

# Otago/Southland Ōtākou/Murihiku



With its large land area and diverse communities, Otago/Southland relies on a resilient transport network to support population growth, to ensure the regions prosper and to keep a buoyant economy. Safe and reliable access to Port Otago and airports in both regions are necessary to support the economy.

While Dunedin is the largest city in Otago where the transport system needs to adapt to changes with central city development, the fastest growing district is Queenstown Lakes. Queenstown's popularity as a holiday and tourist destination and the resort town's housing crisis has placed severe pressure on the town's infrastructure, including transport.

Southland's rural-based economy relies on the roading network to provide essential services to surrounding communities and get goods to market. It is also a gateway to the area's tourism hotspots of Fiordland National Park and Stewart Island.

Resilient roads are needed for rural production and tourist movement around the region. Low population growth is forecast in Southland, growing from 97,400 to 108,000 by 2048. As a result, there is unlikely to be the same pressure on infrastructure and urban development as in parts of Otago.

Both regions are battling ongoing resilience challenges triggered by weather events, as well as erosion and seismic risks, including from the Alpine Fault. Network closures impact road users significantly as detours can be lengthy.

## Economic growth and productivity

Most of the region has enough capacity to meet current and future demand. However:

- Dunedin's transport system needs to change to reflect the changes in central city development and future growth:
  - We'll complete business cases for **SH1 and SH88 Dunedin City and Hospital**, and get these projects underway to accommodate additional traffic, including freight movement to the port.
  - We'll start planning ways to ensure **SH1 and SH87 around and in Mosgiel** can support significant planned housing development. This will make travel times more reliable and improve safety outcomes.

**\$1.4 billion**

Forecast total investment

**\$313 million**

Forecast maintenance operations

**\$562 million**

Forecast pothole prevention

**\$333 million**

Forecast improvements

**\$125 million**

Forecast public transport

## Roads of Regional Significance

Investment in Queenstown's transport infrastructure will accommodate growth and address congestion. During this NLTP period, we'll progress:

- **The Queenstown Package** a Road of Regional Significance which includes
  - SH6A corridor improvements
  - SH6 and 6A Frankton Intersection improvements
  - SH6 improvements, including a bus hub.

## Increased maintenance and resilience

### Maintenance

Increased funding to maintain and operate the state highway and local road networks will enable significant road and drainage renewal work this NLTP period. Maintenance of existing assets ensures roads are safe and accessible for everyone to drive on.

### State highways

This \$371 million investment includes 934 lane kilometres of works:

#### Otago

- \$95m will be invested to maintain state highway assets.
- \$134m is ringfenced for state highway pothole prevention.
- 422km of chipseal.
- 100km of rehabilitation.
- 4km of structural asphalt.
- 29km of asphalt resurfacing.

#### Southland

- \$62m will be invested to maintain state highway assets.
- \$79m is ringfenced for state highway pothole prevention.
- 286kms of chipseal.
- 77kms of rehabilitation.
- 3kms of structural asphalt.
- 12kms of asphalt resurfacing.

#### Local roads

With road controlling authorities in Otago and Southland we'll invest a total of \$504 million over this NLTP period.

#### Otago

- \$115m will be invested in operations.
- \$215m is ringfenced for local road pothole prevention.

#### Southland

- \$40m will be invested in operations.
- \$134m is ringfenced for local road pothole prevention.

### Resilience

During this NLTP period, NZTA and the Crown are investing in and completing resilience improvements on:

- **SH1 Katiki Straight** rock armouring (crushing and stockpiling rocks between tides) to prevent coastal erosion affecting the state highway will continue. This is more cost effective than realigning the highway away from the beach.
- **Kakanui River and SH1 Waikouaiti** flood mitigations, drainage and slope stabilisation addressing rockfall sites on SH8, SH83 and SH85.

- We'll start work on increased resilience for these corridors:
  - **SH6 Cromwell to Frankton**
  - **SH6 Frankton to Kingston**
  - **SH6 Haast to Hawea.**
- Complete the **SH94 corridor resilience business case** for between Te Anau Downs and Milford, and start work on the improvements by the end of this NLTP period.
- We've completed the Crown-funded safety and resilience improvements to the **SH94 Homer Tunnel**. Additional funding will be used to explore if further improvements are required.
- Crown funding will be available to:
  - relocate the road inland on the **SH94 Shooting Rail slip site**
  - raise the road at **SH1 Ocean Beach near Bluff**
  - install a new, larger capacity culvert at **SH99 McCrackens Rest**
  - Stabilise the bank at **SH99 Rileys Slip.**

### Bridges and culverts

Replacing ageing bridges is one of the biggest roading challenges facing Otago and Southland. The two regions have more than 1000 bridges - many built before 1970. In response:

- 17 bridges and culverts will be replaced by councils throughout the region.
- With Queenstown Lakes Council we'll replace the culvert at **Shepherds Hut Creek** between Queenstown and Glenorchy.

## Rail

Rail network investment in this NLTP will be targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist. The Rail Network Investment Programme (RNIP) sets out planned network maintenance, management, renewal, and improvement work on the national rail network over a 3-year period. The next RNIP will be approved later in 2024 following further analysis.

## Public transport

Implementation of the **National Ticketing Solution** allowing public transport users to tag on and off with their contactless debit or credit card will be completed within this funding period.

## Safety

Deaths and serious injuries remain high in Otago – particularly in high-risk rural areas and at busy intersections. Southland has a relatively poor safety record, with issues around run-off road and head-on crashes at intersections.

Delivery of an enhanced maintenance programme in 2024-27 will ensure funds are prioritised and ringfenced for road resealing, road rehabilitation and drainage maintenance which will help make our roads safer.

A scaling up of our road renewal work will provide skid resistant surfaces; improve the maintenance of guardrails, barriers and signs; and allow for value for money safety retrofits at high-risk locations.

## Other safety improvements

- Work will be completed this NLTP period on the design and consenting for safety improvements on **SH1 Hampden to Palmerston** and **SH1 Herbert to Hampden**.
- We'll spend \$4 million on roading improvements on **Princes Street** in Dunedin.

## Value for money

Value for money isn't always about seeking the lowest initial cost for a project – it must also take into consideration the whole-of-life costs and benefits of a project.

We're taking steps to make sure that all our work this NLTP provides good value for taxpayers. In Otago and Southland, this will include reducing expenditure on temporary traffic management, increased investment in road maintenance and a focus on whole-of-life costs.

We'll improve the productivity of maintenance and improvement works, by considering the way works are:

- scoped
- planned
- procured
- undertaken.

Key projects 2024-27

