

EXECUTIVE SUMMARY

Transit's forecasts of expenditure in Southland for the next 10 years are set out in Table S1. 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 Southland 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 Southland, and improve road safety.

Major features of the plan are:

- › three safety improvements, for construction in the next three years, comprising:
 - » SH1: East Road Curve Realignment, north of Invercargill
 - » SH98: Mill Road Intersection Improvements, east of Lorneville
 - » SH94: Hamilton Creek Bridge Widening
- › two more stock effluent disposal facilities west of Gore on SH1 and Lumsden on SH6.

Transit is continuing to investigate improvements to the eastern portal of the Homer Tunnel for avalanche protection.

KEY REGIONAL TRANSPORT ISSUES

The key regional transport issues in Southland include:

- › forestry traffic
- › dairying traffic – the increase in the number of dairy farms is increasing truck movements, particularly around the processing plant at Edendale
- › tourist traffic, particularly on the Southern Scenic Route, to Fiordland National Park and Milford Sound
- › road safety.

TRANSIT'S CONTRIBUTION TO TRANSPORT ISSUES

Most state highways in Southland carry only relatively low traffic volumes and no major improvements are required apart from minor safety improvements. Nevertheless, Southland's economic growth and conversion of pasture farming activity to dairying needs to be monitored to ensure that the current high levels of service on Southland highways are maintained.

There is a continuing need for active management of SH94 to Milford Sound to provide an appropriate level of avalanche protection and traffic management.

The locations of possible Southland projects in the 10-year plan are shown on Figure S. The expected cost and possible timeframe for the development and construction of these projects is indicated in Table S2. 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).

One large improvement project (with construction costs more than \$3M) is included in the 10-year plan, and small and medium-sized projects (with construction costs of less than \$3M) have been planned for three years.

Efficient Transport Corridors

While no major improvements are proposed, investigations are progressing on the viability of rail to reduce the number of truck movements around the dairy processing plant at Edendale. Transit is also

simultaneously investigating the possibility of bypassing Edendale township and the dairy processing plant.

Secure Routes (SH94 to Milford Sound)

Transit continues investigations into replacing the eastern portal of the Homer Tunnel, which was damaged some years ago and might need to be replaced and extended. This tunnel provides the only road access to the key tourist destination of Milford Sound.

Road Safety

Transit plans to remove the 'out of context' sections of state highway, roadside hazards, and provide a network of stock truck effluent disposal facilities.

Rural Improvements

The SH99 Underwood Realignment project has recently been completed. Safety improvements progressing include the Greenpoint Side Protection, Lorneville Roundabout, and River Road Realignment.

Small and medium-sized projects that could be undertaken over the next three years include:

- › SH98: Mill Road Intersection Improvements, east of Lorneville
- › SH94: Hamilton Creek Bridge Widening
- › SH1: East Road Curve Realignment, north of Invercargill.

Stock Effluent Disposal Facilities

Stock effluent disposal facilities are being progressed for SH1 east of Gore, and a further stock effluent disposal facility has been planned for construction on SH94, near Lumsden.

MAINTENANCE and OPERATIONS

In addition to undertaking maintenance and improvements to meet current and future levels of service, and to preserve the asset, Transit proposes to:

- › undertake some 90 kilometres of resurfacing and 15 kilometres of road rehabilitation per year on state highways in Southland
- › continue to deploy the latest hazard management systems at the Homer Tunnel on SH94. The current avalanche hazard management system is recognised

as being world class. The intention is to ensure that the programme remains adequately funded and the latest techniques are deployed to maximise access to Milford Sound, and minimise avalanche risk to road users. The provision of emergency facilities at the tunnel is being enhanced

- › continue the strategy of managing wet-road crashes through maintaining high-skid-resistance surfacings.

Table S1

Forecasts of Expenditure on Maintenance and Improvements

Southland 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	9.3	9.8	9.2	10.9	10.5	10.2	13.1	11.8	11.0	11.6	107.3
Corridor	3.8	4.0	4.2	4.1	4.3	4.9	4.8	4.9	5.0	5.2	45.2
Professional Services	1.5	1.8	1.9	2.0	2.1	2.3	2.4	2.5	2.6	2.8	22.0
Property Management	0.0	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.7	5.2
Preventive Maintenance	0.0	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.5	0.5	3.7
Emergency Works	0.0	0.9	0.9	1.0	1.0	1.0	1.2	1.1	1.0	1.0	9.1
Sub-total	14.6	17.3	17.2	18.9	18.8	19.4	22.5	21.3	20.8	21.9	192.5
Improvements											
Minor Safety Projects	1.2	1.2	1.2	1.4	1.4	1.4	1.6	1.5	1.5	1.6	14.0
Committed Projects	0.0	0.0	0.0	0.0	-	-	-	-	-	-	0.0
New Projects	1.2	1.3	1.3	1.3	1.4	1.4	1.5	1.5	1.6	1.6	14.1
Property Purchase	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	2.0
Walking & Cycling	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sub-total	2.5	2.7	2.7	2.9	3.0	3.0	3.3	3.3	3.3	3.4	30.1
Regional Distribution Funding	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	
Total	17.1	20.1	19.9	21.7	21.8	22.3	25.8	24.5	24.1	25.3	222.6

tbd = to be determined