SH2/29 Inter-regional Strategic Study
- Bay of Plenty Passing Opportunities Study
- Eastern Bay of Plenty
- Bay of Plenty Regional State Highway Strategy

Projects listed in the plan years may be accelerated into the programme year to ensure full use of available funding (subject to project suitability)



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

State Highway 2 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 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. On SH35 seal widening and two slow vehicle bays are planned.

Road Safety – Secure and Efficient Transport Corridors

Transit plans to continue improving the safety and efficiency of state highways. One large and a number of 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 north of Gisborne. The Passing and Overtaking Strategy study on SH2 between Gisborne and Napier has been completed and identifies further improvements that can be made on this route. Work will be undertaken to implement a package of 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 2008/09 to 2017/18

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

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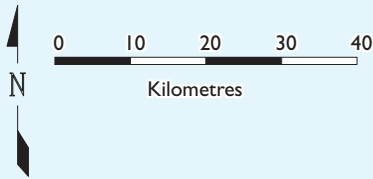
	Land Transport Programme 08/09	Plan 09/10-10/11	Forecast 11/12-17/18
LARGE PROJECTS			
35	Gisborne – Tolaga Seal Widening		
SMALL & MEDIUM PROJECTS			
Total Phase Cost			
35	Kopuaroa No.3 Bridge Replacement		
2	Dymock Road Curve		
35	Curve North of Makarika Road		
35	Kopuaroa No.3 Bridge Replacement		
35	North Tolaga Seal Widening		
35	Makokomuku Realignment		
2	SH2 Pilmer / Farmer Roads Intersection Improvement		
Passing Lanes			
35	Slow Vehicle Bays Stage 1		
35	Panikau Hill Slow Vehicle Bays		
35	Slow Vehicle Bays Stage 2		
Stock Effluent Disposal Facilities			
2/35	Gisborne SEDF		
Walking & Cycling			
35	Awapuni to McDonald Road Cycleway		
35	Gisborne /Wainui Cycleway		

Projects listed in the plan years may be accelerated into the programme year to ensure full use of available funding (subject to project suitability)

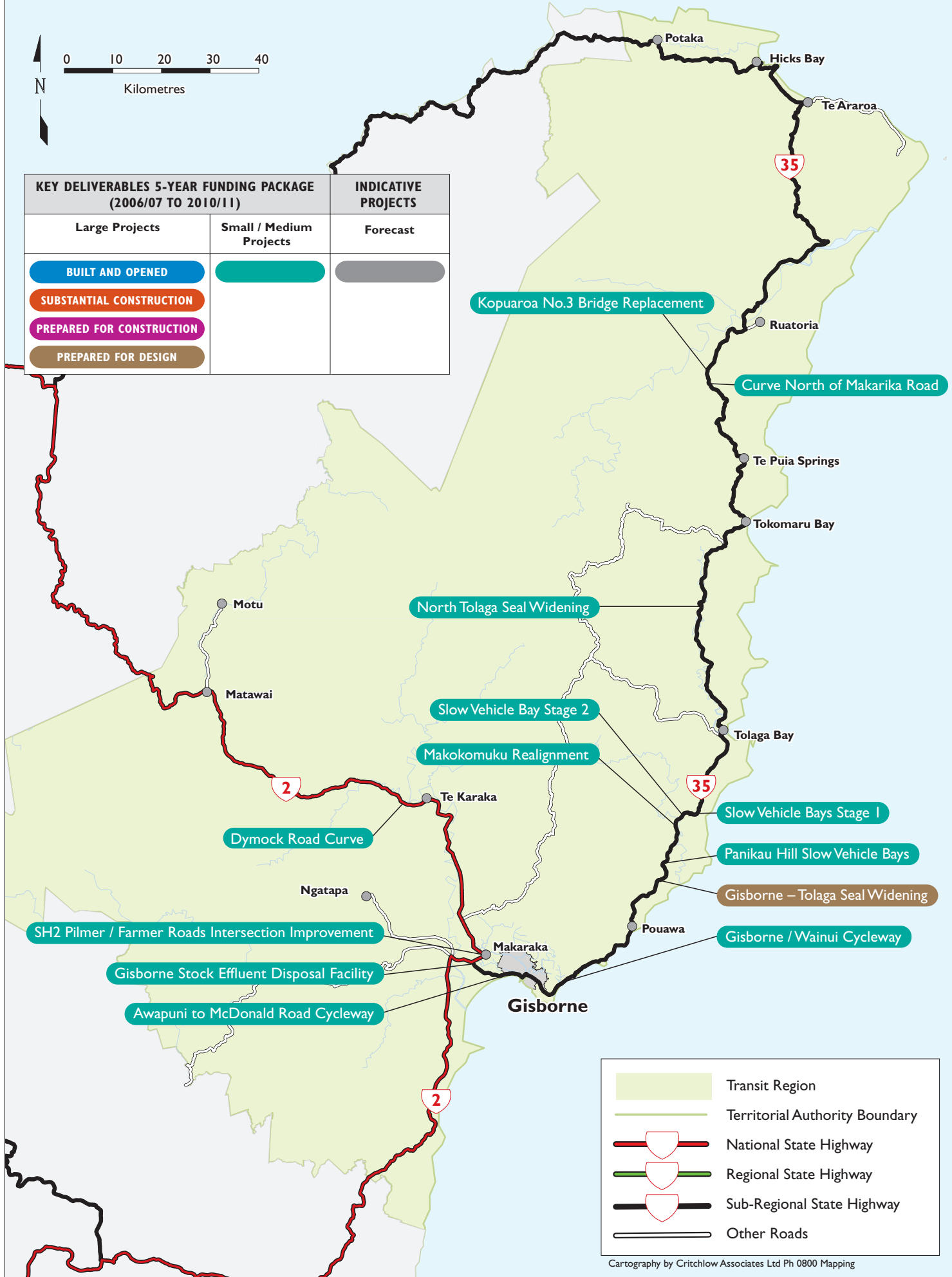
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GISBORNE REGION

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
	National State Highway
	Regional State Highway
	Sub-Regional 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, flat to rolling around Waipukurau, then rising gently up to the Takapau Plains. A number of passing lanes have been constructed to improve efficiency, with 10 others planned and four more proposed.

State Highway 2 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. The Passing and Overtaking Strategy Study on SH2 between Wairoa 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 passing opportunity improvements.

State Highway 5, 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.

State Highway 38 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.

State Highway 50A 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 2008/09. This will ultimately reduce delays and crashes at the Maraekakaho Road/York Road intersection.

Prebensen Drive/Hyderabad Road Interchange in Napier is a large project which will assist economic development by providing an efficient route to the Port of Napier.

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 Opportunities 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 at Glengarry Hill on SH5, currently under investigation. Another site on SH2 in the Wairoa District has been included in the forecast for investigation in 2008/09.

Walking and Cycling

The cycling strategies for Napier City Council, Hastings, Wairoa and 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 several strategic studies 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 2008/09 to 2017/18

Legend: Nature of work



















	Committed Investigation		Committed Design		Committed Construction
	Investigation		Design		Construction

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SH	Project	Primary LTMA Objective	Estimated Cost Remaining \$ < 5M \$\$ 5-20M \$\$\$ 20-100M \$\$\$\$ 100+M	Land Transport Programme 08/09	Plan 09/10-10/11	Forecast 11/12-17/18
LARGE PROJECTS						
50A	Hawke's Bay Expressway Southern Extension	Access and Mobility	0.5			
2	Matahorua Gorge Realignment	Access and Mobility	1.2			
2	Prebensen Drive / Hyderabad Road Interchange	Access and Mobility	0.2			
50A	Hawke's Bay Expressway Southern Extension	Access and Mobility	\$\$			
2	Waipukurau Overbridge Realignment	Safety & Personal Security	\$\$			
2	Matahorua Gorge Realignment	Access and Mobility	\$\$\$\$			
2	Prebensen Drive / Hyderabad Rd Interchange	Access and Mobility	\$\$			

SMALL & MEDIUM PROJECTS

Total Phase Cost

5	Dillons Hill Realignment	Safety & Personal Security	3.8			
2	Waitangi Washout Bridge Replacement	Safety & Personal Security	0.3			
2	Takapau Plains Seal Widening	Safety & Personal Security	0.1			
2	Whakaki Road Curves Improvements	Safety & Personal Security	0.1			
2	College Road to Silverstream Realignment & PL	Safety & Personal Security	0.1			
2	Waitangi Washout Bridge Replacement	Safety & Personal Security	\$			
2	Pilchers Road Intersection	Safety & Personal Security	\$			
2	Kennedy Road Intersection Improvements	Safety & Personal Security	\$			
2	North of Tumanui Road Realignment	Safety & Personal Security	\$			
2	Takapau Plains Seal Widening	Safety & Personal Security	\$			

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HAWKE'S BAY State Highway Plan and Forecast for 2008/09 to 2017/18

Legend: Nature of work

	Committed Investigation		Committed Design		Committed Construction
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			Total Phase Cost \$ < 5M \$\$\$ 20-100M \$\$ 5-20M \$\$\$\$ 100+M			

SMALL & MEDIUM PROJECTS (continued)

2	Tahaenui Bridge Replacement and Realignment	Safety & Personal Security	\$			
2	Whakaki Road Curves Improvements	Safety & Personal Security	\$			
2	College Road to Silverstream Realignment & PL	Safety & Personal Security	\$			
2	SH2/50 Intersection Improvements	Safety & Personal Security	\$			
2	Napier Road Intersection	Safety & Personal Security	\$			
2	South of Haliburton Road Realignment	Safety & Personal Security	\$			
2	Kennels Corner and Curve South	Safety & Personal Security	\$			
50	Glencoe Gorge Realignment	Safety & Personal Security	\$			
2	Bay View – 70kph Zone Traffic Management	Safety & Personal Security	\$			
2	Tutira Section Corridor Study	Safety & Personal Security	\$			
5	Tarawera Hill Enabling Works	Safety & Personal Security	\$			

Passing Lanes







2	Otane Cemetery PL	Safety & Personal Security	1.2			
2	Napier Airport to Bay View PL	Safety & Personal Security	0.02			
2	Corkscrew Gully Nth Bd PL	Safety & Personal Security	\$			
2	Te Mahanga South PL	Safety & Personal Security	\$			
2	Opapa Nth Bd PL	Safety & Personal Security	\$			
2	Gisborne – Napier Passing Opportunities	Safety & Personal Security	\$			




















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HAWKE'S BAY State Highway Plan and Forecast for 2008/09 to 2017/18

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	Total Phase Cost	Land Transport Programme 08/09	Plan 09/10-10/11	Forecast 11/12-17/18
Passing Lanes (continued)							
2	Poukawa Swamp North PL	Safety & Personal Security	\$				
2	Te Mahanga North PL	Safety & Personal Security	\$				
2	SH2 South of SH50 PL	Safety & Personal Security	\$				
2	Poukawa Swamp South PL	Safety & Personal Security	\$				
2	Drumpeel South PL	Safety & Personal Security	\$				
2	Corkscrew Gully Sth Bd PL	Safety & Personal Security	\$				
2	Opapa Sth Bd PL	Safety & Personal Security	\$				
50A	HB Expressway (Tutaekuri Waimate to Ngaruroro) PL	Safety & Personal Security	\$				
2	Napier Airport to BayView PL	Safety & Personal Security	\$				
Stock Effluent Disposal Facilities							
2	Wairoa SEDF	Environmental Sustainability	0.1				
2	Wairoa SEDF	Environmental Sustainability	\$				
5	Glengarry SEDF	Environmental Sustainability	\$				

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

Projects listed in the plan years may be accelerated into the programme year to ensure full use of available funding (subject to project suitability)

HAWKE'S BAY State Highway Plan and Forecast for 2008/09 to 2017/18

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 \$\$ 5-20M \$\$\$ 20-100M \$\$\$\$ 100+M	08/09	09/10-10/11	11/12-17/18

Walking & Cycling		Total Phase Cost
2	Waitangi Stream Bridge Cycleway	1.5
2	Waipawa to Waipukurau Cycleway	\$
2	Waipukurau Cycle Lane Network	\$
2	Karamu Stream Bridge Cycleway	\$
2	Bay View Cycleway – HB Strategy	\$

Strategic Studies

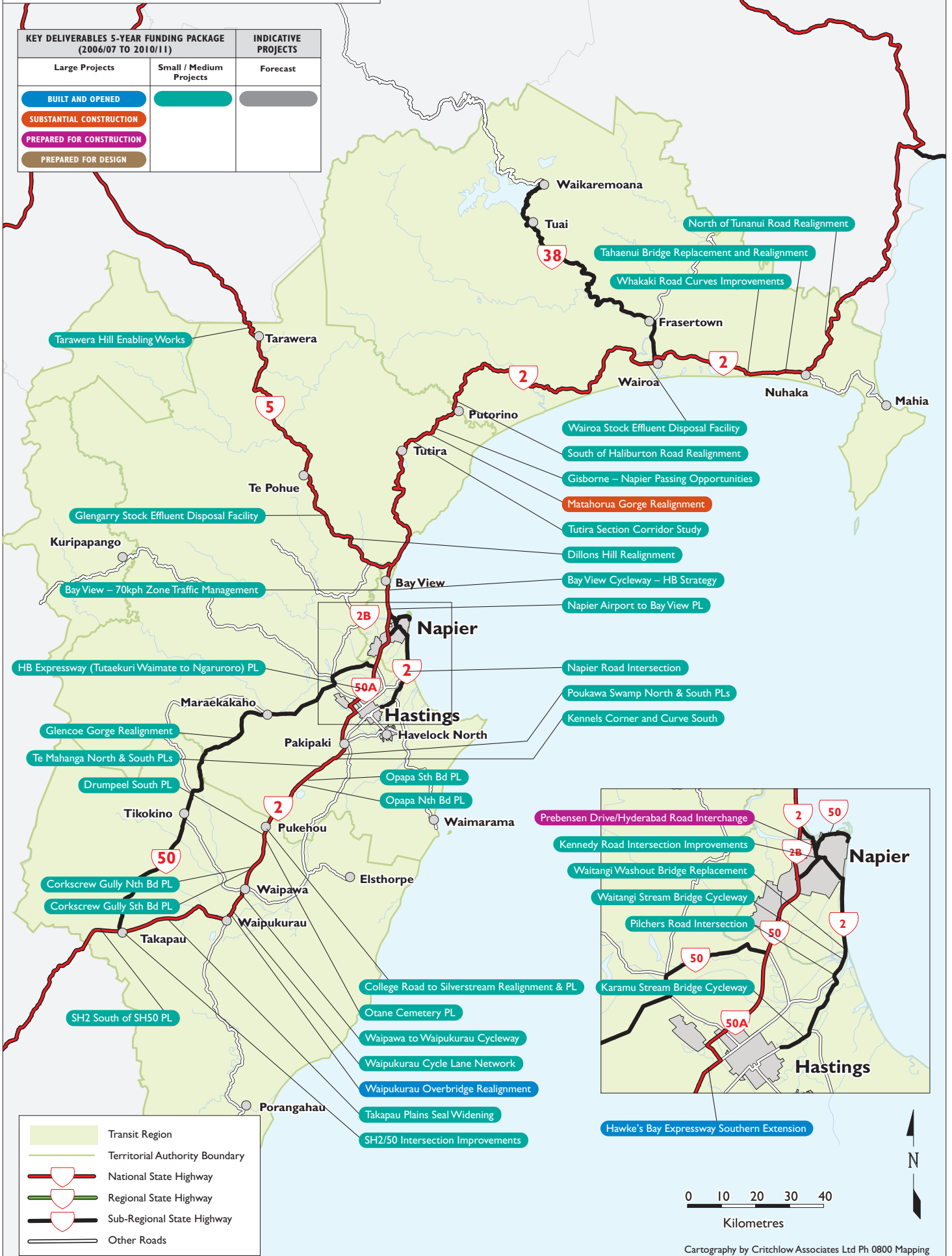
- Hawke's Bay SH Management Plan
- Region 6 Corridor Management Plan
- SH5 Napier to Taupo Strategic Study
- SH2 South of Hastings Strategic Study
- SH2 Napier to Gisborne Passing Opportunities Plan

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		





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” between Taumarunui (Waikato) and Stratford (Taranaki).

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 and is presently under construction.

The Bell Block Bypass, north of New Plymouth, is a strategic route improvement between Paraitē 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 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 Access Improvements, to ensure that the future reliability, security and safety of this strategic route between the two regions is retained.

South of Hawera, the widening of the Tangahoe Bridge has been contracted for construction in the current year.

Passing Opportunities

Limited passing opportunities in some parts of the region’s road network lead to driver frustration and accidents. To assess the requirement for passing opportunities in the Taranaki region, a study was undertaken on SH3 between Hawera and Wanganui. This will lead to the development of a suite of eight passing lanes between Waitotara and Hawera over the next three years.

Walking and Cycling

Investigation of the Devon Intermediate pedestrian walkway on SH45 in Western New Plymouth is progressing and improvements at the site will be undertaken in the next two years. In addition, the Bell Block to Waiwhakaiho River cycleway is now being funded as a council project.

Strategic Studies

The New Plymouth Strategic Study presently underway will identify improvements and the management and protection of strategic networks and important local roads in New Plymouth. The study has recently undergone wide public consultation and will be finalised later in 2008.







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 115km of the network
- › Carry out 15km of road pavement reconstruction
- › Improve the availability of road condition information at critical locations on the network.

TARANAKI State Highway Plan and Forecast for 2008/09 to 2017/18

Legend: Nature of work

	Committed Investigation		Committed Design		Committed Construction
	Investigation		Design		Construction

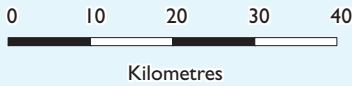
The grey symbols show indicative timings given that the investigation or design phase has not been completed.

SH	Project	Estimated Cost Remaining \$ < 5M \$\$\$ 20-100M \$\$\$ 5-20M \$\$\$\$ 100+M	Primary LTMA Objective	Land Transport Programme 08/09	Plan 09/10-10/11	Forecast 11/12-17/18
LARGE PROJECTS						
3	Bell Block Bypass	11.1	Access and Mobility			
3	Rugby Road Underpass	8.8	Access and Mobility			
3	Normanby Overbridge Realignment	\$\$	Access and Mobility			
SMALL & MEDIUM PROJECTS						
Total Phase Cost						
3	Tangahoe Bridge Widening	1.8	Safety & Personal Security			
3	Muggeridge South Realignment	0.2	Safety & Personal Security			
3	Finnerty Road Right Turn Bay	\$	Safety & Personal Security			
3	Patea – Wanganui Curves Suite	\$	Safety & Personal Security			
3	Hawera – Patea Curves Suite	\$	Safety & Personal Security			
3	South of Egmont Village Curves	\$	Safety & Personal Security			
Passing Lanes						
3	Kakaramea Suite of 4 PLs	\$	Safety & Personal Security			
3	Waverley Suite of 4 PLs	\$	Safety & Personal Security			
3	Normanby North & South PLs	\$	Safety & Personal Security			
Walking & Cycling						
45	Devon Intermediate Pedestrian Facility	\$	Public Health			
Strategic Studies						
	New Plymouth Strategic Study					
	SH3 Safety Study					

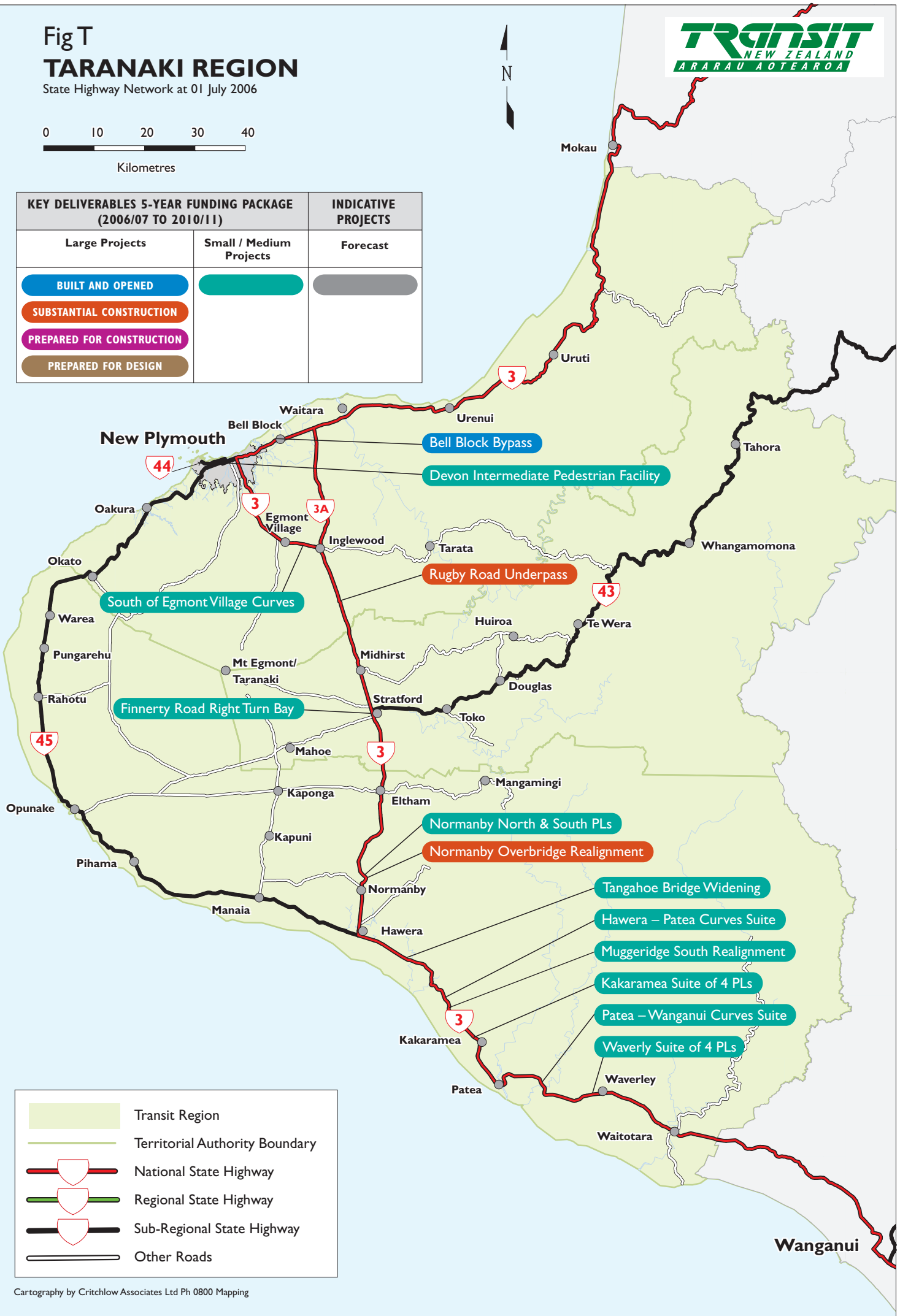
Projects listed in the plan years may be accelerated into the programme year to ensure full use of available funding (subject to project suitability)

Fig T TARANAKI 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
	National State Highway
	Regional State Highway
	Sub-Regional State Highway
	Other Roads



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.

Safety improvements are proposed for SH1: the Ohingaiti–Makohine Realignment south of Taihape is presently under construction to be followed later by the Papatawa Realignment near Dannevirke on SH2.

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, to progress in the next three years. Activities include intersection

improvements, realignments and seal widening. Implementation of works identified from previous crash reduction studies have been undertaken in the Manawatu/Rangitikei district and traffic signals have been installed on the Grey Street/Princess Street intersection (Palmerston North). Improvements are being developed for Rangitikei Street at Tremaine Avenue and J F Kennedy Drive to enhance 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 three passing lanes or passing lane extensions on SH1, two passing lane extensions on SH2 and six 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 proposes the construction of facilities on SH2 near Woodville, 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. Project Takitini at Ohakea – listed as a new strategic study in the draft forecast – will mitigate the effects of the centralisation of the air base to Ohakea.






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 60km of highway
- › Carry out 5km 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 2008/09 to 2017/18

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
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LARGE PROJECTS

1	Ohingaiti – Makohine Realignment	Safety & Personal Security	13.8
2	Papatawa Realignment	Safety & Personal Security	0.4
2	Papatawa Realignment	Safety & Personal Security	\$\$

SMALL & MEDIUM PROJECTS







Total Phase Cost			
4	North of Upokongaro Realignment	Safety & Personal Security	0.3
56	Highway 56 Opiki T-Junction	Safety & Personal Security	0.1
57	Makerua Intersection Improvement SH56/57	Safety & Personal Security	2.0
1	Foxton South Curves	Safety & Personal Security	2.3
3	Grey Princess Signals – Palmerston North	Economic Development	0.1
4	Manunui Intersection	Safety & Personal Security	0.2
3	Rangitikei Line JKennedy Drive Intersection	Safety & Personal Security	0.1
3	Rangitikei Line Tremaine Ave Intersection Improvement	Safety & Personal Security	0.1
4	SH4 Mahoe Wall	Safety & Personal Security	0.4
1	Waiauti Bridge Realignment	Safety & Personal Security	0.1
3	Stewart Road Intersection and Seal Widening	Safety & Personal Security	1.7
3	Concord Line Curve Realignment	Safety & Personal Security	0.1
4	Lismore Corner Realignment	Safety & Personal Security	\$
4	Hapokopoko Stream North Realignment	Safety & Personal Security	\$

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

Land Transport Programme 08/09	Plan 09/10-10/11	Forecast 11/12-17/18
		
		
		

MANAWATU/WANGANUI State Highway Plan and Forecast for 2008/09 to 2017/18

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
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SMALL & MEDIUM PROJECTS (continued)

Total Phase Cost			
1	Muhunua Road Intersection	Safety & Personal Security	\$
3	Rangitikei Line JFKennedy Drive Intersection	Safety & Personal Security	\$
56	Wilson Road South Curve Improvement	Safety & Personal Security	\$
3	Hansen Line and Taonui North Curves	Safety & Personal Security	\$
3	Rangitikei Line Tremaine Ave Intersection Improvement	Safety & Personal Security	\$
4	SH4 Mahoe Wall	Safety & Personal Security	\$
3	SH54 Intersection	Safety & Personal Security	\$
2	Corby Road South Curves	Safety & Personal Security	\$
Var	Merge Treatments (Region 8)	Safety & Personal Security	\$
54	SH56/57 Drainage Safety Profiling	Safety & Personal Security	\$
1	Kotukutuku Road Curves	Safety & Personal Security	\$
3	Carlton / Alma / Jackson Intersection	Safety & Personal Security	\$
1	Oahu Railway Overbridge	Safety & Personal Security	\$
3	Gorge Woodville Seal Widening	Safety & Personal Security	\$
1	Waiaiti Bridge Realignment	Safety & Personal Security	\$
2	Tahoraiti Railway Crossing	Safety & Personal Security	\$
1	Linnet-Huia Street Curve Improvement	Safety & Personal Security	\$
2	Whakaruatapu Bridge Realignment	Safety & Personal Security	\$
3	Concord Line Curve Realignment	Safety & Personal Security	\$







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

Land Transport Programme 08/09	Plan 09/10-10/11	Forecast 11/12-17/18
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		
		




















Projects listed in the plan years may be accelerated into the programme year to ensure full use of available funding (subject to project suitability)

MANAWATU/WANGANUI State Highway Plan and Forecast for 2008/09 to 2017/18

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 08/09	Plan 09/10-10/11	Forecast 11/12-17/18
			\$ < 5M	\$\$\$ 20-100M	\$\$\$ 100+M			
SMALL & MEDIUM PROJECTS (continued)								
1	Waitarere Road Realignment	Safety & Personal Security		\$				
3	Wiktoria Intersection Improvement	Safety & Personal Security		\$				
4	Piriaka Rail Bridge and Approaches	Safety & Personal Security		\$				
57	Millrick – Kendall Realignment	Safety & Personal Security		\$				
3	London Street high school access	Safety & Personal Security		\$				
54	Cameron's Line ML Seal Widening	Safety & Personal Security		\$				
54	Kairanga Bunnythorpe Seal Widening	Safety & Personal Security		\$				
3	Ratana Hill	Safety & Personal Security		\$				
1	Manakau Rail Overbridge	Safety & Personal Security		\$				
Passing Lanes								
1	Vinegar Hill PL Extension	Safety & Personal Security	0.1					
1	Desert Road North PL	Safety & Personal Security	0.1					
1	Desert Road South PL	Safety & Personal Security	0.1					
2	Otamaraho Curve PL Extension	Safety & Personal Security	0.1					
3	Mt Stewart North PL	Safety & Personal Security	\$					
2	Otamaraho Curve PL Extension	Safety & Personal Security	\$					
3	Duddings Lake North PL	Safety & Personal Security	\$					
3	Marangai Road South PL	Safety & Personal Security	\$					
1	Sanson South PL	Safety & Personal Security	\$					









Projects listed in the plan years may be accelerated into the programme year to ensure full use of available funding (subject to project suitability)

MANAWATU/WANGANUI State Highway Plan and Forecast for 2008/09 to 2017/18

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	Land Transport Programme 08/09	Plan 09/10-10/11	Forecast 11/12-17/18
Passing Lanes (continued)						
3	Dalvey Road South PL	Safety & Personal Security	\$			
1	Golf Road South PL	Safety & Personal Security	\$			
2	Davey Hopelands PL	Safety & Personal Security	\$			
3	Pukepapa Road South PL	Safety & Personal Security	\$			
3	Oroua Road North PL	Safety & Personal Security	\$			
Stock Effluent Disposal Facilities						
2	Dannevirike SEDF	Environmental Sustainability	\$			
1	Taihape SEDF	Environmental Sustainability	\$			
4	National Park SEDF	Environmental Sustainability	\$			
Walking & Cycling						
1	Bulls Bridge Cycleway	Public Health	\$			
1	Manawatu River Bridge SH1 Foxton Cycle/Walkway	Public Health	\$			
57	Old West Road (North) SW	Public Health	\$			

Strategic Studies

- Desert Summit to Levin Corridor Management Plan
- Levin South Corridor Study

SH1/SH3 Sanson to Manawatu Gorge Strategic Study

Projects listed in the plan years may be accelerated into the programme year to ensure full use of available funding (subject to project suitability)

Fig MW MANAWATU/WANGANUI REGION

State Highway Network at 01 July 2006

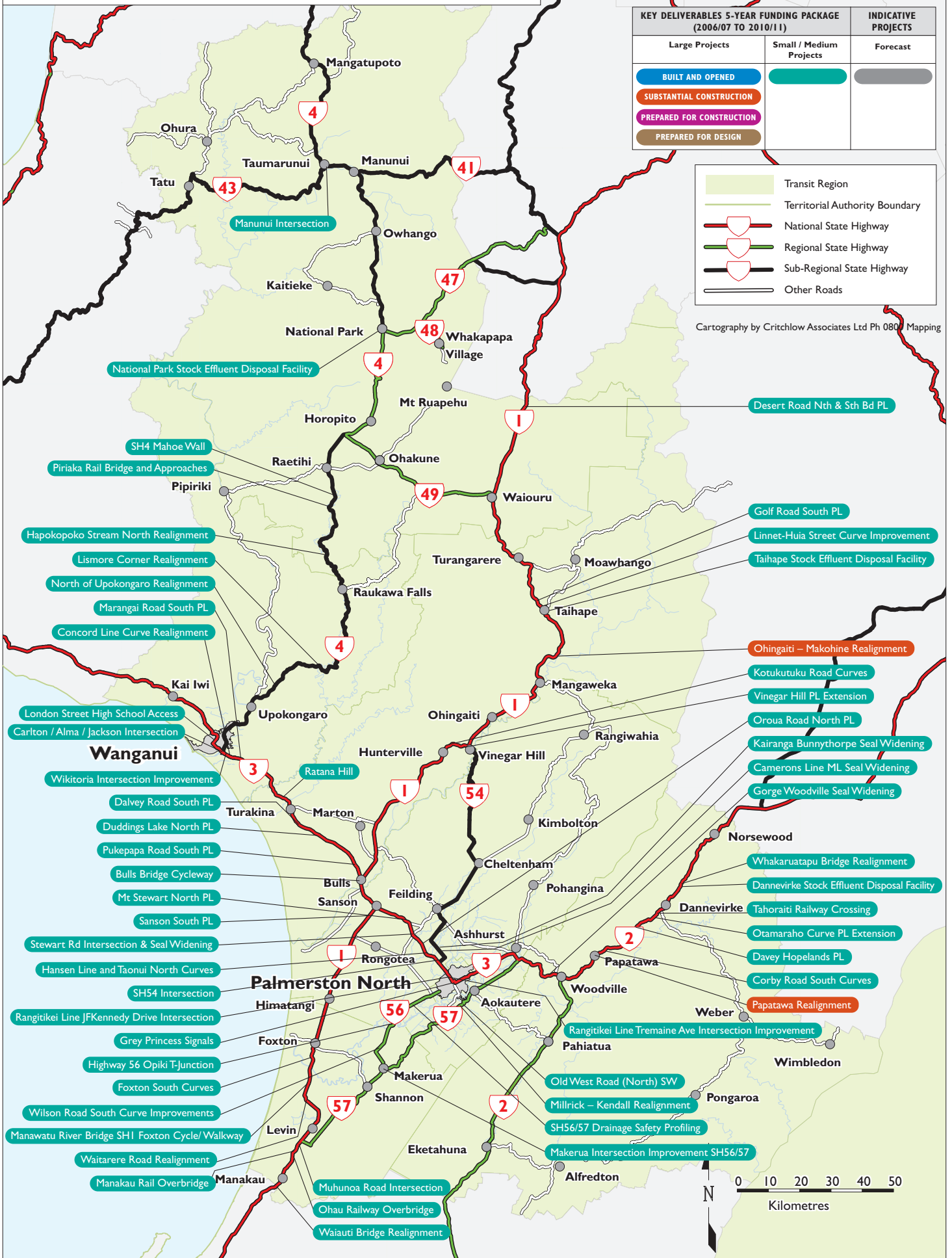


KEY DELIVERABLES 5-YEAR FUNDING PACKAGE (2006/07 TO 2010/11)		INDICATIVE PROJECTS
Large Projects	Small / Medium Projects	Forecast
BUILT AND OPENED		
SUBSTANTIAL CONSTRUCTION		
PREPARED FOR CONSTRUCTION		
PREPARED FOR DESIGN		

Legend

- Transit Region
- Territorial Authority Boundary
- National State Highway
- Regional State Highway
- Sub-Regional State Highway
- Other Roads

Cartography by Critchlow Associates Ltd Ph 080 Mapping

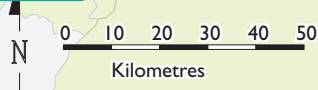


Wanganui

Palmerston North

- Wikitoria Intersection Improvement
- Dalvey Road South PL
- Duddings Lake North PL
- Pukepapa Road South PL
- Bulls Bridge Cycleway
- Mt Stewart North PL
- Sanson South PL
- Stewart Rd Intersection & Seal Widening
- Hansen Line and Taonui North Curves
- SH54 Intersection
- Rangitikei Line JFKennedy Drive Intersection
- Grey Princess Signals
- Highway 56 Opiki T-Junction
- Foxton South Curves
- Wilson Road South Curve Improvements
- Manawatu River Bridge SH1 Foxton Cycle/Walkway
- Waitarere Road Realignment
- Manakau Rail Overbridge

- Desert Road Nth & Sth Bd PL
- Golf Road South PL
- Linnet-Huia Street Curve Improvement
- Taihape Stock Effluent Disposal Facility
- Ohingaiti - Makohine Realignment
- Kotukutuku Road Curves
- Vinegar Hill PL Extension
- Oroua Road North PL
- Kairanga Bunnythorpe Seal Widening
- Cameron's Line ML Seal Widening
- Gorge Woodville Seal Widening
- Norsewood
- Whakaruatapu Bridge Realignment
- Dannevirke Stock Effluent Disposal Facility
- Tahoraiti Railway Crossing
- Otamaraho Curve PL Extension
- Davey Hoplands PL
- Corby Road South Curves
- Papatawa Realignment
- Rangitikei Line Tremain Ave Intersection Improvement
- Old West Road (North) SW
- Millrick - Kendall Realignment
- SH56/57 Drainage Safety Profiling
- Makerua Intersection Improvement SH56/57





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 SH1 through Paraparaumu and Waikanae, 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 Wellington 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.

In 2006, Greater Wellington Regional Council adopted a Western Corridor Plan for the Regional Land Transport Strategy. The plan includes travel demand measures, improvements to “park and ride” and bus-rail connections 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 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.

Transit has commenced the SH1 Kapiti Strategic Study. The objective of the study is to develop a long-term plan for a four-lane SH1 through Kapiti that provides for the sustainability of the highway while facilitating strategic, connectivity with the Kapiti Coast community and the passenger transport network. The long-term plan for SH1 will complement the committed future rail upgrades to achieve a balanced transport network on Wellington’s Western Corridor.

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 and investigation work is progressing well.

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. This study is called the Ngauranga Triangle Study and is included in the State Highway Forecast in the 2008/09 financial year.

The Hutt Corridor is often congested, particularly south of Upper Hutt. Construction has commenced on the Dowse to Petone upgrade. The upgrade includes an overbridge at the Korokoro intersection and an interchange at the Dowse Drive intersection. These improvements include altering the Petone “park and ride” facility. Investigation of options to upgrade the Melling intersection is also included in the 10-year forecast.

The draft corridor plan for SH1 from Ngauranga to Wellington Airport and Wellington Hospital will be released for public consultation in mid-2008. This is a joint study with Wellington City Council and Greater Wellington Regional Council.

Design work on the Rimutaka Corner Easing Project to straighten some tight curves at “Muldoon’s Corner” is in progress. Transit plans to advance the construction of this project with the support of the Regional Land Transport Committee.

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

Investigation of median barriers between Moonshine Hill Road and Silverstream on SH2, MacKays Crossing and Centennial Highway and between Otaihanga and Waikanae on SH1 is currently underway. Intersection upgrades in Carterton are programmed for construction. Design of safety improvements to both the Mt Victoria and the Terrace Tunnels and investigation of street lighting on SH1 between Johnsonville and Tawa is programmed.

The first stage of the Advanced Traffic Management System installed in Ngauranga Gorge has been effective in smoothing traffic flows and ensuring a faster response to incidents. Transit has commenced the extension of the system to other high traffic sections of SH1 from Ngauranga to the Terrace Tunnel and on SH2 from Petone to Ngauranga. In addition, electronic variable message signs are to be located at various sites to assist with safety by providing information to road users, particularly for extreme events causing road closures.

Secure and Efficient Transport Corridors

The construction of the SH2 Moonshine intersections is nearing completion.

Passing Lanes

Limited passing opportunities in some parts of the region’s road network lead to driver frustration and accidents. Passing lane projects have been identified for progress in the next three years on SH1 north of Waikanae and on SH2 in the Wairarapa.

Walking and Cycling

Opportunities for improvements to walking and cycling facilities on State Highways will be identified as part of the ongoing strategic studies in the region. Transit is also working with the Pukerua Bay community on a neighbourhood accessibility plan.

Strategic Studies

A number of strategic studies are proposed for the Wellington region including the Ngauranga Triangle Study and SH58 (as part of the investigation of the Transmission Gully Motorway).







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 2008/09 to 2017/18

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	Estimated Cost Remaining \$ < 5M \$\$ 5-20M \$\$\$ 20-100M \$\$\$\$ 100+M	Primary LTMA Objective	Land Transport Programme 08/09	Plan 09/10-10/11	Forecast 11/12-17/18
LARGE PROJECTS						
1	Buckle Street	7.7	Access and Mobility			
2	Dowse to Petone Interchange	46.6	Economic Development			
-	Transmission Gully	1.0	Economic Development			
2	Rimutaka Corner Easing (Muldoon's)	0.1	Safety & Personal Security			
-	Transmission Gully	\$\$\$\$	Economic Development			
1	Basin Reserve Improvements	\$\$\$	Economic Development			
2	Melling Interchange	\$\$\$	Economic Development			
2	Rimutaka Corner Easing (Muldoon's)	\$\$	Safety & Personal Security			
2	SH2/58 Grade Separation	\$\$	Safety & Personal Security			
SMALL & MEDIUM PROJECTS						
Var	Wellington Region Variable Message Signs	3.3	Access and Mobility			
2	Moonshine Intersections Improvements	0.1	Safety & Personal Security			
2	Petone to Ngauranga ATMS	3.8	Access and Mobility			
1	Ngauranga to Terrace Tunnel/ATMS	1.7	Access and Mobility			
1	Pukerua Bay Improvements	0.1	Safety & Personal Security			
1	MacKays Crossing to Centennial Highway Safety Improvements	0.1	Safety & Personal Security			
2	Moonshine Hill Road to Silverstream Safety Improvements	0.1	Safety & Personal Security			
2	Carterton Intersection – Pembroke Street	\$	Safety & Personal Security			
2	Carterton Intersection – Park Road / Belvedere Road	\$	Safety & Personal Security			
Total Phase Cost						

Projects listed in the plan years may be accelerated into the programme year to ensure full use of available funding (subject to project suitability)

WELLINGTON State Highway Plan and Forecast for 2008/09 to 2017/18

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
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SMALL & MEDIUM PROJECTS (continued)

			Total Phase Cost
1	Pukerua Bay Improvements	Safety & Personal Security	\$
1	Mt Victoria Tunnel Safety Improvements	Safety & Personal Security	\$
1	Terrace Tunnel Safety Improvements	Safety & Personal Security	\$
1	Mackays Crossing to Centennial Highway Safety Improvements	Safety & Personal Security	\$
1	Otailhanga to Waikanae Safety Improvements	Safety & Personal Security	\$
2	Moonshine Hill Road to Silverstream Safety Improvements	Safety & Personal Security	\$
2	Kennedy Good Bridge to SH58 Lighting	Safety & Personal Security	\$
1	Johnsonville to Tawa Lighting	Safety & Personal Security	\$

Passing Lanes

1	Otaki to Waikanae Sth Bd PL	Safety & Personal Security	2.3
2	Featherston to Greytown Nth Bd PL	Safety & Personal Security	0.6
2	Carterton to Masterton Nth Bd PL	Safety & Personal Security	0.7
2	Carterton to Greytown Sth Bd PL	Safety & Personal Security	0.4
2	Carterton to Masterton Nth Bd PL	Safety & Personal Security	\$
2	Masterton to Carterton Sth Bd PL	Safety & Personal Security	\$
2	Carterton to Greytown Nth Bd PL	Safety & Personal Security	\$
2	Carterton to Greytown Sth Bd PL	Safety & Personal Security	\$





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

	Land Transport Programme 08/09	Plan 09/10-10/11	Forecast 11/12-17/18
			
			
			
			
			
			
			
			
			
			
			
			
			
			

Projects listed in the plan years may be accelerated into the programme year to ensure full use of available funding (subject to project suitability)

WELLINGTON State Highway Plan and Forecast for 2008/09 to 2017/18

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	Land Transport Programme 08/09	Plan 09/10-10/11	Forecast 11/12-17/18
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Walking & Cycling

Total Phase Cost	
Paraparaumu Rail Overbridge Clip-on Cycle Lane	\$
Teihana Rd Pedestrian Facilities	\$
Pukerua Bay Cycle Facilities	\$

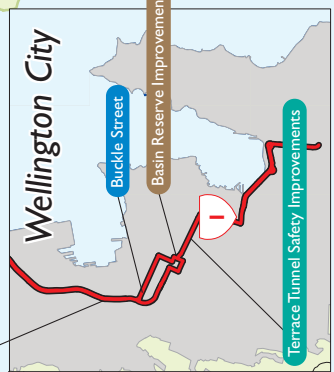
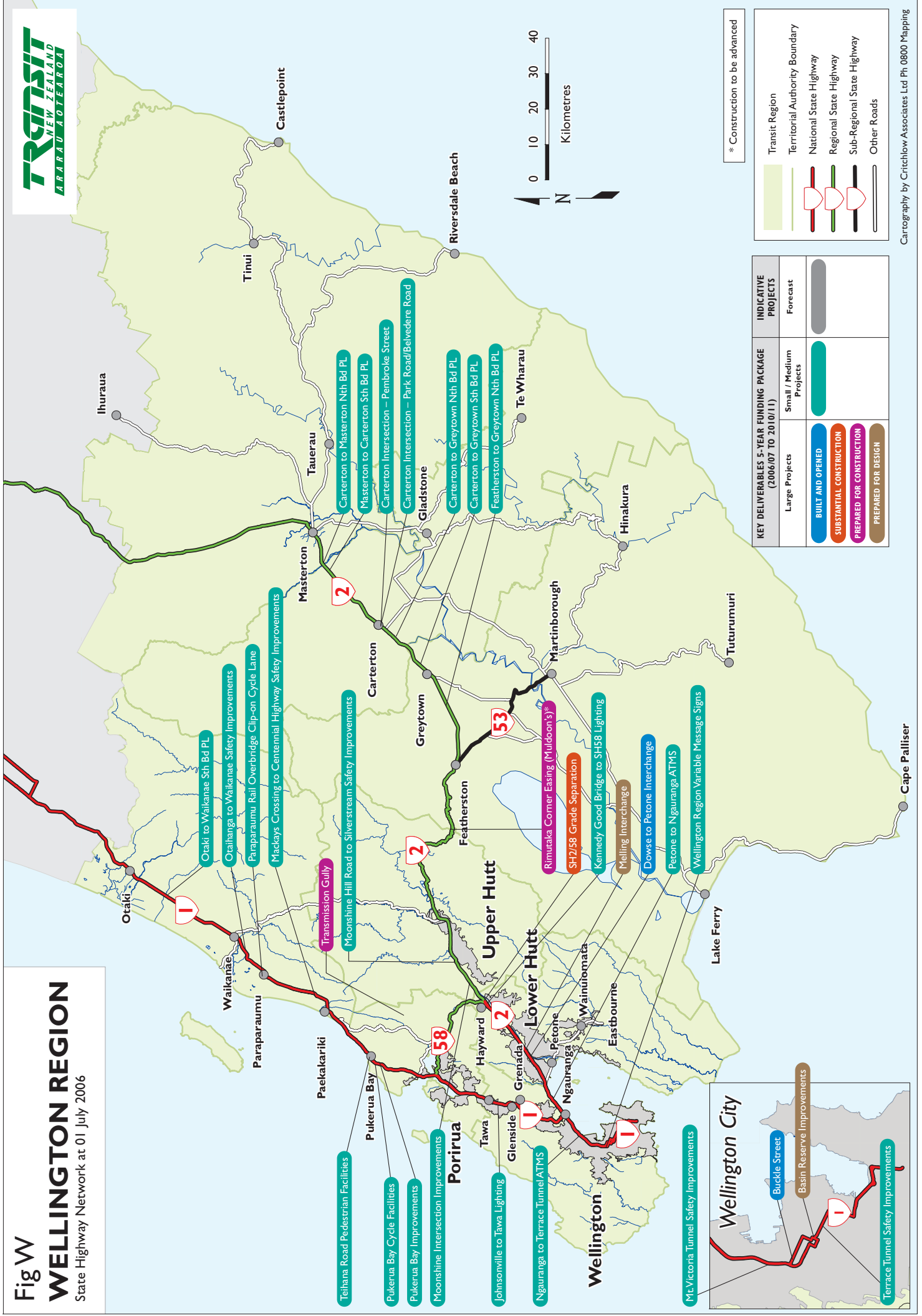
Strategic Studies

- Ngauranga Triangle Strategic Study
- SH1 Kapiti Strategic Study
- SH2 Hutt Corridor Strategic Study
- Wairarapa Strategic Study
- SH58 Safety Improvements
- SH2 Featherston to Upper Hutt
- SH1 Ngauranga to Airport
- Wellington State Highway Strategy
- Wellington ATMS Strategic Study
- Wellington Cycle Strategy Audit
- Porirua Walking & Cycling

Fig W

WELLINGTON REGION

State Highway Network at 01 July 2006



* Construction to be advanced

	Transit Region
	Territorial Authority Boundary
	National State Highway
	Regional State Highway
	Sub-Regional State Highway
	Other Roads

KEY DELIVERABLES 5-YEAR FUNDING PACKAGE (2006/07 TO 2010/11)		INDICATIVE PROJECTS
Large Projects	Small / Medium Projects	Forecast



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, north of Nelson (including the Whangamoia South Saddle), and south of Nelson, (including Hope Saddle)
- › Increased forestry traffic in Marlborough is anticipated from a significant increase in forestry harvesting 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 McGlashen Ave intersection and the Three Brothers Corner intersection are included in the forecast. 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 Awatere Bridge Replacement project on SH1, south of Blenheim, is now complete. Construction funding for Ruby Bay Bypass was approved in May 2008. Construction will commence late in 2008. Additionally, the SH6 Whangamoia South project is included for construction, subject to confirmation of project scope and availability of regional funding.

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: SH62 seal widening of Rapaura Road from Jefferies to Wratts, and Wratts to SH1, Dashwood Overbridge, Hutchinson Bridge, SH6 / Quarantine Road intersection, Doctors Creek Bridge, out-of-context curves on various highways, Atawhai Drive intersections in North Nelson, Cable Bay Road intersection, and Colemans intersection on SH6 in Blenheim. 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 McGlashen Avenue and Three Brothers Corner intersections in Richmond 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 as well as the Gentle Annie passing lane on SH6 in Hira.

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 near Nelson.

Walking and Cycling

Cycle improvements on Appleby River Bridge (SH60) is proposed as well as on the Richmond Deviation.

Strategic Studies

Upcoming studies include the Motueka Transportation Study and Passing Opportunities for Marlborough and Nelson/Tasman.







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 2008/09 to 2017/18

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
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





































LARGE PROJECTS

60	Ruby Bay Bypass	Access and Mobility	30.1
6	Whangamoia South Realignment	Access and Mobility	\$\$\$

SMALL & MEDIUM PROJECTS

Total Phase Cost			
60	SH60 Flush Median	Safety & Personal Security	0.7
62	SH62 Rapaura – Jefferies to Wratts	Safety & Personal Security	0.1
62	SH62 Rapaura – Wratts to SH1	Safety & Personal Security	0.1
1	Dashwood Overbridge	Safety & Personal Security	0.1
6	3 Brothers Corner Intersection Improvement	Safety & Personal Security	\$
62	SH62 Rapaura – Jefferies to Wratts	Safety & Personal Security	\$
62	SH62 Rapaura – Wratts to SH1	Safety & Personal Security	\$
6	McGlashen Avenue Intersection Improvement	Access and Mobility	\$
6	Sneiders Creek Realignment	Safety & Personal Security	\$
63	Eves Valley Bridge 2L	Safety & Personal Security	\$
1	Lions Back Safety Improvements	Safety & Personal Security	\$
1	Dashwood Overbridge	Safety & Personal Security	\$
6	Rai Saddle Second Curve Realignment	Safety & Personal Security	\$
65	Hutchinson Bridge	Safety & Personal Security	\$
6	Quarantine Road Intersection Improvement	Safety & Personal Security	\$

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

	Land Transport Programme 08/09	Plan 09/10–10/11	Forecast 11/12–17/18
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			

Projects listed in the plan years may be accelerated into the programme year to ensure full use of available funding (subject to project suitability)

NELSON/MARLBOROUGH/TASMAN State Highway Plan and Forecast for 2008/09 to 2017/18

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
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SMALL & MEDIUM PROJECTS (continued)

			Total Phase Cost
6	Doctors Creek Bridge	Safety & Personal Security	\$
Var	Nelson Marlborough out of Context Curves – Stage 1	Safety & Personal Security	\$
6	Atawhai Drive Intersections	Safety & Personal Security	\$
6	Cable Bay Road Intersection	Safety & Personal Security	\$
6	Colemans Intersection Improvement	Safety & Personal Security	\$

Passing Lanes

1	Grovetown Nth Bd PL	Safety & Personal Security	\$
6	Gentle Annie PL	Safety & Personal Security	\$

Stock Effluent Disposal Facilities

6	Hira SEDF (ex Richmond)	Environmental Sustainability	\$
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Walking & Cycling















60	Appleby River Bridge Cycleway	Public Health	\$
6	Richmond Deviation Walking and Cycling	Public Health	\$

Strategic Studies

- Blenheim Wairau Plains Strategic Study
- Richmond Development and Transportation Study
- SH6/60/65 Passing Opportunities Plan

- SH1 Blenheim to Christchurch
- Motueka Transportation Study
- Marlborough Passing Opportunities Plan

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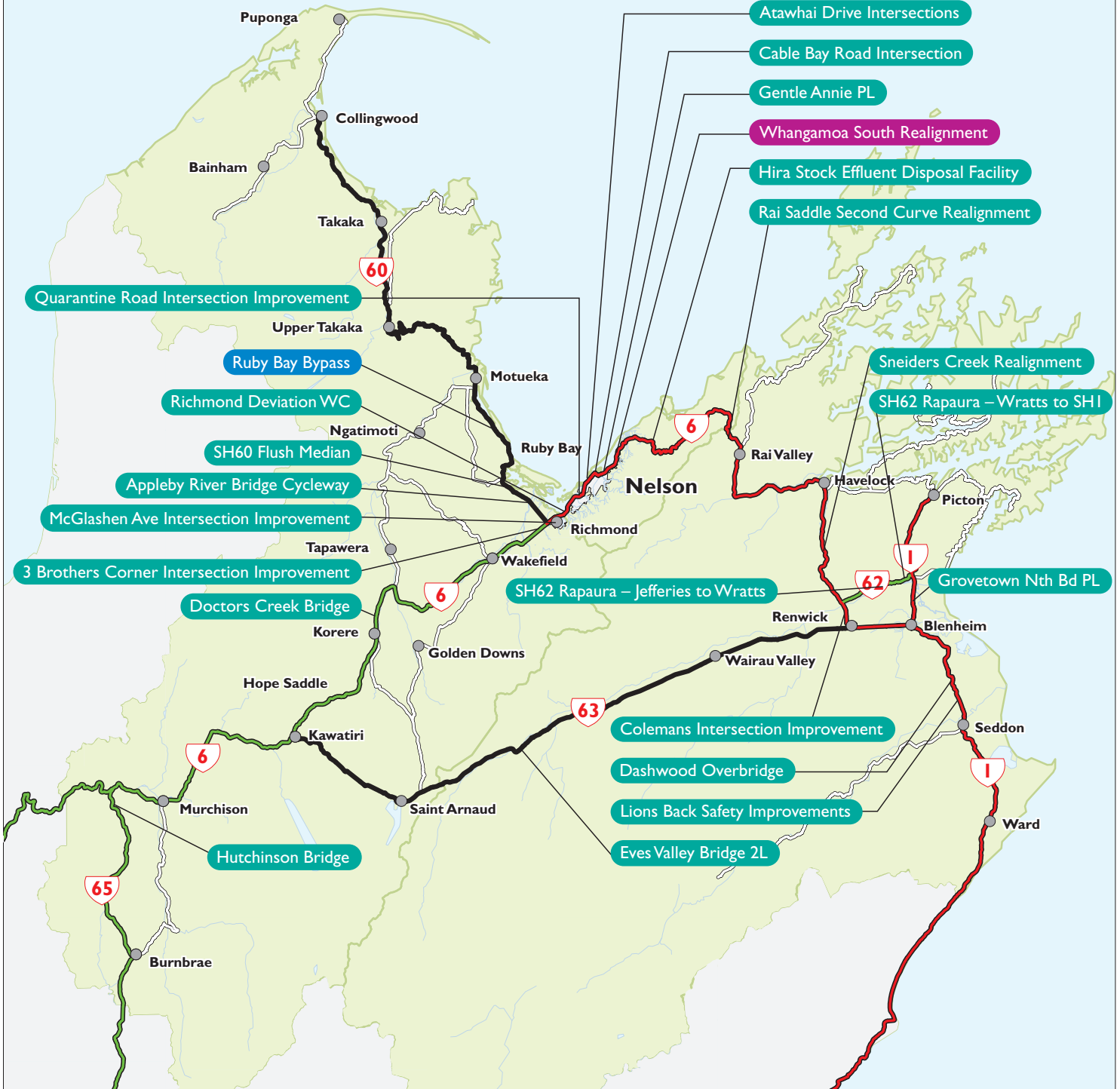
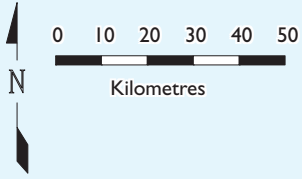
	Land Transport Programme 08/09	Plan 09/10–10/11	Forecast 11/12–17/18
			
			
			
			
			
			
			

Projects listed in the plan years may be accelerated into the programme year to ensure full use of available funding (subject to project suitability)

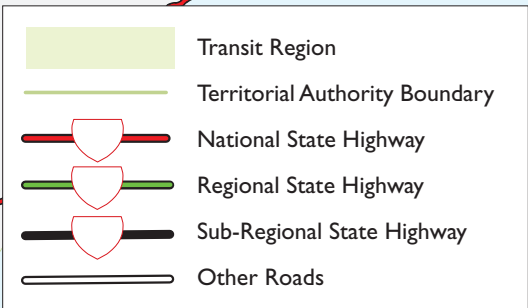
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NELSON/MARLBOROUGH/TASMAN REGIONS

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		



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