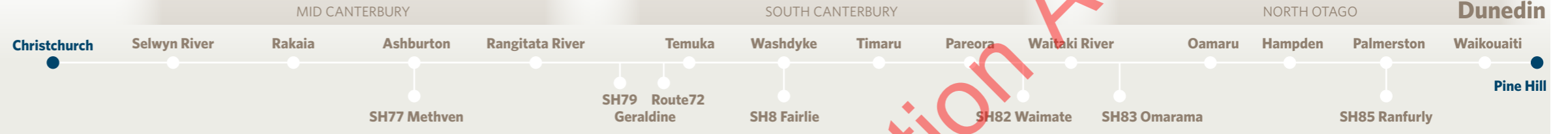


CHRISTCHURCH TO DUNEDIN RECOMMENDED PROGRAMME

CHRISTCHURCH TO DUNEDIN

Key inter-regional journey for freight, tourists, local and agricultural activities, through a diverse environment from straight and flat to rolling and winding, with sections exposed to coastal erosion and snow/ice events. The 350km corridor is split into three sub-sections for mid-Canterbury, south-Canterbury and North Otago. (Refer separate sheets)



KEY ■ Current DSI (5 years) ■ Predicted DSI (5 years) — Current Star Rating — Predicted Star Rating ● Current events (5 years) ● Predicted events (5 years) LOW MED HIGH

KEY PROBLEMS

1. SAFETY

State Highway 1 has diverse terrain and some unforgiving sections, combined with driver mistakes contributes to fatal and serious crashes.

Benefits: Reduction in deaths and serious injuries.

2. RELIABILITY

State Highway 1 has a diverse range of vehicles with varying speeds, combined with increasing traffic volumes contributes to travel time reliability issues.

Timaru Urban: Future growth of industry increases the number of HCV's on SH1, contributing to travel time reliability issues.

Benefits: A corridor to provide current levels of travel time reliability.

3. RESILIENCE

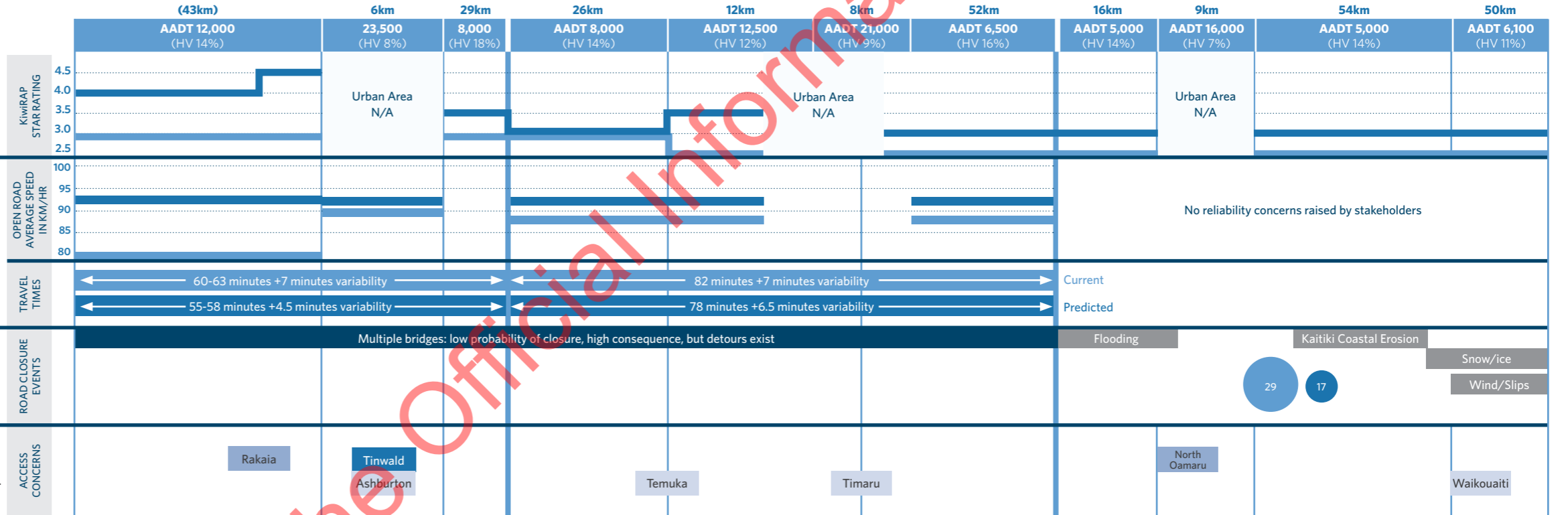
Sections of State Highway 1 have resilience issues which lead to road closures.

Benefits: Reduced closures in a year, reduced average closure duration.

4. ACCESS

Corridor layout and existing land use, combined with increasing traffic volumes constrains access on to, across and off the state highway for all modes of travel.

Benefits: Improved access on to, across and off the corridor.



RECOMMENDED PROGRAMME

ACTIVITY	Expected estimate (July 2016 \$)	MID CANTERBURY			SOUTH CANTERBURY				NORTH OTAGO				
		Selwyn River to Rakaia safety improvements.	Rakaia to Ashburton safety improvements (BAU). Improved bridge incident response planning.	Walnut Ave traffic signals. Ashburton intersection improvements (Moore/Kermode/Park St and four lanes to Havelock). Speed management thresholds, Activated warning signs. Tinwald corridor improvements - safety 'hotspot' improvements.	Rangitata to Timaru safety improvements: widening and centreline, intersections.	Timaru intersection optimisation: signals and lengthen merges. Implement Timaru cycle strategy.	Activated warning sign (SH83). Stock underpasses.	North Oamaru corridor improvements.	Palmerston passing lane. Moeraki safety activated signs and vertical alignment. Katiki coastal erosion protection - stage 1 & 2.	Oamaru to Dunedin safety improvements. Waikouaiti flood improvements. North Dunedin incident response improvement.			
Short term 2017-2026	\$155m												
Medium term 2027-2036	\$340m	Alternating 2+1 configuration (with existing passing lanes). Local road connections.	Ashburton River 2nd Bridge.	Intersection improvements.	Passing lane improvement.	Safer corridor treatments.	Grants Road access for showgrounds (developer).	Isolated hazard protection, shoulder widening, curve easing.	Safer corridor treatments.	Hilderthorpe flood improvements. Safer corridor treatments. Roadside hazard removal.	Oamaru safety and access improvements.	Deborah underpass improvements. Safer corridor treatments: vertical and horizontal alignment, median barriers.	Safer corridor treatments: median barrier (at passing lanes), out of context curves.
Long term 2037-2046	\$105m	Rural intersection improvements.			Implement 2+1 configuration.		Monitor travel times, reliability and HCV through Timaru (trigger for 4 lanes beyond 30 years).	Passing opportunity improvements. Safer corridor treatments: shoulder widening, centerline, roadside hazard removal.		Katiki coastal erosion protection - stage 3.			
Total cost (\$m)	\$600-\$800m	\$200m-\$350m			\$150m-\$190m				\$140m-\$190m				
Corridor Wide Activities	Short to medium	<ul style="list-style-type: none"> Education and driver behaviour change improvements, traveller information (VMS), improved incident response plans (including detour route planning and improved cell-phone coverage), targeted pedestrian crossing improvements in small towns Promote use of rail for freight with connections to Rolleston Inland Port and railyards: Ashburton, Temuka, Washdyke, Primeport Timaru, Oamaru 											
	Medium to long term	<ul style="list-style-type: none"> Implement safe and appropriate speed management Targeted rural intersection improvements 											

Outcomes

106-132

DSI's saved (10 year period)

91-96

KiwiRAP 3*

3-4

hour reduction in average closure duration

Programme investment profile

H/H/1-1.2