



KEY TRANSPORT ISSUES

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
- › Congestion in Dunedin and Queenstown.

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 State highways.

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

Provision has been made for the investigation of a new bridge to replace the existing one-lane bridge at Kawarau Falls on SH6 to the south of Queenstown,

to improve safety, route efficiency 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.

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. Some are subject to regional distribution funding. Projects that are currently underway and which will be completed in 07/08 are, SH1 Tunnel Hill, west of Lawrence, SH1 Tumai – Waikouaiti and SH8 Morven Hills Bridge widening.

Intersection improvements will be constructed at SH84 Anderson Road, Wanaka, SH1 Thames Street, Oamaru and SH1 One-Way Pair, Dunedin.

Realignments will be constructed at SH8 Pig Hunters (Manuka Gorge) and SH1 Jefferies Road, South of Palmerston.

Bridge improvements are being investigated for Roaring Meg, west of Cromwell on SH6. 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 Waihola northbound and Clarendon on SH1 south of Dunedin will be completed. Two further two passing lanes will be investigated on SH1, Waihola southbound and Brydone Memorial, south of Oamaru. Progress on these is dependent on regional distribution funding.

Walking and Cycling

Investigations are underway on SH88 in Dunedin to continue the harbourside cycleway between Adderly Terrace to De Lacy Street to make this section 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

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 134km of re-surfacing, including 5km of thin asphaltic surfacing, which, while more expensive, is more durable and quieter
- › Undertake 10km of pavement rehabilitation
- › 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 to manage 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 Kaikorai 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.