

# SOUTHLAND STATE HIGHWAY FORECAST

## EXECUTIVE SUMMARY

Transit's forecasts of expenditure in Southland for the next 10 years are set out in Table S1. For forecast purposes only, Transit has made an assessment of regional distribution funding that will be available for state highways. These will be determined annually.

These forecasts of expenditure are based on a 10-year plan of maintenance and improvements, including projects for which funding is already committed. The timeframe for the development and construction of the improvements proposed in the 10-year forecast is indicative only, and is likely to change depending on the project's importance within the context of the regional land transport strategy, its national priority, the resolution of any local concerns and property issues.

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

Major features of the forecast are:

- › eight safety improvements, for construction in the next three years
- › two passing lanes
- › stock effluent disposal facilities.

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

## KEY REGIONAL TRANSPORT ISSUES

Through Southland's regional land transport strategy, long term council community plans, and Transit's state highway forecast, local and central government is aiming for a sustainable land transport system that meets the objectives of the New Zealand Transport Strategy (NZTS) and the Land Transport Management Act (LTMA), i.e. assisting economic development, assisting safety and personal security, improving access and mobility, protecting and promoting public health, and ensuring environmental sustainability.

To achieve a sustainable land transport system we need to consider both land use and transport trends and behaviour. In this respect regional and local growth strategies (or emerging views where strategies have not been written) and planning documents are critical to supporting regional land transport strategies.

The key regional transport issues in Southland include:

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

### TRANSIT'S CONTRIBUTION TO TRANSPORT ISSUES

Most state highways in Southland carry relatively low traffic volumes and no major improvements are required apart from minor safety improvements, and improvements to the Homer Tunnel on SH94. 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 location of possible Southland projects in the 10-year forecast are shown on Figure S. The expected cost and possible timeframe for development and construction of these activities is indicated in Table S2.

The timeframe for the development and construction of the improvements proposed in the 10-year forecast is indicative only, and is likely to change, depending on the use of additional funding from central government (known as 'regional distribution funding') to advance activities. While Transit anticipates it will have further expenditure from regional distribution funding, this is yet to be determined. Indicative construction start dates are based on expected levels of funding if 65 percent of regional distribution funding for Southland was allocated to state highways, spread evenly over 10 years.

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

### Efficient and Safe Transport Corridors

#### Road Safety

Transit plans to remove the 'out of context' sections of state highway and roadside hazards, and provide a network of stock truck effluent disposal facilities including one near Maitai and is carrying out further investigations on the need for one at Lumsden on SH6.

#### Rural Improvements

The SH99 Underwood Realignment, SH1 Greenpoint Side Protection and SH94 Hamilton Creek Bridge Widening activities have recently been completed. Safety improvements that are progressing include the Lorneville Roundabout and River Road Realignment.

The following activity is scheduled to be undertaken over the next three years:

- › SH93: River Road Realignment.

A number of additional projects are proposed but are dependent on progress with other projects and the availability of regional distribution funding. These include:

- › SH98: Mill Road Intersection Improvements, east of Lorneville
- › SH1: Edendale Realignment
- › SH6: Gap Road Intersection Improvements, near Wilton
- › SH1: Boundary Creek Bridge Widening, north of Matura
- › SH1: East Road Curve Realignment, north of Invercargill.

### Secure Routes (SH94 to Milford Sound)

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

### Efficient Transport Corridors

While no other 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.

#### Passing Lanes

The alignment of the state highways in Southland is generally good but increasing passing opportunities will assist, particularly close to Invercargill. Two sets of passing lanes are proposed but are subject to the availability of regional distribution funding. They are: Dowling Road/Mona Bush Road on SH1 and Wilson's Crossing on SH6.

## 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 on the Milford Road section of SH94. The current avalanche hazard management system is recognized 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 Homer 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

	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)	14/15 (\$M)	Total (\$M)
<b>Maintenance</b>											
Structural	8.1	8.5	9.2	9.6	10.0	10.4	10.9	11.4	11.9	12.4	102.4
Corridor	3.8	4.0	4.3	4.5	4.7	4.9	5.1	5.3	5.5	5.8	47.8
Professional Services	1.9	1.9	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	23.4
Property Management	0.0	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.7	5.3
Preventive Maintenance	0.1	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.5	0.5	3.8
Emergency Works	0.2	0.8	0.9	0.9	1.0	1.0	1.0	1.1	1.1	1.2	9.3
Sub-total	14.1	16.0	17.3	18.0	18.8	19.7	20.5	21.5	22.4	23.4	191.8
<b>Improvements</b>											
Minor Safety Projects	1.1	1.2	1.2	1.3	1.4	1.4	1.5	1.5	1.6	1.7	13.9
Committed Projects	0.2	0.0	0.0	0.0	-	-	-	-	-	-	0.2
New Projects	1.2	3.5	3.3	2.8	4.0	19.7	17.9	3.0	3.1	3.2	61.6
Property Purchase	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	2.5
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	2.7	4.8	4.8	4.3	5.6	21.4	19.6	4.9	5.0	5.1	78.2
<b>Total</b>	<b>16.8</b>	<b>20.9</b>	<b>22.0</b>	<b>22.4</b>	<b>24.4</b>	<b>41.1</b>	<b>40.2</b>	<b>26.3</b>	<b>27.4</b>	<b>28.6</b>	<b>270.0</b>

Note: regional distribution funding for state highways forecast to be \$29M over 10 years