

EXECUTIVE SUMMARY

Transit's forecasts of expenditure in Otago for the next 10 years are set out in Table O1. Transit anticipates it will have further expenditure from regional distribution funding, but this is yet to be determined.

These forecasts of expenditure are based on a 10-year plan of maintenance and improvements, including commitments. The timeframe for the development and construction of the improvements proposed in the 10-year plan is indicative only, and is likely to change depending on the use of regional distribution funding to advance projects.

The Otago state highway 10-year plan seeks to protect and preserve the existing asset, improve the security and efficiency of transport corridors into and out of Otago, and improve road safety.

Major features of the plan are:

- › Tumai to Waikouaiti Realignment on SH1, north of Dunedin, for a construction start in 2004/05
- › fifteen other rural realignments, bridge improvements and other safety improvements, for construction in the next three years
- › eight more passing lanes on SH1, north and south of Dunedin, and on SH6 for construction in the next three years
- › extensive remedial work on the Nevis Bluff on SH8, undertaken in the next three years
- › three stock effluent disposal facilities, one at Raes Junction on SH90, and two at sites on SH8 and SH85, for which the most suitable locations are yet to be decided.

KEY REGIONAL TRANSPORT ISSUES

The key regional transport issues in Otago include:

- › forestry traffic – forestry is expected to increase significantly over the next 5 to 10 years to 2 million tonnes with much of it being exported through Port Chalmers
- › road safety
- › tourist traffic, particularly around Queenstown and Wanaka
- › areas of significant, rapid growth in Central Otago and its associated impact on the network.

TRANSIT'S CONTRIBUTION TO TRANSPORT ISSUES

State highways in Otago are generally of a high standard with a number of significant projects having been completed over the last 10 years. Apart from a few realignments to address significant safety concerns, rural highways require only relatively minor safety improvements and some additional passing lanes.

Transit continues to address requirements for improved availability and safety under winter conditions, and be responsive to changing risks in areas of instability and flooding.

The locations of possible Otago projects in the 10-year plan are shown in Figure O. The expected cost and possible timeframe for the development and construction of these projects is indicated in Table O2. The timing of projects could be advanced depending on the allocation of regional distribution funding. A final policy has yet to be determined by Transfund New Zealand (as at July 2004).

Large improvement projects (with construction costs more than \$3M) have been planned for 10 years and small and medium-sized projects (with construction costs of less than \$3M) have been planned for three years.

Secure and Efficient Transport Corridors

Ongoing remedial work on Nevis Bluff in the Kawarau Gorge is required to improve route security. This work

will involve approximately \$1.5M expenditure over the next three years.

Passing Lanes

On SH1 both north and south of Dunedin there is a strategy to complete 11 passing lanes to improve route efficiency. Recently completed passing lanes include: Patmos Southbound Passing Lane and the Four Mile Creek Southbound Passing Lane. Progress is being made on:

- › SH6: Waitiri Eastbound Passing Lane
- › SH1: Waihola Northbound Passing Lane
- › SH1: Lake Rd Northbound Passing Lane
- › SH1: West Rd Northbound Passing Lane
- › SH1: Mill House Southbound Passing Lane
- › SH1: Brydone Memorial Northbound Passing Lane
- › SH1: Clarendon Realignment and Southbound Passing Lane
- › SH1: Findlay's Road Northbound Passing Lane.

Urban Areas

Transit is working with the Dunedin City Council to identify a long-term strategy for the arterial corridor through Dunedin City, which will incorporate the criteria of the Land Transport Management Act.

Transit proposes to investigate what can be done to improve pedestrian safety where the state highway passes through the university area.

Work continues on the development of a truck-arrestor bed at the Pine Hill site.

It is also proposed to commence investigations into a four-lane bypass of Caversham. This is an important project to secure a safe and efficient route exiting Dunedin to the south where current forecasts for significant traffic growth need to be aligned with road improvement plans.

The plan also includes a scheme for improvements to SH1 between Orwell Street and Coquet Street, Oamaru comprising primarily intersection improvements. This scheme is being developed in consultation with the Waitaki District Council.

Transit is working with the Queenstown Lakes District Council to develop a long-term solution for the rapidly growing demand on SH6A between Frankton and Queenstown.

Road Safety

Transit plans to remove the ‘out of context’ sections of state highway, roadside hazards, provide a network of stock truck effluent disposal sites, and improve walking and cycling.

Rural Realignments and other safety improvements

The large project planned to start construction soon in Otago is the SH1: Tumai to Waikouaiti Realignment. This 3.4-kilometre realignment will improve safety on this substandard section of SH1 between Oamaru and Dunedin.

The following small and medium-sized rural realignments and other safety improvements have been completed or are under construction:

- › SH1: Clydevale Curves Realignment, south of Balclutha
- › SH1: Sharpes Bend Realignment, south of Oamaru
- › SH1: Wainakarua Bridge Widening, south of Oamaru
- › SH1: Kaihiku Curve Seal Widening, south of Balclutha
- › SH6: Wye Creek Bridge Two-Laning, south of Frankton
- › SH1: Lovells Stream Bridge Widening, south of Dunedin
- › SH1: Waiwera Seal Widening, south of Balclutha.

The following small and medium-sized rural realignments and other safety improvements are planned for development and possible construction over the next three years:

- › SH1: Clarendon Realignment and Passing Lane, north of Milton
- › SH6: Boyd Road realignment, south of Frankton
- › SH6: Gold Mining Centre Vertical Realignment, Kawarau Gorge

- › SH8: Tunnel Hill Realignment, west of Lawrence
- › SH1: Moeraki Vertical Realignment
- › SH6: Gentle Annie West Realignment, Kawarau Gorge
- › SH8: Pig Hunters Road Realignment, west of Milton
- › SH8: McLays Curves Realignment, south of Omarama
- › SH8: Butchers Dam Realignment, east of Alexandra.

Intersection Improvements are planned for:

- › SH87: Riccarton/School Road, Mosgiel
- › SH1: Lookout Point, Dunedin
- › SH1: Coast Road, north of Dunedin
- › SH85: Macraes Road, west of Palmerston
- › SH8: Raes Junction
- › SH1: Crawford Street, Dunedin.

A number of other safety improvements may be possible, depending on regional distribution funding.

Stock Effluent Disposal Facilities

Further stock effluent disposal facilities are planned for SH90 at Raes Junction and two facilities at sites on SH8 and SH85, for which the most suitable locations are yet to be decided. These facilities complement the strategy to provide stock effluent disposal facilities so as to offer a safe environment for the road user.

Tourist Traffic

Tourism numbers continue to grow. Transit proposes to develop access management plans for routes to key tourist destinations where land development is under pressure.

Walking and Cycling

Transit proposes to continue minor improvements on SH88 to Port Chalmers to gradually upgrade this highway with a particular focus on walking and cycling facilities. In the next three years, it is proposed

to widen the carriageway and provide footpaths between De Lacy Street and Jessie Street. It is also planned to widen the carriageway in isolated sections elsewhere between Butts Road and Burkes Drive to make this section of highway safer for cyclists and pedestrians.

Other projects to improve safety for cyclists and pedestrians include the raising of bridge handrails on combined cycle/walkways, such as on the Alexandra and Balclutha bridges.

MAINTENANCE and OPERATIONS

In addition to maintaining current and future levels of service, and preserving the asset, Transit proposes to:

- ▶ undertake some 130 kilometres of resurfacing and 10 kilometres of road rehabilitation per year on state highways in Otago
- ▶ manage the risk from snow and ice on the network through the use of the de-icer CMA (calcium magnesium acetate) and implement more cost-effective and safer methods as they become available
- ▶ continue to develop procedures for managing rock falls and major slips to protect route security and safety
- ▶ continue the strategy of managing wet-road crashes through maintaining high-skid-resistance surfacings.

Table 01

Forecasts of Expenditure on Maintenance and Improvements

Otago Region

	04/05 (\$M)	05/06 (\$M)	06/07 (\$M)	07/08 (\$M)	08/09 (\$M)	09/10 (\$M)	10/11 (\$M)	11/12 (\$M)	12/13 (\$M)	13/14 (\$M)	Total (\$M)
Maintenance											
Structural	12.2	11.4	12.3	12.8	13.0	14.8	14.8	14.3	16.0	16.9	138.7
Corridor	5.6	5.1	5.1	5.9	5.6	5.6	5.9	6.1	6.4	6.7	58.0
Professional Services	2.3	2.8	3.0	3.2	3.3	3.6	3.8	4.0	4.2	4.5	34.6
Property Management	0.3	0.8	0.8	0.8	0.9	0.9	1.0	1.0	1.0	1.1	8.5
Preventive Maintenance	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	1.9
Emergency Works	0.0	1.2	1.2	1.3	1.3	1.4	1.4	1.4	1.4	1.5	12.0
Sub-total	20.4	21.4	22.6	24.2	24.4	26.5	27.0	27.0	29.2	31.0	253.8
Improvements											
Minor Safety Projects	1.6	1.5	1.6	1.8	1.8	1.9	2.0	2.0	2.1	2.2	18.5
Committed Projects	0.0	0.0	0.0	0.0	-	-	-	-	-	-	0.0
New Projects	6.3	4.7	4.7	4.5	4.4	4.2	4.4	4.5	4.6	4.7	47.0
Property Purchase	1.1	1.1	1.2	1.2	1.2	1.3	1.3	1.3	1.4	1.4	12.6
Walking & Cycling	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.0
Sub-total	9.1	7.5	7.6	7.5	7.5	7.5	7.8	7.9	8.2	8.5	79.1
Regional Distribution Funding	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	
Total	29.5	28.9	30.2	31.7	31.9	34.0	34.8	34.9	37.5	39.4	332.9

tbd = to be determined