



KEY TRANSPORT ISSUES

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

- › Road safety
- › Increased forestry traffic, as 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 focus, especially in areas of high development growth, is the management of the connections between state highways, local roads and development accesses, in a way that supports the medium to long distance travel function of state highways.

Two key priorities for the Otago region are the investigations into the SH1 Caversham Valley Improvements Project and development of the state highway components of the Wakatipu Transportation Strategy.

The Caversham Valley Improvements Project is an important project for achieving a safe and efficient corridor between Dunedin and the south. Investigations are underway for the project.

The Wakatipu Transportation Strategy identified a number of projects for the state highway in Queenstown. One of the most significant is the

multi-modal corridor improvements along SH6A, which aim to integrate passenger transport, walking and cycling facilities and safe vehicular access. Feasibility and scoping for the SH6A multi-modal corridor project is currently underway.

Also in Queenstown, investigations for a new bridge to replace the existing one-lane bridge at Kawarau Falls on SH6 to the south of Queenstown and upgrading of the SH6/Glenda Drive intersection are underway. Both projects aim to improve safety, route efficiency and driver comfort in an area that is experiencing rapid population growth.

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 with a committed construction start in 2008/09 include, SH1 Pig Hunters Realignment, east of Lawrence and SH1 Thames Street, Oamaru.

Projects likely to have a construction start in 2008/09 include SH1 Jefferies Road, South of Palmerston, SH1 near Moeraki and SH8 east of Raes Junction

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 completed between Balclutha and Clinton (southbound and northbound).

Further passing lanes being progressed include, investigations on SH1, near Waihola (southbound) and design of passing lanes on SH1 at Brydone Memorial, south of Oamaru.

Walking and Cycling

Construction will be commenced to extend the cycleway between Adderly Terrace to De Lacy Street on SH88 in Dunedin. Completion of a strategic study along SH88, looking at walking and cycling facilities will result in the identification and progression of further projects.

Strategic Studies

We are undertaking, or propose to undertake, three strategic studies (five listed in draft forecast) for the Otago region, to improve our long-term planning and assist good decision-making. The studies are the SH6A Bus Priority Investigations, Cromwell Structure Plan, and SH6, SH8, SH93 Passing Opportunities.

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 133km of re-surfacing, including 4km of thin asphaltic surfacing, while more expensive, is more durable and quieter
- › Undertake 13km 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 conducted 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
- › Install electronic variable message signs on SH6 Haast Pass, to give motorists up-to-date information on road conditions
- › Continue with on-going safety strategies, to achieve the Government's 2010 safety targets.