

## Appendix 9. Summary of changes to projects in the initial 2015 – 2021 RLTPs

This list, which is reproduced from the document that set out the proposed variations to the RLTPs, summarises the changes to those projects that were listed in the initial version of the 2015-21 RLTPs produced in 2015. It is included in this updated RLTPs document to help people track how the Committees' recommendation on projects that should be funded from the NLTF have changed over time.

**Table Y: Southland changes to projects in the present 2015 – 2021 RLTP**

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
<b>Activity Class 12 - New and Improved Infrastructure Local Roads</b>						
ES	Minor improvements 2015-18	To complete and advise the industry of the network of stock truck effluent sites in southern NZ, thus minimising the spillage of stock effluent onto roads, and the resultant road safety risk and environmental pollution.	1	Funding approved	Not applicable	
GDC	Bridge Replacement	Replace Pyramid Bridge to maintain a safe and economic crossing of the Mataura River on this existing route.	1	Detail Business Case Approved. Construction not approved	No	Funding approved for implementation.
SDC	Alternative Scenic Route Seal Extension	Seal extension along the scenic route Haldane-Curio Bay Road to achieve the following benefits: Enhance the ability to upgrade the area's status to Gateway (55%). Reduce number and seriousness of crashes (5%). A greater ability to maximise maintenance investment across the region (40%).	1	Construction Approved	Not applicable	Scheduled to be completed in 2017/18
SDC	Mararoa River Bridge	Replacement of a nine-span single lane wooden bridge to ensure continued access to two major stations and a conservation area used by hunters, trampers and anglers.	3	Not included in 2015/18 NLTP	No	Abandoned

Organis- ation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
<b>Activity Class 13 - New and Improved Infrastructure State Highways</b>						
NZTA	Edendale Realignment	Bypass of Edendale Township. There are issues with variations in the speed limits through the Edendale township and a horizontal curve with an intersection located on the apex and an adjacent level crossing within a short section of highway. Additionally, an expansion of Fonterra's plant will generate additional traffic, which will travel past residential properties and a school. The project will provide a by-pass to the township with appropriate connections to the Fonterra plant. Fonterra will provide financial contribution to this project in kind. The project will improve safety for vehicles from head on and turning crashes and reduce travel time.	1	Included in 2015/18 NLTP. Construction Approved	Yes	Construction funding has been confirmed and the project tendered and awarded to Fulton Hogan. Contractors; starting soon [mid-2018].
NZTA	Elles Road Roundabout	Realign highway approaches to existing intersection. Replace priority control with roundabout. Extend Lake Street to become fourth leg of roundabout. Objective of project is improved safety for all road users. Reduction in crashes and the severity of crashes that are unavoidable. Improved access to commercial/industrial premises.	1	Detail Business Case Approved	Yes	Funding application for Design phase to be made soon [mid-2018]. .
NZTA	Falls Creek Bridge Widening	This is a single-lane bridge on which tourist buses stop to enable viewing of Falls Creek and Christie Falls, with no real edge protection, just sight rails. The project will replace the existing one-lane bridge with a new two-lane bridge, widen the approaches and provide a separate pedestrian walkway. Objective(s) are to improve (i) safety for vehicles from head on crashes (ii) safety for tourists on bridge and (iii) reduce delays.	1	Not included in 2015/18 NLTP	No	This project has been being completed already, under the Visiting Driver Signature Project

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
NZTA	Invercargill - Moto Rimu Rd Safety Improvements	Safer Journeys - Roads and Roadsides. Various activities to address crash types which may include wide centreline, safety barrier, ATP and intersection improvements and closures. Objectives are improved safety for all road users, and reduction in crash rates and severity of crashes.	2	Not being delivered in 2015/18. No longer fits funding requirements	No	Varied - This is no longer a State Highway improvement activity and may be delivered as a Low Cost/Low Risk activity.
NZTA	Longbush - Invercargill Safety Improvements	Safer Journeys - Roads and Roadsides. Various activities to address crash types which may include wide centreline, safety barrier, ATP and intersection closures. Objectives are improved safety for all road users, and reduction in crash rates and severity of crashes that are unavoidable.	2	Not being delivered in 2015/18. No longer fits funding requirements	No	Varied - This is no longer a State Highway improvement activity and may be delivered as a Low Cost/Low Risk activity.
NZTA	Mataura Intersection Improvement	Rail line parallel with SH1 at the intersection of SH1 & SH93. Trucks from SH93 are unable to pull up to the limit line to confirm it is safe to turn left into SH1 without straddling rail line. Install merge bay on SH1 for left turning traffic. Objectives are improved safety for road and rail users. Improved amenity for residents.	2	Not on 2015/18 approved programme	Yes, in Table V	Note, NZTA had investigated delivering this as a Low Cost/Low Risk activity but the estimated project cost exceeded the funding cap.

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
NZTA	Milford Rockfall/Avalanche Protection	Realignment to avoid avalanche path on eastern approach to Homer tunnel. Relocation of visitor attraction/stopping location. High velocity catch fencing at two locations. Objectives are improved safety for users and resilience of a key tourism route. Fewer highway closures will lead to a reduction in losses for tourism operators. Avalanche risk management will remain an on-going issue based on climatic conditions. Current solution is to relocate stopping areas away from avalanche path.	1	Not on 2015/18 approved programme	Yes	Meetings are underway [mid-2018] to further the Business Case for the temporary portal extension in conjunction with the Business case for the tunnel widening. There has been difficulty in getting a meaningful business case to stack up.
NZTA	Visiting Driver Signature Project - Southland	Safety improvements for tourist drivers on the Southland section of the Queenstown - Milford Sound route including ATP, pull-off areas and barriers. This aims for a reduction in tourist driver related crashes and, where these cannot be avoided, a reduction in their severity. Consistency in the application of safety measures on major routes through Southland which provide key links to the adjacent region of Otago.	1	Project carried out in 2015-18	Yes.	Further funding sought in 2018/21 update of the RLTP, for another year's work.
NZTA	Wilson's Crossing Passing Lanes	Construction of staggered passing lanes Lochiel (southbound), Wilson's Crossing (northbound). Year 1 - earthworks, drainage, subbase. Year 2 - basecourse, surfacing. This passing lane project is situated within an undulating section of SH6 with poor passing opportunities; traffic volumes > 6400 vpd; increasing commuter and heavy traffic for the port. Objective(s): the project will provide (i) a safe passing environment while at the same time (ii) reducing travel time and (iii) vehicle operating costs.	3	Not included in 2015/18 NLTP	No	Suspended - This project has been reprioritised in the 10-year State Highway Programme beyond the 2018-21 period.

**Table Z: Otago, changes to projects in the present 2015 – 2021 RLTPs**

Organis- ation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
<b>Activity Class 3 – Walking and Cycling</b>						
DCC	Central City Transport Hub	The ORC is planning a Central City Bus Hub. This project is to enhance the bus hub to provide centralised facilities for other transport modes such as walking, cycling, taxis and intercity buses / coaches. It is part of the Central City PBC.	4	Probable	No	Varied - any work required to accommodate other modes will be undertaken by ORC through their Bus Hub project, or through the DCC Low Cost/Low Risk programme, as appropriate.
DCC	Central City and NEV Cycle Network	Provision of a cycle network for the central city and North East Valley. This is part of a programme business case.	1	Indicative Business Case Approved	No	Varied - part of this activity will be completed in 2017/18, part is included in the Dunedin Urban Cycleways project included in the 2018-21 programme.
DCC	Strategic Cycle Network - Mosgiel	Provide local cycle network in Mosgiel. This will be part of a programme business case to be developed in 2017/18.	4		No	Varied - this activity will be included as appropriate in the Dunedin Urban Cycleways and the Mosgiel Town Centre and Arterial Routes projects.
DCC	Tertiary Precinct	Upgrade to streets surrounding University of Otago and Otago Polytechnic Campuses, to improve safety and accessibility by foot and cycle.	3		Yes	Varied - name changed to Tertiary Precinct Improvement Project and included in the 2018/21 programme.
NZTA	Dunedin One Way Pair Cycle Lanes	In Dunedin, to establish separated cycle lanes on t one-way SH1 routes through the central city. To improve road safety for cyclists; provide a safe route choice for cyclists, facilitate adoption of cycling as a safe and practical choice for inner city transport, and integrate with the wider city cycling network. While this could be implemented as a standalone project, it integrally contributes to a wider inner & city network. Also, the Dunedin City Council is proposing to set up a project covering the central city area (i.e. that would be the programme for which this is an initiative).	1	Funding approved	Not applicable	

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
NZTA	SH88 Cycling and Pedestrian Facilities	SH 88 cycling and pedestrian facilities.	1	Funding approved for implementation	Not applicable	Now to be delivered in tandem with the Dunedin - Port Chalmers Safety Improvements project.
WDC	Walking and Cycling Oamaru to Pukeuri 2015/16	This is a separated cycleway on SH1 from the north end of Oamaru to the Pukeuri Alliance meat works located on the west side of the road carriageway. The objective of this project is to provide a separated cycling track off SH1 from Oamaru's north end boundary to the Pukeuri Alliance meat works, which will allow cyclists to commute to and from work in safety without death or serious injury.	4	Not included in 2015-18 NLTP	No	Varied - included in Low Cost/Low Risk projects for 2020/21.
<b>Activity Class 4 – Public Transport Services</b>						
ORC	Wakatipu Public Transport Improvements	Objective is to increase patronage in this network through route, service and fare changes.	1	Funding approved; improvements underway	Not applicable	Also, NZTA approved (\$150,000) funding for detailed business case preparation in 2017/18.
<b>Activity Class 12 - New and Improved Infrastructure Local Roads</b>						
CDC	Streetlight LED upgrade	Conversion of streetlights in the district's townships to LEDs.	3	Funding approved 2017/18	No	
CDC	Seal Extension of The Nuggets Road	The objective is to provide a safe and quality experience for visiting drivers using the route to the Nuggets by sealing the Nuggets Road.	1	Complete	Not applicable	
DCC	Central City Safety and Accessibility Upgrade	Safety and accessibility upgrade of Dunedin's central city and North Dunedin area.	1	Indicative Business Case Approved	Yes	Varied - name changed to Central City Upgrade and included in the 2018-21 programme.

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
DCC	Eastern Bypass	Improvements to the efficiency and design of the freight bypass between SH1 in Andersons Bay and SH88 to Port Otago. This is part of the programme business case.	1	Indicative Business Case Approved	No	Suspended - investigation and data collection will be carried out, prior to confirming the scope of this project.
DCC	Mosgiel Safety and Accessibility Upgrade	Improve safety and accessibility in Mosgiel town centre. It will be covered by a programme business case.	2		Yes – see comment	Varied - name changed to Mosgiel Town Centre and Arterial Routes projects; programme business case (PBC) phase to be included in the 2018-21 programme.
DCC	Peninsula Rooding - Portobello Road	Rooding improvement works on Otago Peninsula as detailed in the city's Integrated Transport Strategy Project to secure sea wall protection, enable sustainability for sea level rise effects and security of tourist route, maintain connectivity of communities, reduce accident rate, improve travel time and enable safe separation of vulnerable road users with increasing demand volumes.	1	Construction Underway	Not applicable	
DCC	Phase 4 Peninsula Rooding - Harrington Point Rd	Rooding improvement works on Otago Peninsula as detailed in the city Integrated Transport Strategy Project to secure sea wall protection, enable sustainability for sea level rise effects and security of tourist route, maintain connectivity of communities, reduce accident rate, improve travel time and enable safe separation of vulnerable road users.	1	Funding approved	Not applicable	
DCC	Strategic Corridors: Warehouse Precinct Accessibility (SH1)	The project is part of the Strategic Corridors package which assessed existing and future requirements for the movement of goods, services and people, including the corridor demands of major traffic generators. Revitalisation of the harbourside area and permeability across the rail corridor to the Central Activity Area (CAA) were also considered. Dunedin is an origin or destination for most vehicle movements travelling within the city. The One-Way Pair (SH1) is required to serve the access function equally as well as mobility or through movement.	2	Project not started. Programmed for 2021-23	No	Suspended - investigation and data collection will be carried out, prior to confirming the scope of this project.

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
DCC	Street Light Renewal With LED	Renewal of street light luminaires with LED as existing ones reach the end of life.	2		Yes	Varied - name changed to LED Streetlight Renewal and included in the 2018/21 programme. Note, the enhanced FAR rate for this work has been extended to June 2021.
ORC	Stock truck effluent disposal facilities	Installation of two facilities in Central Otago		Funding approved	Not applicable	Construction to commence in early 2018. Location of the second site yet to be confirmed.
QLDC	Eastern Access Road	Eastern Access Road (now known as Hawthorne Drive).	1	Funding approved	Completed	
QLDC	Frankton Flats Programme Business Case Implementation	This project is a placeholder for new works anticipated to arise from the completion of the Frankton Flats programme business case. This project is part of the Frankton Flats Programme Business Case. This work is being undertaken this financial year (2014/15).	1	Funding approved	Not applicable	
QLDC	QLDC streetlight LED conversion project	Replacement of street light luminaires with LED in the district's townships.	3	NZTA has approved up to \$2M funding in 2017/18	No	The enhanced FAR rate for this work has been extended to June 2021, and the project has started with placement of an order for luminaires.
QLDC	Queenstown Town Centre Programme Business Case Implementation	Implementation of transport interventions recommended by the Queenstown Town Centre Programme Business Case, to be completed by February 2014.	3		No	Varied - Project has been split into a number of combined transport initiatives for the Queenstown network.
QLDC	Wanaka Programme Business Case Implementation	Implementation of the transport interventions emanating from the Wanaka Programme Business Case, which is presently being developed.	3	Proposed	No	Varied - Project now included as wider Wanaka Transport Business Case/ Master Plan.

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
WDC	Harbourside Projects 2015/18	An extract from the Oamaru Harbour Development Strategy: "Roads within the harbour will service commercial requirements and support business, tourism and connectivity. Shared space between pedestrians and vehicles will be enabled. Speed limits will be restricted to support pedestrian, penguin and port user safety."	3	Not included in 2015-18 NLTP	No	Variation - included in Low Cost Low Risk projects for 2019/20.
WDC	Street Light Upgrade 2016-2018	Renewal of street light luminaires with LED as existing ones reach the end of life	3	Funding approved	Not applicable	Construction - installation to be fully complete by 31 December 2018.
WDC	River Training 2015/18	River training is required at these two locations to ensure the river flows freely under existing bridges. The objective is to complete river training works at these two locations so the rivers are free flowing and do not cause extensive damage to the bridge or road infrastructure.	3		No	Variation - included in Low Cost/Low Risk projects for 2020/21.
<b>Activity Class 13 - New and Improved Infrastructure State Highways</b>						
NZTA	Albert Burn Bridge Replacement	Replacement of a vulnerable existing narrow bridge on poor vertical alignment with an HPMV capable structure. Load limitations currently force trucks to cross at the Luggate Bridge, which is increasing the maintenance costs of this structure. Objectives are: improved freight efficiency, improved resilience, improved vertical alignment by raising the bridge to lessen the severity of the dip and reduce driver surprise, reduced traffic and therefore loading on the Luggate Bridge, resulting in lower maintenance costs.	5	Not applicable	No	Suspended - This project has been reprioritised in the 10 year State Highway Programme beyond the 2018-21 period. Included in RTCs 'wishlist' in the RLTP update, section 2.4.

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
NZTA	Andersons Bay Rd/Caversham Motorway	Improvements to the intersection of Andersons Bay Rd and Caversham Motorway to improve efficiency for freight using the local arterial by-pass to access Port Otago. Current alignment requires deviation in the opposite direction of travel. Traffic signal control of approach and circulating flow. There is a by-product of improved safety and congestion relief on the Dunedin one-way network.	1	Not included in 2015-18 NLTP	No	Varied - This project has been programmed to align with the reprioritisation of the DCC's Eastern Bypass project which is now beyond the 2018-21 period.
NZTA	Beaumont bridge replacement	Replacement bridge and approach realignment. An aging bridge, which has reached the (next 1 to 5 years) end of its economic life. The project proposes to replace the existing structure with a new two-lane bridge. The project will ensure a resilient and secure transport network and reduce delays.	3	Funding approved for development of the detailed business	Yes	
NZTA	Big Kuri Creek Flood Mitigation	Regular flooding at Big Kuri Creek bridge due to aggradation of river bed. Raise approaches and bridge deck to clear peak flood levels. Objectives are improved highway corridor resilience with fewer or no road closures during storm events reliable freight movement with little or no delays, reduced maintenance costs through construction of a pavement less susceptible to inundation by floodwater.	3	Proposed	No	Varied - The flood mitigation works are now consented as an ongoing maintenance activity and therefore this improvement project is no longer required.
NZTA	Cromwell Intersection Improvement	SH6 and SH8B fatal crash site. Separated left turn lane has improved safety but may require further improvement. Objectives are improved safety for all road users, and a reduction in crashes and the severity of unavoidable crashes.	5	Start year outside of 2015-18 RLTP	Yes	Incorporated into the SH6, SH8B and SH8 Gibbston to Clyde safer corridor project (# 80)
NZTA	Deborah Realignment	Realign the road to a 100 km/h design speed over the railway line by lowering the railway line 5.1m and installing a new 76m culvert railway underpass on the new alignment. Reverse curves cause driver surprise and pose a crash hazard, particularly with respect to HCVs, which is exacerbated in wet conditions. The project proposes to undertake a realignment of the railway line and highway to eliminate driver surprise and improve network resilience. Objective of the project is to improve safety for motorists.	2	Not included in 2015-18 NLTP	No	Suspended - This project has been reprioritised in the 10 year State Highway Programme beyond the 2018-21 period.

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
NZTA	Dunedin - Fairfield Safety Improvements	Infill of wire rope side barriers and other improvements to create safer and more forgiving roadsides. Objectives are improved safety for all road users and a reduction in crash rates and severity of unavoidable crashes. A by-product will be fewer highway closures as a result of crashes.	2	Funding approved, and work undertaken; but TIO notes it as being under review [mid-2018]	Yes	Further funding sought in 2018/19 RLTP for further implementation
NZTA	Grant Rd to Kawarau Falls Bridge Improvements	Capacity issues, widening, urbanisation and intersection improvements. Work necessary to compliment development projects in the area including improvements for pedestrians, lighting, widening and utility integration. Includes surrounding projects for Glenda Drive, Frankton BP R/A Improvements and BP R/A to Kawarau Falls Bridge Corridor Improvements. Objectives are reduced congestion, improved use of existing corridor, and improved customer experience.	1	Funding approved for the business case	Yes	Further funding sought in 2018-21 RLTP for implementation
NZTA	Hilderthorpe Straight Flood Mitigation	Flooding at various locations from surface water run-off during heavy rainfall resulting in road closures. Flood-prone areas include McEneaney passing lanes, 45th Parallel, Hilderthorpe Floodway, Hilderthorpe Rd and Wai-iti Park. Significant drainage work required. Objectives are improved highway corridor resilience with fewer or no road closures during storm events, reliable freight movement with little or no delays, safer highway for motorists with less potential for surface flooding along the corridor, and reduced maintenance costs through construction of a pavement less susceptible to inundation by floodwater.	1	Start year outside of 2015-18 RLTP	No	Varied - This project has been reprioritised in the 10 year State Highway Programme beyond the 2018-21 period. Included in RTCs 'wishlist' in the RLTP update, section 2.4.
NZTA	Katiki Erosion Protection	Coastal erosion along Katiki straight. Currently being monitored but requires a long-term solution. Objectives are improved highway corridor resilience to storm events, reliable freight movement with little or no delay, and reduced pavement maintenance costs through improved coastal protection and shoulder support.	3		Yes	Incorporated into the SH1 Oamaru to Dunedin safety management and resilience project (# 83). Also Included in RTCs 'wishlist' in the RLTP update, section 2.4.

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
NZTA	Enhanced Network Resilience Otago	Improve resilience of SH network addressing bridge deficiencies, rock fall/slips risk areas, flood prone areas and coastal erosion	3	Not included in 2015-18 NLTP	No	Abandoned - This was a "placeholder" activity which has been replaced by specific resilience activities.
NZTA	Ladies Mile Corridor Improvements	Capacity and safety issues related to Howards Drive, which is the only access to the Lake Hayes Estate residential development. Development down Stalker, Lower Shotover and Tucker Beach Rds requires corridor and access improvements. Further population growth predicted for the area. Objectives are reduced congestion, improved use of existing corridor, improved customer experience, and journey time reliability.	3	Funding approved for development of the detailed business for Tuckers Beach Road intersection improvement	Yes	
NZTA	Maheno Flood Mitigation	Prone to flooding from the Kakanui River resulting in road closures with no logical commercial vehicle detour. Approximately 300m of highway needs to be raised by up to 500mm with large diameter culverts installed to provide resilience to flood events. Objectives are improved highway corridor resilience with fewer or no road closures during storm events, reliable freight movement with little or no delays, safer highway for motorists with less potential for surface flooding along the corridor, and reduced maintenance costs through construction of a pavement less susceptible to flood inundation.	1	No Approvals to date	No	Varied - This is no longer a State Highway improvement activity and will be delivered as a Low Cost/Low Risk activity. Included in RTCs 'wishlist' in the RLTP update, section 2.4.
NZTA	Mosgiel - Balclutha Safety Improvements	ATP infill to encourage lane discipline on a highway with challenging geometry. Additional treatment as required. Part of the Safer Journeys - Roads and Roadsides business case. Objectives are improved safety for all road users, reduced crash rates and severity of unavoidable crashes, improved network efficiency and resilience with fewer highway closures as a result of crashes.	2		Yes	Has now 'morphed' into the Mosgiel - Milton Safety Management project (# 68)
NZTA	Nevis Bluff Rockfall Protection	Additional to the ongoing work, a capital project is needed. International peer review recommends staged physical catch fences. Objective is improved safety for users and resilience of this key route.	1		Yes (and, also, see table V)	Incorporated into the SH6, SH8B, SH8 Gibbston to Clyde Corridor Improvements project (#85)

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
NZTA	North Oamaru Corridor Improvements	Possible re-allocation of road space with removal of cycle lanes and provision of quiet street detours for cyclists. Intersection improvements. Objectives are improved safety for all users, improved efficiency for people and goods on main highway corridor with improved access for residents from side roads, and improved amenity for residents.	3		No, but included in Table V	
NZTA	Oamaru - Dunedin Safety Improvements	Installation of wire rope barrier and ATP in high risk areas along the highway corridor. Part of the Safer Journeys - Roads & Roadsides business case. Objectives are improved safety for all road users and a reduction in crash rates and severity of unavoidable crashes. A by-product of safety improvements is improved network efficiency and resilience with fewer highway closures because of crashes.	3		Yes	Varied; now the Oamaru - Dunedin Safety Management and Resilience
NZTA	Pine Hill Rd/Great King St Intersection Improvements	Identified as one of the 100 high risk intersections in NZ. Restricted visibility from priority-controlled intersection located at base of a steep incline. Consideration of an improved at grade solution required. Improved safety for all intersection users by potentially signalling with pre-warning amber signals located prior to the George St over bridge and installation of a downhill crawl lane for heavies. Priority phasing may be given to heavy vehicles using the crawl lane to ensure the intersection is clear. This should mitigate the risk of conflict at the intersection. Part of the Safer Journeys - Roads & Roadsides business case.	1		No	Included in RTCs 'wishlist' in the RLTP update, section 2.4.
NZTA	Roaring Meg Bridge Widening	Narrow bridge on poor alignment. Widening of one side needs to be progressed. Objectives are improved safety for all motorists and improved corridor resilience on an arterial route linking Queenstown with Central Otago region.	5	Not included in 2015-18 NLTP	No	Varied - This project has been reprioritised in the 10 year State Highway Programme beyond the 2018-21 period.

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
NZTA	SH88 Safety Improvements	A Safe Roads Alliance project. Safer roadsides through combination of improved delineation (e.g. ATP markings); wire rope barrier, guardrail barrier. Nominally focus in areas of 80 km/h speed limit between Ravensbourne and Port Chalmers, and to protect from loss of control impact from entry into harbour, onto rail lines, into/over steep embankments.	1	Construction has been approved / committed	Yes	Now to be delivered in tandem with SH88 Cycling and Pedestrian Facilities. There are two projects of this name in the RLTP update, one already approved and one seeking funding for 2018-20.
NZTA	SH6A Corridor Improvements	Corridor improvements to relieve congestion, improve use of existing corridor, and improve customer experience with greater accessibility from side roads.	3		Yes	
NZTA	St Andrews St Anzac Ave	Revise layout of existing signal-controlled intersection to improve operational efficiency, especially for port-bound freight. Intersection complicated by adjacent rail line. By-product of improved safety and congestion relief on the Dunedin one-way network.	1	Not included in 2015-18 NLTP	No	Varied - This project has been programmed to align with the reprioritisation of the DCC's Eastern Bypass project which is now beyond the 2018-21 period.
NZTA	Stanley St Corridor Improvements	Main arterial link into Queenstown which doesn't cope with peak hour demand. Delays also occur due to the current roundabout configuration at the major intersections and a pedestrian crossing. Objectives are reduced congestion and associated driver frustration, improved and more reliable travel times, enhanced safety for pedestrians along the corridor, and improved visitor experience.	2		Yes	
NZTA	Visiting Driver Signature Project Otago	Safety improvements to the Otago network for tourist drivers on key links: Queenstown - Milford (Otago section), Queenstown - West Coast, Queenstown - Christchurch (Otago section), ATP, pull-off areas and barriers. Objectives are a reduction in tourist driver related crashes and, where these cannot be avoided, a reduction in their severity. Also, consistency in the application of safety measures on major routes through Otago which provide key links to the adjacent regions of Canterbury and the West Coast.	1	Project carried out in 2015-18	Yes.	Further funding sought in 2018/21 update of the RLTP, for another year's work.

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
NZTA	Waikouaiti Flood Mitigation	Highway prone to flooding from the Waikouaiti River between the Waikouaiti River bridge and Karitane turn-off. Possible solution to overlay and raise highway by up to 700mm requiring installation of large diameter culverts. Objectives are improved highway corridor resilience with fewer or no road closures during storm events, reliable freight movement with little or no delays, safer highway for motorists with less potential for surface flooding along the corridor, and reduced maintenance costs through construction of a pavement less susceptible to inundation by floodwater and erosion from the adjacent river.	1	Proposed	No	Varied - This is no longer a State Highway improvement activity and will be delivered as a Low Cost/Low Risk activity.
NZTA	Waitati Curve Realignment	Realign curve to 550m radius, relocate Blueskin store and SH1: Harvey Street Intersection. Curve very much out of context with adjacent commercial land use. The project will: (i) improve safety for vehicles (ii) reduce potential for roadside impact crashes (iii) reduce travel time and (iv) vehicle operating costs.	5	Not included in 2015-18 NLTP	No	Suspended - This project has been reprioritised in the 10-year State Highway Programme beyond the 2018-21 period.
NZTA	Weigh Right, Otago	Weigh in motion station. Designed to support weight compliance in the heavy truck fleet. Involves enhancing existing weigh bridges with Weigh in Motion and Automatic Number Plate Recognition. Provides for the selection of vehicles which will directly increase the effectiveness of enforcement when matched with linked roadside, data analysis and investigative activity. Improved strategic siting of additional weigh bridges significantly increases the likelihood of an errant operator being prosecuted and should result in a higher level of compliance.	4	No approval to date.	No	Project not separately identified in RLTP. Could possibly be delivered as a low costs / low risk projects [NZTA to advise]