

## 4.2 Descriptions of prioritised activities and projects for 2018-21

The committees have prioritised the larger projects into two priority bands, taking into account the benefits that each project would help realise, whether it forms part of an integrated programme of works for a particular area, and whether it is of inter-regional significance. Projects for which insufficient information is available to judge how the results will align with RLTP strategy are included in the lower priority band; this applies to a suite of NZTA safety projects for Otago that are in the 2018 Transport Agency Investment Plan.

Integrated programmes of work are kept within a single prioritisation category, since all projects within such a programme need to be implemented in order to realise the anticipated benefits.

### Priority One projects – Southland

#### NZTA

<b>Project Name:</b>	<b>SH 1 - Edendale Realignment</b>	<b>Item No 19 &amp; 23</b>
<b>Organisation</b>	<b>NZTA</b>	
<b>Project Funding</b>	<b>\$13,178,058</b>	<b>Project Years 2015 to 2018</b>
<b>Project description</b>	Issues with variations in the speed limits through the Edendale township and a right-angled bend with an adjacent intersection and level crossing all located within a short section of highway. Any expansion of Fonterra's plant will generate additional traffic, which will travel past residential properties and a school. The project will provide a bypass to the township, with appropriate connections to the Fonterra plant.	
<b>Reason for priority</b>	Benefits safety, also network performance and capability, and regional development. The project improves safety for vehicles and other road users within the Edendale township. The project supports economic growth by providing a transport network that enables the movement of people, stock and goods to desired destinations as efficiently as practicable.	
<b>Is it inter-regionally significant and why?</b>	Yes. This project supports economic growth within Otago and Southland and is on a key journey between Southland, Otago and Canterbury (SH1)	

<b>Project Name:</b>	<b>SH 1 – Elles Road Roundabout</b>	<b>Item No 21</b>
<b>Organisation</b>	<b>NZTA</b>	
<b>Project Funding</b>	<b>\$3,742,576</b>	<b>Project Years 2017 to 2025</b>
<b>Project description</b>	Realign highway approaches to existing intersection. Replace priority control with roundabout. Extend Lake Street to become fourth leg of roundabout to provide an alternative access to the industrial area.	
<b>Reason for priority</b>	Benefits safety, also network performance and capability, and regional development. Improved safety for all road users at this high-risk intersection. Reduction in crashes and the severity of crashes that are unavoidable. Improved access to commercial/industrial premises.	
<b>Is it inter-regionally significant and why?</b>	Yes. This intersection, on a key journey between Southland, Otago and Canterbury (SH1) is on the national register of high risk intersections. Visitors travel through this intersection.	

<b>Project Name:</b>	<b>SH 94 - Milford Rockfall/Avalanche Protection</b>	<b>Item No 24</b>
<b>Organisation</b>	<b>NZTA</b>	
<b>Project Funding</b>	\$1,041,823 of \$13.7M	<b>Project Years</b> 2018-2020
<b>Project description</b>	Detailed business case and design for the realignment of SH94 to avoid avalanche path on eastern approach to tunnel. Relocation of visitor attraction/stopping location. High velocity catch-fencing at two other locations.	
<b>Reason for priority</b>	Benefits safety, also network performance and capability, and regional development. 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.	
<b>Is it inter-regionally significant and why?</b>	Yes. The project is located on the inter-regional journey between Queenstown, Te Anau and Milford Sound.	

<b>Project Name:</b>	<b>Visiting Drivers Signature Project</b>	<b>Item No 25</b>
<b>Organisation</b>	<b>NZTA</b>	
<b>Project Funding</b>	\$2,006,437	<b>Project Years</b> 2019
<b>Project description</b>	Safety improvements for tourist drivers on the Southland section of the Queenstown - Milford Sound route including ATP, pull-off areas, barriers.	
<b>Reason for priority</b>	Improved safety for users. Benefits regional development.	
<b>Is it inter-regionally significant and why?</b>	Yes.	

## ***Explanation of the Priority One projects in Otago region***

The RTCs have identified 29 of the projects proposed for Otago during 2018-21 as being of top priority (Priority One). This count excludes those projects deemed low cost and low risk. Eighteen of these are in Queenstown, six in Dunedin and five in other localities.

The Priority One projects proposed for Queenstown are part of an integrated approach to addressing problems facing this area. The Priority One projects proposed for Dunedin form an integrated approach to improving transport in the Dunedin city centre.

### **Queenstown**

All of the Priority One projects for the Queenstown area are part of the integrated Queenstown programme business case (as is part of ORC's project of regional public transport infrastructure improvements).

The integrated programme business case developed for Queenstown is designed to address the following problems:

- Significant growth in visitors, residents and vehicles leads to increasing trip unreliability and worsening customer experience across the network.
- Car dominance and associated congestion is affecting the liveability and attractiveness of the area.

The benefits anticipated from addressing these problems are:

- improved network performance and customer experience for all users
- improved liveability and visitor experience.

Investment objectives, identified in conjunction with stakeholders, focus on improving mode share and people throughput, as well as on travel time reliability for both general traffic and public transport.

The recommended programme, selected from four alternative programmes, seeks to address the problems through a mix of infrastructural, public transport and behaviour change methods. Key activities include:

- Making public transport an attractive and viable alternative to the private car through improvements to service provision, and the introduction of bus priority, expanding the water taxi into a full ferry operation, park and ride and, beyond 2021, a mass transit corridor between Queenstown and Frankton.
- Altering costs, provision and management of parking to support reduction in the use of private cars and increase in the use of public transport (this change has already been initiated).
- Completing infrastructure projects for vehicular and active modes, including removing vehicle movements from the most congested areas of the town centre, providing better access for public transport and pedestrians, and a new town centre arterial to allow the town centre to expand.

The recommended programme also draws on the master-planning business case being developed for Queenstown's town centre. The masterplan is enabling the multi-agency partners to bring together, in a single spatial plan, the high-level transport elements of the proposed improvements to the town centre.

Two of the projects in this integrated programme are designed to support the Housing Infrastructure Fund projects, designed to assist this high growth council to advance infrastructure projects important to increasing housing supply.

## Dunedin

The six Priority One projects proposed for Dunedin are part of an integrated approach to addressing area specific problems. The programme business case developed for Dunedin city centre, along with the cycle lanes on the one-way pair (the construction of which recently started) is designed to address the following problems:

- SH1, the railway and north/south arterial routes bisect areas of high pedestrian use resulting in dislocation and poor connectivity of key areas.
- The design, use and management of central city routes results in intermodal conflict.
- Poor management of car parking impacts adversely on safety, mode choice and amenity of the city.
- The design, management and lack of integration of public transport discourages use and leads to low patronage.

The benefits anticipated from addressing these problems are:

- improved safety
- reduced severance
- appropriate mode choice
- the central city is a 'nice place to be'
- greater resilience.

The recommended programme, selected from five alternative programmes, seeks to address the problems through the following key activities:

- Improvements to public transport, including the development of a central city bus hub.
- Infrastructure improvements to increase safety and accessibility, particularly for pedestrians and cyclists.
- Improvements to the cycle network to increase safety and increase cycling uptake (this work extends the network beyond the central city area).

## Priority One projects – Otago

These project descriptions are grouped by the organisation proposing them.

### Clutha District Council

Project Name:	Hina Hina Bridge Replacement	Item No 47
<b>Organisation</b>	<b>CDC</b>	
<b>Project funding</b>	\$2,729,000	<b>Project years</b> 2018 to 2019
<b>Project description</b>	Replacement of the Hina Hina Bridge.	
<b>Reason for priority</b>	This bridge is on the Southern Scenic Route journey used by tourists going to Jacks Bay Blowhole and to Purakaunui Falls in the Catlins. The bridge also is a critical lifeline for emergency services having to access the community (with the bridge access being 12.5 km shorter than the alternate route) Benefits safety and network resilience; supports regional development.	
<b>Is it inter-regionally significant and why</b>	Yes – the bridge is on a journey within the Southern Scenic Route area frequented by visitors.	

### Dunedin City Council

Project Name:	City to Harbour Cycle/Pedestrian Connection (Dunedin)	Item No 24
<b>Organisation</b>	<b>DCC</b>	
<b>Project funding</b>	\$11,331,000	<b>Project years</b> 2018 to 2020
<b>Project description</b>	The aim of this project is to improve the pedestrian and cycle connection between the city centre and harbour. This will encourage redevelopment of the harbourside and will improve accessibility between the centre city and outlying areas including Peninsula and south Dunedin.	
<b>Reason for priority</b>	This project addresses some safety issues and responds to current and latent user demands – pedestrian and cyclist access to the harbour is currently poorly provided for. Benefits safety and network performance and capability. Enables greater customer voice and modality shifts.	
<b>Is it inter-regionally significant and why?</b>	No	

Project Name:	Dunedin Urban Cycleways	Item No 25
<b>Organisation</b>	<b>DCC</b>	
<b>Project funding</b>	\$17,521,900	<b>Project years</b> 2018 to 2024
<b>Project description</b>	Improve Dunedin's urban cycleways with a focus on road safety, and on providing an appropriate level of service to encourage the uptake of cycling for everyone.	
<b>Reason for priority</b>	Addressing safety issues and responds to current and latent user demands – cyclists are poorly provided for currently on the Dunedin network. Benefits safety and network performance and capability. Enables greater customer voice and modality shifts.	
<b>Is it inter-regionally significant and why?</b>	No	

<b>Project Name:</b>		<b>Dunedin Central City Safety and Accessibility Upgrade</b>	<b>Item No 51</b>
<b>Organisation</b>	<b>DCC</b>		
<b>Project funding</b>	\$17,507,000	<b>Project years</b>	2018 to 2024
<b>Project description</b>	This project arises from the Dunedin City Centre - Access, Mobility and Safety Strategic Case and Programme Business Case and will result in better use of existing capacity, greater transport choice, positive health outcomes, reduced environmental effects, and a secure and resilient network. Benefits safety and network performance and capability. Enables greater customer voice and modality shifts.		
<b>Reason for priority</b>	The potential for a significant reduction in injury crashes, including crashes involving pedestrians and cyclists, and the contribution to network access by all modes. The contribution to reducing death and serious injury crashes for Otago is significant, as Dunedin city centre is the hotspot for crashes involving pedestrians and cyclists. Benefits safety and network performance and capability. Enables greater customer voice and accessibility.		
<b>Is it inter-regionally significant and why?</b>	No		

<b>Project Name:</b>		<b>Tertiary Precinct (Dunedin)</b>	<b>Item No 54</b>
<b>Organisation</b>	<b>DCC</b>		
<b>Project funding</b>	\$6,712,200	<b>Project years</b>	2018 to 2022
<b>Project description</b>	Upgrade to streets surrounding the campuses of the University of Otago and Otago Polytechnic, to improve safety and accessibility by foot and cycle, and the streetscape.		
<b>Reason for priority</b>	This project is a priority due to the contribution to safety, pedestrian/cycling access and future proofing for these users. The tertiary institutions in Dunedin are regionally important, and the area has many vulnerable users during term time. Benefits safety and network performance and capability. Enables greater customer voice and accessibility.		
<b>Is it inter-regionally significant and why?</b>	No		

## NZTA

Project Name:	Wakatipu Walking/Cycling Improvements	Item No 26
<b>Organisation</b>	NZTA	
<b>Project funding</b>	13,132,800	<b>Project years</b> 2018 to 2026
<b>Project description</b>	Walking and cycling facilities adjacent to SH6 including improvements to connections for residential areas of Shotover Country/Lake Hayes estate, Jacks Point/Henley Downs and the Wakatipu trails. Upgrading of the existing Frankton track connecting Frankton to Queenstown as a safe alternative to SH6A for road cycling.	
<b>Reason for priority</b>	This project is part of the Queenstown integrated transport business case. Benefits safety and network performance and capability. Enables greater customer voice and modality shifts.	
<b>Is it inter-regionally significant and why?</b>	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

Project Name:	Park and Ride Facilities (Queenstown, including on SH6)	Item No 29 & 71
<b>Organisation</b>	NZTA	
<b>Project funding</b>	\$9.3M	<b>Project years</b> 2018 to 2021
<b>Project description</b>	The Queenstown Integrated Transport Programme Business Case has identified park and ride facilities as being complimentary to the transport improvements in the Wakatipu Basin. These will need to be located adjacent to new areas of residential development where servicing the entire area by public transport is inefficient. One or more sites is likely to be needed alongside SH6. <i>For QLDC park and ride project; see project 36.</i>	
<b>Reason for priority</b>	These two projects are part of the Queenstown integrated transport business case. They benefit network performance and capability and safety and regional development. They also enable greater customer voice and modality shifts.	
<b>Is it inter-regionally significant and why?</b>	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

Project Name:	Grant Road to Kawarau Falls Bridge (Queenstown)	Item No 65
<b>Organisation</b>	NZTA	
<b>Project funding</b>	\$22,001,139	<b>Project years</b> 2018 to 2021
<b>Project description</b>	Work necessary to complement development projects in the area including improvements for pedestrians, lighting, widening and utility integration. Includes surrounding projects for Glenda Drive, Frankton BP Roundabout improvements and Corridor Improvements between the BP Roundabout and Kawarau Falls Bridge.	
<b>Reason for priority</b>	This project is part of the Queenstown integrated transport business case. Benefits network performance - reduced congestion and improved efficiency of existing corridor - also safety and regional development. Enables greater customer voice and modality shifts.	
<b>Is it inter-regionally significant and why? 2017 to 2020</b>	Yes. This project is located on the inter-regional journey between Christchurch and Queenstown. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

Project Name:	SH 6 – Ladies Mile Corridor Improvements (Queenstown)	Item No 70 & 79
<b>Organisation</b>	NZTA	
<b>Project funding</b>	\$8,289,605	<b>Project years</b> 2017 to 2020
<b>Project description</b>	Capacity and safety issues related to Howards Drive, which is the only access to the Lake Hayes Estate residential development. Residential traffic from Stalker Road, Lower Shotover Road and Tucker Beach Road require corridor and access improvements. Further population growth is predicted for the area	
<b>Reason for priority</b>	This project is part of the Queenstown integrated transport business case. Benefits network performance - reduced congestion and improved efficiency of existing corridor - also safety and regional development. Enables greater customer voice and modality shifts.	
<b>Is it inter-regionally significant and why? 2017 to 2020</b>	Yes. This project is located on the inter-regional journey between Christchurch and Queenstown. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

Project Name:	SH 6A Corridor Improvements	Item No 72
<b>Organisation</b>	NZTA	
<b>Project funding</b>	\$20,141,958	<b>Project years</b> 2018 to 2020
<b>Project description</b>	Corridor improvements to relieve congestion and improve access from side roads.	
<b>Reason for priority</b>	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability and safety and regional development. Also enables greater customer voice by responding to the call to create space to allow the town centre to expand.	
<b>Is it inter-regionally significant and why?</b>	Yes. As the major tourist hub in the South Island, addressing Queenstown transport issues is of national significance.	

Project Name:	Stanley St Corridor Improvements (Town Centre)	Item No 76
<b>Organisation</b>	NZTA	
<b>Project funding</b>	\$109M total cost which will be shared with QLDC	<b>Project years</b> 2018 to 2022
<b>Project description</b>	These improvements will optimise access to the town centre, particularly for public transport, facilitate access to a new town centre public transport hub and provide access to area covered by plan change 50. Development of the new town centre public transport hub is an integral part of this project. This project is the same project as QLDC project 84. A cost-sharing agreement will be needed.	
<b>Reason for priority</b>	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability and safety and regional development. Also enables greater customer voice by responding to the call to create space to allow the town centre to expand.	
<b>Is it inter-regionally significant and why?</b>	Yes. As the major tourist hub in the South Island, addressing Queenstown transport issues is of national significance.	



<b>Project Name: Visiting Drivers Signature Project</b>		<b>Item No 86</b>
<b>Organisation</b>	<b>NZTA</b>	
<b>Project funding</b>	\$2,274,080	<b>Project years</b> 2018-19
<b>Project description</b>	Safety improvements for tourist drivers on the Southland section of the Queenstown - Milford Sound route including ATP, pull-off areas, barriers.	
<b>Reason for priority</b>	Improved safety for users. Benefits regional development.	
<b>Is it inter-regionally significant and why?</b>	Yes.	

## Otago Regional Council

Project Name: Public Transport Infrastructure Improvements		Item 31
<b>Organisation</b>	<b>ORC</b>	
<b>Project funding</b>	\$3,990,000	<b>Project years</b> 2017-19
<b>Project description</b>	Development and implementation of Dunedin central city bus hub and provision of realtime information.	
<b>Reason for priority</b>	Enables greater customer voice, accessibility and modality shift. Benefits network performance and capability, regional development and safety.	
<b>Is it inter-regionally significant and why?</b>	No	

Project Name: Wakatipu Further Small Ferry Services		Item No 33
<b>Organisation</b>	<b>ORC</b>	
<b>Project funding</b>	\$2,460,000	<b>Project years</b> 2018 to 2027
<b>Project description</b>	Further improvements to the ferry service, as demand increases. Part of the Queenstown Integrated Transport Business Case. <i>See also QLDC project 37 for water taxi service/ferry network.</i>	
<b>Reason for priority</b>	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability, safety and regional development. Also enables greater customer voice, accessibility and modality shift. Helps optimise the Wakatipu Basin transport system.	
<b>Is it inter-regionally significant and why?</b>	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

Project Name: Wakatipu Public Transport Hub Improvements Support		Item No 34
<b>Organisation</b>	<b>ORC</b>	
<b>Project funding</b>	\$1,500,000	<b>Project years</b> 2020 to 2021
<b>Project description</b>	Support for the new public transport hub (see project 35); this project will improve customer experience and enhance the attractiveness of public transport by providing a contribution to bus hub technology improvements.	
<b>Reason for priority</b>	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability, safety and regional development. Also enables greater customer voice, accessibility and modality shift. Helps optimise the Wakatipu Basin transport system.	
<b>Is it inter-regionally significant and why?</b>	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

## Queenstown Lakes District Council

Project Name: Queenstown Town Centre Pedestrianisation		Item No 27
<b>Organisation</b>	QLDC	
<b>Project funding</b>	\$45,415,000	<b>Project years</b> 2018 to 2027
<b>Project description</b>	Restriction of vehicles by time or location in the town centre. Programme refined to those streets with high priority pedestrianisation connections (PT Hub and Gardens to Gondola).	
<b>Reason for priority</b>	This project is part of the Queenstown integrated transport business case. Benefits regional development and improved safety. Enables greater customer voice, accessibility and modality shift.	
<b>Is it inter-regionally significant and why?</b>	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

Project Name: Wakatipu Active Travel Network		Item No 28
<b>Organisation</b>	QLDC	
<b>Project funding</b>	\$24,428,000	<b>Project years</b> 2018 to 2023
<b>Project description</b>	Identifying and implementing an on-road and off-road connected pedestrian cycle network for Queenstown. Includes additional active mode crossing of Shotover River. Improve high level bicycle link to Fernhill. Provide cycle hire scheme. Include marketing, promotion and education. Provide cycle storage facilities, lockers and showers at locations throughout the Queenstown and Frankton areas e.g. Fernhill and Gorge Road, and Jack's Point to Queenstown link.	
<b>Reason for priority</b>	This project is part of the Queenstown integrated transport business case. Benefits safety, network performance and capability. Enables greater customer voice, accessibility and modality shifts.	
<b>Is it inter-regionally significant and why?</b>	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

Project Name: Public Transport Hub, Queenstown town centre		Item No 35
<b>Organisation</b>	QLDC	
<b>Project funding</b>	\$19,931	<b>Project years</b> 2019/20, 2022-23
<b>Project description</b>	Provision of a new public and passenger transport hub in Queenstown town centre, nominally on Stanley Street.	
<b>Reason for priority</b>	This project is part of the Queenstown integrated transport business case. Benefits network performance, and capability, and safety and regional development. Enables greater customer voice and modality shifts.	
<b>Is it inter-regionally significant and why?</b>	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

<b>Project Name:</b>	<b>Park and Ride Transport Services (Queenstown)</b>	<b>Item No 36</b>
<b>Organisation</b>	<b>QLDC</b>	
<b>Project funding</b>	\$3,000,000	<b>Project years</b> 2018 to 2021
<b>Project description</b>	The provision of parking facilities at appropriate locations. Connecting to major PT hubs in Queenstown and Frankton, possibly located at Arrow Junction and Jacks Point. <i>For NZTA's park and ride projects, see projects 29 and 71 above.</i>	
<b>Reason for priority</b>	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability, and safety and regional development. Enables greater customer voice and modality shifts.	
<b>Is it inter-regionally significant and why?</b>	Yes, the Arrow Junction facility will be located on a major journey between Christchurch and Queenstown.	

<b>Project Name:</b>	<b>Water Taxi Service/Ferry Network (Queenstown)</b>	<b>Item No 37</b>
<b>Organisation</b>	<b>QLDC</b>	
<b>Project funding</b>	\$5,669,000	<b>Project years</b> 2018 to 2023
<b>Project description</b>	Investigation and implementation of water-based infrastructure to support water transport. <i>See also ORC project 33.</i>	
<b>Reason for priority</b>	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability, also safety and regional development. Also enables greater customer voice, accessibility and modality shift. Helps optimise the Wakatipu Basin transport system.	
<b>Is it inter-regionally significant and why?</b>	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

<b>Project Name:</b>	<b>Housing Infrastructure Fund Project – Ladies Mile</b>	<b>Item No 56</b>
<b>Organisation</b>	<b>QLDC</b>	
<b>Project funding</b>	\$6,100,000	<b>Project years</b> 2018 to 2020
<b>Project description</b>	The proposed Ladies Mile residential development is located east of Frankton along both sides of Ladies Mile (SH6), between the Shotover River and Lake Hayes. Access improvement from SH6.	
<b>Reason for priority</b>	This project is aligned with the Queenstown integrated transport business case. Benefits network performance and capability, and regional development and connectivity.	
<b>Is it inter-regionally significant and why?</b>	No	

<b>Project Name:</b>	<b>Housing Infrastructure Fund Project – Quail Rise</b>	<b>Item No 57</b>
<b>Organisation</b>	<b>QLDC</b>	
<b>Project funding</b>	\$8,539,723	<b>Project years</b> 2018 to 2020
<b>Project description</b>	The Quail Rise South project borders the existing Quail Rise residential development and SH6. The road will link Ferry Hill Drive to the roundabout at the intersection of SH6 and Hawthorne Drive.	
<b>Reason for priority</b>	This project is aligned with the Queenstown integrated transport business case. Benefits network performance and capability, and regional development and connectivity.	
<b>Is it inter-regionally significant and why?</b>	No	

<b>Project Name:</b>	<b>Queenstown Traffic Management Facilities</b>	<b>Item No 60 &amp; 85</b>
<b>Organisation</b>	<b>QLDC</b>	
<b>Project funding</b>	\$7,975,000	<b>Project years</b> 2018 to 2023
<b>Project description</b>	Queenstown traffic management facilities including consolidation of services, information and technologies to manage and operate intelligent traffic systems.	
<b>Reason for priority</b>	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability, also safety and regional development. Also enables systems optimisation.	
<b>Is it inter-regionally significant and why?</b>	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

<b>Project Name:</b>	<b>Ballantyne Road Seal Extension (Wanaka)</b>	<b>Item No 82</b>
<b>Organisation</b>	<b>QLDC</b>	
<b>Project funding</b>	\$2,100,000	<b>Project years</b> 2018
<b>Project description</b>	Provide a safe, accessible, resilient and alternative route in the town of Wanaka.	
<b>Reason for priority</b>	Benefits safety, network performance and capability, and safety. Enables greater customer voice, accessibility and modality shift.	
<b>Is it inter-regionally significant and why?</b>	No	

<b>Project Name:</b>	<b>Queenstown Town Centre Arterial</b>	<b>Item No 84</b>
<b>Organisation</b>	<b>QLDC</b>	
<b>Project funding</b>	\$139,484,000	<b>Project years</b> 2021 to 2024
<b>Project description</b>	QLDC is proposing a new town centre arterial to improve access and efficiency particularly for public transport and to facilitate access to a new town centre public transport hub and provides access to the area covered by Plan Change 50. This is the same project as NZTA's project 76, and assumes cost-sharing between QLDC and NZTA.	
<b>Reason for priority</b>	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability, also safety and regional development. Also enables greater customer voice by responding to the call to create the space to allow the town centre to expand.	
<b>Is it inter-regionally significant and why?</b>	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

<b>Project Name:</b>	<b>Shotover River Bridge (Arthurs Point) Duplication</b>	<b>Item No 86</b>
<b>Organisation</b>	<b>QLDC</b>	
<b>Project funding</b>	\$500,000	<b>Project years</b> 2020
<b>Project description</b>	Initial work (detailed business case preparation) associated with an additional crossing near the Edith Cavell bridge at Arthurs Point, near Queenstown, for all modes.	
<b>Reason for priority</b>	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability, and safety and regional development.	
<b>Is it inter-regionally significant and why?</b>	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

<b>Project Name:</b>	<b>Wanaka Master Plan</b>	<b>Item No 87</b>
<b>Organisation</b>	<b>QLDC</b>	
<b>Project funding</b>	\$500,000	<b>Project years</b> 2019
<b>Project description</b>	Reviewing network connections and movements through the town and surrounding areas to optimise transport efficiency and multi modal options.	
<b>Reason for priority</b>	Proactive approach to addressing the transport issues in the Wanaka District. Benefits network performance and capability, and safety and regional development.	
<b>Is it inter-regionally significant and why?</b>	Yes. These improvements will improve the appeal of the area to visitors	

**Waitaki DC**

<b>Project Name:</b>	<b>Kakanui Bridge Design and Construction</b>	<b>Item No 61</b>
<b>Organisation</b>	<b>WDC</b>	
<b>Project funding</b>	\$7,000,000	<b>Project years</b> 2019 to 2020
<b>Project description</b>	Design and construct a replacement bridge. Heavy vehicles, including emergency services such as fire engine and school buses, cannot use the bridge with its current posting. If the bridge was to fail, the south and north sides of the community would be cut off from each other. To go from the south side to the north side of the river would be about 18 km to travel.	
<b>Reason for priority</b>	Benefits regional development (this is a tourist route), network resilience and safety.	
<b>Is it inter-regionally significant and why?</b>	Yes. These improvements will improve the appeal of the area to visitors	

## Priority Two projects – Otago

### Dunedin City Council

Project Name:	Dunedin Streetlight Renewal with LEDs	Item No 52
<b>Organisation</b>	DCC	
<b>Project funding</b>	\$9,426,000	<b>Project years</b> 2017 to 2020
<b>Project description</b>	Renewal of street light luminaires with LED as existing ones reach the end of life.	
<b>Reason for priority</b>	Renewal of aging asset is required. There are safety implications from a failing lighting network. Installing a CMS will enable us to respond better and quicker to changing user demands through use of smart city functions. This will give enable greater value for money and energy efficiency.	
<b>Is it inter-regionally significant and why?</b>	No	

### NZTA

Project Name:	Beaumont Bridge Replacement	Item No 64
<b>Organisation</b>	NZTA	
<b>Project funding</b>	\$17,060,000	<b>Project years</b> 2017 to 2020
<b>Project description</b>	Replacement of the existing bridge with a new two-lane structure and approach realignment.	
<b>Reason for priority</b>	This is an aging bridge, which is close to the end of its economic life. The objective of the project is to ensure a resilient and secure transport network and reduce delays. Benefits network performance and capability, and safety and regional development.	
<b>Is it inter-regionally significant and why?</b>	No	

Project Name:	ITS Improvement Project	Item No 67
<b>Organisation</b>	NZTA	
<b>Project funding</b>	\$9,737,011	<b>Project years</b> 2018-2020
<b>Project description</b>	Part of the development of a national transport operating system leading to regional implementation of an intelligent transport system across the transport network (both rural roads and urban areas) to provide customers with near real-time information.	
<b>Reason for priority</b>	Enables increased customer voice, and systems optimisation.	
<b>Is it inter-regionally significant and why?</b>	Yes	



<b>Project Name:</b>	<b>Active road user intersection improvements- Otago</b>	<b>Item No 63</b>
<b>Organisation</b>	<b>NZTA</b>	
<b>Project funding</b>	\$3.4M	<b>Project years</b> 2018-2021
<b>Project description</b>	This project seeks to deliver Safer Intersection treatments to reduce pedestrian and cyclist road trauma managed to within Safe System (harm minimisation) limits. This project is within the High Risk Active Road User programme which aims to target corridors with a high proportion of crashes involving pedestrians and cyclists. This set of projects also contains proposed high-risk intersection treatments	
<b>Reason for priority</b>	Improved safety for users.	
<b>Is it inter-regionally significant and why?</b>	No	

<b>Project Name:</b>	<b>SH1 Mosgiel to Milton safety management</b>	<b>Item No 68</b>
<b>Organisation</b>	<b>NZTA</b>	
<b>Project funding</b>	\$10.3M	<b>Project years</b> 2018-2021
<b>Project description</b>	This project seeks to deliver Safety Management treatments such as median and side barrier, roundabouts or grade separation, or speed managed to within Safe System (Harm minimisation) limits. This project is within the Current Safe Roads Alliance Programme. This corridor is also in the quick-win median barriers programme and the proposed new Safe Roads Alliance corridors.	
<b>Reason for priority</b>	Improved safety for users.	
<b>Is it inter-regionally significant and why?</b>	This project is located on the inter-regional journey between Invercargill and Christchurch.	

<b>Project Name:</b>	<b>SH6 Cromwell to Queenstown safer corridor and resilience</b>	<b>Item No 69</b>
<b>Organisation</b>	<b>NZTA</b>	
<b>Project funding</b>	\$34.8M	<b>Project years</b> 2018-2021
<b>Project description</b>	This project seeks to deliver Safer Corridor treatments such as median and side barrier, roundabouts or grade separation, or speed managed to within Safe System (Harm minimisation) limits. This project is within the 20 Year View Programme which aims to bring corridors up to a standard which is in line with its function and hierarchical (One Network Road) Classification. This corridor is also in the proposed new Safe Roads Alliance corridors. Proposed resilience improvements at locations along the SH6	
<b>Reason for priority</b>	Improved safety for users.	
<b>Is it inter-regionally significant and why?</b>	Yes, this project is located on inter-regional journeys between the West Coast and Queenstown and between Christchurch and Queenstown.	

<b>Project Name:</b>	<b>SH8 Lawrence to Burma Road safer corridor</b>	<b>Item No 73</b>
<b>Organisation</b>	<b>NZTA</b>	
<b>Project funding</b>	\$5.4M	<b>Project years</b> 2018-2021
<b>Project description</b>	This project seeks to deliver Safer Corridor/Management treatments such as median and side barrier, roundabouts or grade separation, or speed managed to within Safe System (Harm minimisation) limits. This project is within the 20 Year View Programme which aims to bring corridors up to a standard which is in line with its function and hierarchical (One Network Road) Classification.	
<b>Reason for priority</b>	Improved safety for users.	
<b>Is it inter-regionally significant and why?</b>	No	

<b>Project Name:</b>	<b>SH8/SH8B Intersection Improvement</b>	<b>Item No 74</b>
<b>Organisation</b>	<b>NZTA</b>	
<b>Project funding</b>	\$3M	<b>Project years</b> 2018-2021
<b>Project description</b>	This project seeks to deliver Safer Corridor treatments such as median and side barrier, roundabouts or grade separation, or speed managed to within Safe System (Harm minimisation) limits. This project is within the 20 Year View Programme which aims to bring corridors up to a standard which is in line with its function and hierarchical (One Network Road) Classification.	
<b>Reason for priority</b>	Improved safety for users.	
<b>Is it inter-regionally significant and why?</b>	Yes, this project is located on an inter-regional journey between Christchurch and Queenstown.	

<b>Project Name:</b>	<b>Dunedin to Port Chalmers Safety Improvements (SH88)</b>	<b>Item No 75</b>
<b>Organisation</b>	<b>NZTA</b>	
<b>Project funding</b>	\$29.4M	<b>Project years</b> 2018-2022
<b>Project description</b>	The project will complete the final section of the SH88 shared walking and cycling path from Dunedin (St Leonards) to Port Chalmers. It will also implement various safety improvement options along the 7 km SH88 road corridor through combination of improved delineation (e.g. ATP markings); wire rope barrier, and w-section guardrail barrier. Nominally, the focus is areas of 80km/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.	
<b>Reason for priority</b>	Improved safety for users.	
<b>Is it inter-regionally significant and why?</b>	Yes (for freight)	

<b>Project Name:</b>	<b>Dunedin – Fairfield safety improvements</b>	<b>Item No 77</b>
<b>Organisation</b>	<b>NZTA</b>	
<b>Project funding</b>	\$6.7M	<b>Project years</b> 2015-2019
<b>Project description</b>	This project continues into 2018/19. The works entails: infill of wire rope side barriers and other improvements to create safer and more forgiving roadsides. This is part of the implementation of the Safer Journeys - Roads & Roadsides business case.	
<b>Reason for priority</b>	Improved safety for users.	
<b>Is it inter-regionally significant and why?</b>	Yes	

<b>Project Name:</b>	<b>SH 1 – Oamaru - Dunedin Safety and Resilience</b>	<b>Item No 78</b>
<b>Organisation</b>	<b>NZTA</b>	
<b>Project funding</b>	\$35.8M	<b>Project years</b> 2017 to 2026
<b>Project description</b>	This project seeks to deliver safer corridor treatments on the rural part of SH1, e.g. median and side barriers, roundabouts, or speed managed to within Safe System (harm minimisation) limits. The project also includes installation of wire rope barrier and ATP in high risk areas along the highway corridor. Part of the Safer Journeys - Roads and Roadsides business case. It does not include any safety improvements in the urban area of Oamaru. The project also seeks to treat coastal erosion along Katiki Straight, which is being monitored but requires a long-term solution.	
<b>Reason for priority</b>	Benefits safety, network performance and capability, and regional development. Improved safety for all road users. Reduction in crash rates and severity of crashes.	
<b>Is it inter-regionally significant and why?</b>	Yes. This project is located on the inter-regional journey between Dunedin and Christchurch.	

<b>Project Name:</b>	<b>SH 6, SH8B, SH8 Gibbston to Clyde Corridor Improvements</b>	<b>Item No 80</b>
<b>Organisation</b>	<b>NZTA</b>	
<b>Project funding</b>	\$1.8M	<b>Project years</b> 2018 to 2021
<b>Project description</b>	This project seeks to deliver safer corridor treatments such as median and side barriers, roundabouts or grade separation, or speed managed to within Safe System (harm minimisation) limits. This project is part of the 20 Year View Programme that aims to bring corridors up to a standard that is in line with their function and One Network Road Classification. At Nevis Bluff: ongoing work by Opus under the NMM contract, with capital project required. International peer review recommends staged high velocity catch fences. [Note, there needs to be further provision made for capital funding of Nevis Bluff work: see Table V.]	
<b>Reason for priority</b>	Improved safety for users and resilience of a key regional and tourism route. Benefits safety, network resilience and performance, and regional development.	
<b>Is it inter-regionally significant and why?</b>	Yes. Part of this project is located on inter-regional journeys between the West Coast and Queenstown and between Christchurch and Queenstown.	