



## KEY TRANSPORT ISSUES

Transit, along with local and central government are working together to achieve a sustainable land transport system in new ways.

Transit will work closely with regional and district councils to ensure that any substantial upgrading in the next 10 to 20 years is properly considered and planned, in order to relieve congestion and support regional growth strategies. This requires agreement on amendments to road and public transport plans and shared funding responsibilities for both local and national infrastructure and services.

Planning activities such as Otago's Regional Land Transport Strategy, Long-Term Council Community Plans, and Transit's State Highway Forecast all help in this process.

In meeting the objectives of the NZTS and LTMA the key regional transport issues for the Otago region include:

- › Road safety
- › Forestry traffic: over the next 5 to 10 years the region is anticipating a significant increase in forest harvesting to two million tonnes per year, much of which will be exported through Port Chalmers
- › Tourist traffic: increasing particularly around Queenstown and Wanaka
- › Areas of significant and rapid growth in Central Otago and the associated impact on the transport network.

### How we plan to address these key issues

While there is a significant emphasis for Transit in Otago on maintaining the existing state highway network, there are a number of activities prioritised in the State Highway Forecast to improve road safety, route security and route efficiency in the Otago region.

A key priority is managing the connections between state highways and local roads, as well as access to state highways from adjacent land, to support the medium to long distance travel function of key arterial roads.

The highest priority for the Otago region is the investigation into the Caversham Bypass Four-laning project. This is an important project for achieving a safe and efficient corridor between Dunedin and the south, but will only be progressed with a contribution from the regionally distributed funding allocation for Otago. The East Taieri Bypass on SH1 (near Mosgiel) is proposed in the long-term and will improve traffic flow between Dunedin and the south, particularly Dunedin Airport. Further investigation will be undertaken on the East Taieri Bypass to maintain the designation.

A new bridge is proposed at Kawarau Falls on SH6 to the south of Queenstown, to improve both safety and driver comfort in an area that is experiencing rapid population growth. Further projects are likely to be identified for the Queenstown area from the Wakatipu Transportation Study currently underway and some provision has been made for funding their development.

Large improvement projects (with construction costs of more than \$3.4M) have been indicated for 10 years while projects with construction costs of less than \$3.4M are proposed over the next three years and are shown in the table. The locations of Otago projects in the 10-year State Highway Forecast are shown on the map.

### Road Safety – Secure and Efficient Transport Corridors

Transit has identified a number of activities to improve the safety and efficiency of sections of state highway, including intersection improvements and realignments, for progress in the next five years subject to regional distribution funding. Safety improvements will be carried out at Lookout Point in Dunedin and One Way Pair Pedestrian safety improvements throughout the Otago University Campus. Intersection improvements will be carried out on Anderson Road on SH84 in Wanaka and safety improvements on Orwell to Coquet Street in Oamaru.

Realignments will be carried out on Tunnel Hill, south of Raes Junction on SH8, and Jefferis Road, south of Palmerston on SH1. The Gentle Annie West realignment, west of Cromwell on SH6, will also be

completed. Bridge improvements are planned for Roaring Meg, west of Cromwell on SH6. Another project on SH6 is to remove rock features that might result in rock falls at Nevis Bluff. Further work on the management or removal of roadside hazards will continue.

### Passing Opportunities

Limited passing opportunities in some parts of the region's road network lead to driver frustration and accidents. Two passing lanes will be progressed on SH1, at Brydone Memorial, south of Oamaru and at Waihola, south of Dunedin. Progress on these is dependent on regional distribution funding.

### Walking and Cycling

It is planned to widen SH88 in Dunedin at key pinch points between Adderly Terrace to De Lacy Street as well as between Maia Street and Burkes Drive, to make these sections of highway safer for cyclists and pedestrians. This is part of an integrated walking and cycling network being developed in association with Dunedin City Council and Otago Regional Council.

### Strategic Studies

We are undertaking, or propose to undertake, three strategic studies for the Otago region, to improve our long term planning and assist good decision-making. The studies are the Wakatipu Transportation Study (Queenstown), a study of Oamaru and the Waitiki River to Waipahi Study.

### Maintenance and Operations

The safe operation of the state highway network is a key function for Transit. Processes are in place to manage traffic efficiently, provide consistent and reliable information for road users, undertake maintenance work on the highway in the safest and least disruptive way, monitor locations where crashes occur and, where appropriate, take corrective action.

The state highway network is a \$15 billion transport infrastructure asset that demands sophisticated and effective management. Transit has systems in place to do this, ranging from infrastructure and traffic databases to natural features inventories, long-term

deterioration modelling tools, and annual condition data collection supported by advanced contract delivery methods and regular performance reporting.

Further, improvements to the way traffic is managed at incidents and in congested urban areas are being investigated and implemented.

Maintenance activities make up a large proportion of the forecast expenditure in the Otago region. In addition to preserving the highway network and undertaking maintenance and improvements to meet future levels of service, we propose to:

- › Undertake some 148km of re-surfacing, including 9km of thin asphaltic surfacing, which, while more expensive, is more durable and quieter
- › Undertake 8.6km of road reconstruction
- › Manage risks from snow and ice on the network by using the anti-icer calcium magnesium acetate and implement more cost effective and safer methods as they become available
- › Follow up the first stage of thermal mapping that has been carried out throughout Otago
- › Continue to develop procedures for managing rock falls and major slips to ensure route security and safety
- › Continue managing wet road crashes by maintaining high skid resistant surfacing
- › Plant on sensitive areas along SH1 at Katiki Beach, Kilmog and the Northern Motorway, to enhance the environment
- › Reduce the likelihood of "heavy metals" draining from the Fairfield Motorway into Kaikoari Stream estuary by constructing "catch pits" (chambers that allow heavy metals to be separated out)
- › Enhance the landscaped areas on the Fairfield Motorway and plant low growth grass on selected road verges
- › Install variable message signs on Lindis Pass (SH8) and the Northern Motorway, to give motorists up to date information on road conditions
- › Develop a strategy, including an in-depth crash analysis, in an effort to reach the Government's 2010 safety targets.