

4 Proposed programmes of activities for 2017/18 to 2020/21

4.1 Projects with funding already approved, at November 2017

The next two tables list those projects that, at November 2017, are committed i.e. they have funding already approved under section 20 of the Land Transport Management Act 2003 but are not yet completed.

Please note, projects that are scheduled for completion in 2017/18 are included in Tables 15 and 16.

Table 11: Projects in Southland region, with NZTA funding already approved, at 1 November 2017

Organisation	Activity Class	Project Name	Phase	Start Year	Finish Year	Cost 2018/19	Cost 2019/20	Cost 2020/21
ICC	12	11 Year Street Lighting Renewal Programme	Construction	2009	2019	\$368,100	\$368,100	\$0
NZTA	13	Accelerated LED Renewals for State Highway Streetlighting	Construction	2018	2018	\$923,400	\$923,400	\$0
NZTA	13	Edendale Realignment	Property	2015	2020	\$895,434	\$0	\$51,300
NZTA	20	Visiting Drivers Signature Project	Implementation	2016	2018	\$1,195,086	\$0	\$0

Table 12: Projects in Otago region, with NZTA funding already approved, at 1 November 2017

Organisation	Activity Class	Project Name	Phase	Start Year	Finish Year	Cost 2018/19	Cost 2019/20	Cost 2020/21
CDC	12	LED Luminaire Retrofit	Construction	2017	2019	\$500,000	\$0	\$0
DCC	12	Peninsula Roothing - Portobello Rd	Construction	2015	2020	\$17,431,200	\$9,246,400	\$200,000
DCC	12	Phase 4 Peninsula Roothing - Harington Point Rd	Construction	2017	2020	\$0	\$4,467,000	\$100,000
NZTA	20	Dunedin – Fairfield Safety Improvements	Implementation	2017	2018	\$1,053,095	\$0	\$0
NZTA	3	Dunedin One Way Pair Cycle Lanes	Implementation	2016	2018	\$1,826,280	\$0	\$0
NZTA	13	SH 88 Cycling and Pedestrian Facilities*	Property	2015	2018	\$26,647	\$0	\$0
NZTA	20	Visiting Drivers Signature Project	Implementation	2016	2018	\$1,405,979	\$0	\$0
NZTA	20	Dunedin – Port Chalmers Safety Improvements	Implementation	2017	2018	\$1,053,095	\$0	\$0
ORC	13	Stock truck effluent disposal facilities	Construction	2017	2018			
ORC	4	Dunedin Public Transport Infrastructure Improvements	Implementation	2015	2024	\$146,924	\$139,408	\$143,515
ORC	4	Public Transport Programme of Improvements	Implementation	2015	2024	\$1,633,768	\$3,533,994	\$3,331,403
ORC	4	Wakatipu Basin Public Transport	Implementation	2017	2020	\$2,639,835	\$2,556,986	\$2,583,549
QLDC	12	Glenorchy Road – Paradise Rd: Rees River Bridge Protection	Construction	2016	2023	\$0	\$200,000	\$0

For SH88 cycling and pedestrian facilities project, only the property phase is included in the above table. The physical works for this project are now included in the Dunedin - Port Chalmers Safety Improvements (Safe Roads Alliance) project. NZTA has not yet approved construction or committed funding for SH88 cycling and pedestrian facilities project. Both these SH88 projects are therefore listed in Table 14.

4.2 Descriptions of prioritised activities and projects for 2018-21

The committees have prioritised projects (except low cost / low risk ones) in one of three priority bands, considering the benefits 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

Priority One projects – Southland

NZTA

Project Name:	SH 1 - Edendale Realignment	Item No 19 & 21
Organisation	NZTA	
Project Funding	\$13,896,258	Project Years 2015 to 2018
Project description	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.	
Reason for priority	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.	
Is it inter-regionally significant and why?	Yes. This project supports economic growth within Otago and Southland and is on a key journey between Southland, Otago and Canterbury (SH1)	

Project Name:	SH 1 – Elles Road Roundabout	Item No 22
Organisation	NZTA	
Project Funding	\$3,404,244	Project Years 2017 to 2025
Project description	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.	
Reason for priority	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.	
Is it inter-regionally significant and why?	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.	

Project Name:	SH 94 - Milford Rockfall/Avalanche Protection	Item No 23
Organisation	NZTA	
Project Funding	\$10,773,000	Project Years 2018-2020
Project description	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	
Reason for priority	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.	
Is it inter-regionally significant and why?	Yes. The project is located on the inter-regional journey between Queenstown, Te Anau and Milford Sound.	

Explanation of the Priority One projects in Otago region

The RTCs have identified 28 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. Seventeen of these are in Queenstown, seven in Dunedin and three in other localities. The Priority One projects proposed for Queenstown are part of an integrated approach to addressing problems facing this area. Additionally, all but one of the Priority One projects proposed for Dunedin form an integrated approach to improving transport in the Dunedin city centre.

Queenstown

Of these 17 Priority One projects for the Queenstown area, 16 are part of the integrated Queenstown programme business case (as is part of ORC's project of regional public transport infrastructure improvements). The exception is the ongoing work at the Nevis Bluff designed to prevent rockfall, a resilience project.

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 behavior 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 masterplanning 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

Clutha District Council

Project Name:	Hina Hina Bridge Replacement	Item No 53
Organisation	CDC	
Project funding	\$2,729,000	Project years 2018 to 2019
Project description	Replacement of the Hina Hina Bridge.	
Reason for priority	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, and supports regional development.	
Is it inter-regionally significant and why	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 26
Organisation	DCC	
Project funding	\$11,301,000	Project years 2018 to 2020
Project description	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 improve accessibility between the centre city and outlying areas including Peninsula and south Dunedin.	
Reason for priority	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.	
Is it inter-regionally significant and why?	No	

Project Name:	Dunedin Urban Cycleways	Item No 27
Organisation	DCC	
Project funding	\$17,521,900	Project years 2018 to 2024
Project description	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.	
Reason for priority	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.	
Is it inter-regionally significant and why?	No	

Project Name:	Dunedin Central City Safety and Accessibility Upgrade	Item No 57
Organisation	DCC	
Project funding	\$17,507,000	Project years 2018 to 2024
Project description	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.	
Reason for priority	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.	
Is it inter-regionally significant and why?	No	

Project Name:	Tertiary Precinct (Dunedin)	Item No 60
Organisation	DCC	
Project funding	\$6,712,200	Project years 2018 to 2022
Project description	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.	
Reason for priority	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.	
Is it inter-regionally significant and why?	No	

NZTA

Project Name:	Wakatipu Walking/Cycling Improvements	Item No 29
Organisation	NZTA	
Project funding	13,132,800	Project years 2018 to 2026
Project description	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.	
Reason for priority	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.	
Is it inter-regionally significant and why?	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:	SH6 Park and Ride Facilities (Queenstown)	Item No 32
Organisation	NZTA	
Project funding	\$8,618,400	Project years 2018 to 2021
Project description	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.	
Reason for priority	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.	
Is it inter-regionally significant and why?	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:	SH 6 – Ladies Mile Corridor Improvements (Queenstown)	Item No 78
Organisation	NZTA	
Project funding	\$8,823,600	Project years 2017 to 2020
Project description	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	
Reason for priority	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.	
Is it inter-regionally significant and why? 2017 to 2020	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 1 – Oamaru - Dunedin Safety Improvements	Item No 81 and 87
Organisation	NZTA	
Project funding	\$15,133,500	Project years 2017 to 2019
Project description	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.	
Reason for priority	Benefits safety, network performance and capability, and regional development. Improved safety for all road users. Reduction in crash rates and severity of crashes.	
Is it inter-regionally significant and why?	Yes. This project is located on the inter-regional journey between Dunedin and Christchurch.	

Project Name:	Queenstown Town Centre Arterial	Item No 82
Organisation	NZTA	
Project funding	\$42,066,000	Project years 2018 to 2022
Project description	A new town centre arterial will improve access and efficiency, 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 will be a joint project with QLDC; see <i>also QLDC project 70</i> .	
Reason for priority	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.	
Is it inter-regionally significant and why?	Yes. As the major tourist hub in the South Island, addressing Queenstown transport issues is of national significance.	

Project Name:	SH 6A – Corridor Improvements (Queenstown)	Item No 83
Organisation	NZTA	
Project funding	\$15,390,000	Project years 2018 to 2020
Project description	Corridor improvements to relieve congestion and ease access from side roads	
Reason for priority	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability, safety and regional development.	
Is it inter-regionally significant and why?	Yes. As the major tourist hub in the South Island, addressing Queenstown transport issues is of national significance	

Project Name:	SH 6 – Nevis Rockfall Protection	Item No 86
Organisation	NZTA	
Project funding	\$10,567,800	Project years 2018 to 2020
Project description	Ongoing work by Opus under NMM contract but capital project required. International peer review recommends staged high velocity catch fences.	
Reason for priority	Improved safety for users and resilience of a key regional and tourism route. Benefits safety, network resilience and performance, and regional development.	
Is it inter-regionally significant and why?	Yes. This project is located on inter-regional journeys between the West Coast and Queenstown and between Christchurch and Queenstown.	

Otago Regional Council

Project Name:		Public Transport Infrastructure Improvements (Dunedin)	Item 34 & 35
Organisation	ORC		
Project funding	\$35,721,865	Project years	2015-2024
Project description	This is part of the programme business case for the preferred programme of improvements. Includes development of a central city interchange (bus hub), the provision of real-time information, and the development of superstops at Green Island, Cargills Corner and the University.		
Reason for priority	Enables greater customer voice, accessibility and modality shift. Benefits network performance and capability, regional development and safety.		
Is it inter-regionally significant and why?	No		

Project Name:		Public Transport Programme of Improvements (Dunedin)	Item No 37
Organisation	ORC		
Project funding	\$25,684,301	Project years	2016 to 2024
Project description	Next programme of improvements to the integrated public transport network. Part of the programme business case for the preferred programme of improvements as set out in the Regional Public Transport Plan.		
Reason for priority	Enables greater customer voice, accessibility and modality shift. Benefits network performance and capability, regional development and safety.		
Is it inter-regionally significant and why?	No		

Project Name:		Wakatipu Basin Public Transport	Item No 38
Organisation	ORC		
Project funding	\$9,694,188	Project years	2017 to 2020
Project description	Public transport services and associated infrastructure for the Wakatipu Basin network.		
Reason for priority	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.		
Is it inter-regionally significant and why?	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 Further Small Ferry Services	Item No 39
Organisation	ORC	
Project funding	\$13,560,000	Project years 2018 to 2027
Project description	Further improvements to the ferry service, as demand increases. Part of the Queenstown Integrated Transport Business Case. <i>See also QLDC project 43.</i>	
Reason for priority	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.	
Is it inter-regionally significant and why?	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 40
Organisation	ORC	
Project funding	\$1,500,000	Project years 2020 to 2021
Project description	Support for the new public transport hub to improve customer experience and enhance the attractiveness of public transport.	
Reason for priority	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.	
Is it inter-regionally significant and why?	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 30
Organisation	QLDC	
Project funding	\$45,415,000	Project years 2018 to 2027
Project description	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).	
Reason for priority	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.	
Is it inter-regionally significant and why?	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 31
Organisation	QLDC	
Project funding	22,028,000	Project years 2018 to 2023
Project description	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.	
Reason for priority	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.	
Is it inter-regionally significant and why?	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 Improvements – Hubs	Item No 41
Organisation	QLDC	
Project funding	\$23,787,000	Project years 2021 to 2022
Project description	Provision of a new public and passenger transport hub in Queenstown town centre, nominally on Stanley Street.	
Reason for priority	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.	
Is it inter-regionally significant and why?	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 Transport Services (Queenstown)	Item No 42
Organisation	QLDC	
Project funding	\$3,000,000	Project years 2018 to 2021
Project description	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.	
Reason for priority	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.	
Is it inter-regionally significant and why?	Yes, the Arrow Junction facility will be located on a major journey between Christchurch and Queenstown.	

Project Name:	Water Taxi Service/Ferry Network (Queenstown)	Item No 43
Organisation	QLDC	
Project funding	\$5,699,000	Project years 2018 to 2024
Project description	Investigation and implementation of water based infrastructure to support water transport. <i>See also ORC project 39.</i>	
Reason for priority	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.	
Is it inter-regionally significant and why?	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:	Ballantyne Road Seal Extension (Wanaka)	Item No 61
Organisation	QLDC	
Project funding	\$2,100,000	Project years 2018
Project description	Provide a safe, accessible, resilient and alternative route in the town of Wanaka.	
Reason for priority	Benefits safety, network performance and capability, and safety. Enables greater customer voice, accessibility and modality shift.	
Is it inter-regionally significant and why?	No	

Project Name:	Housing Infrastructure Fund Project – Ladies Mile	Item No 64
Organisation	QLDC	
Project funding	\$6,100,000	Project years 2018 to 2020
Project description	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.	
Reason for priority	This project is aligned with the Queenstown integrated transport business case. Benefits network performance and capability, and regional development and connectivity.	
Is it inter-regionally significant and why?	No	

Project Name:	Housing Infrastructure Fund Project – Quail Rise	Item No 65
Organisation	QLDC	
Project funding	\$7,600,000	Project years 2018 to 2020
Project description	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.	
Reason for priority	This project is aligned with the Queenstown integrated transport business case. Benefits network performance and capability, and regional development and connectivity.	
Is it inter-regionally significant and why?	No	

Project Name:	Queenstown Town Centre Arterial	Item No 70
Organisation	QLDC	
Project funding	\$140,174,200	Project years 2018 to 2023
Project description	A new town centre arterial will 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 a joint project with NZTA. <i>See also NZTA project 82.</i>	
Reason for priority	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.	
Is it inter-regionally significant and why?	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:	Queenstown Traffic Management Facilities	Item No 71
Organisation	QLDC	
Project funding	\$7,975,000	Project years 2018 to 2023
Project description	Queenstown traffic management facilities including consolidation of services, information and technologies to manage and operate intelligent traffic systems.	
Reason for priority	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.	
Is it inter-regionally significant and why?	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:	Shotover River Bridge (Arthurs Point) Duplication	Item No 72
Organisation	QLDC	
Project funding	\$500,000	Project years 2020
Project description	Initial work associated with an additional crossing near the Edith Cavell bridge at Arthurs Point, near Queenstown, for all modes.	
Reason for priority	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability, and safety and regional development.	
Is it inter-regionally significant and why?	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.	

Priority Two projects – Otago

Dunedin City Council

Project Name:	Dunedin Streetlight Renewal with LEDs	Item No 58
Organisation	DCC	
Project funding	\$14,756,000	Project years 2017 to 2020
Project description	Renewal of street light luminaires with LED as existing ones reach the end of life.	
Reason for priority	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.	
Is it inter-regionally significant and why?	No	

NZTA

Project Name:	ITS Improvement Project	Item No 77
Organisation	NZTA	
Project funding	\$6,584,540	Project years 2018-2020
Project description	Introduction of intelligent transport systems across the transport network (both rural roads and urban areas) to provide customers with near real-time information.	
Reason for priority	Enables increased customer voice, and systems optimisation.	
Is it inter-regionally significant and why?	No	

Project Name:	Beaumont Bridge Replacement	Item No 70 & 85
Organisation	NZTA	
Project funding	\$18,072,990	Project years 2017 to 2020
Project description	Replacement of the existing bridge with a new two-lane structure and approach realignment.	
Reason for priority	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.	
Is it inter-regionally significant and why?	No	

Priority Three projects – Otago

NZTA

Project Name:	SH 1 – North Oamaru Corridor Improvements		Item No 80
Organisation	NZTA		
Project funding	\$2,329,020	Project years	2018 to 2020
Project description	Possible re-allocation of road space with removal of cycle lanes and provision of detours on quiet street for cyclists. Intersection improvements.		
Reason for priority	Improved safety for all users. Improved efficiency for people and goods on main highway corridor with improved access for residents from side roads. Improved amenity for residents. Benefits network performance and capability, and safety and regional development.		
Is it inter-regionally significant and why?	Yes. This project is located on the inter-regional journey between Dunedin and Christchurch.		

Queenstown Lakes DC

Project Name:	Mount Aspiring Road Widening (Wanaka)		Item No 69
Organisation	QLDC		
Project funding	\$5,000,000	Project years	2018 to 2019
Project description	Widening of Mt Aspiring Road.		
Reason for priority	Provide a safe compliant road that is accessible for all road users Benefits network performance and capability, and safety and regional development.		
Is it inter-regionally significant and why?	No.		

Waitaki DC

Project Name:	Kakanui Bridge Design and Construction		Item No 73
Organisation	WDC		
Project funding	\$7,000,000	Project years	2019 to 2020
Project description	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.		
Reason for priority	Benefits network resilience and safety.		
Is it inter-regionally significant and why?	No		