OTAGO SOUTHLAND
Regional Land Transport Plans 2021–31

Otago Regional Council

environment SOUTHLAND REGIONAL COUNCIL
Te Taiao Tonga

Contents

Otago and Southland RTC Chairs Foreword

The Otago and Southland Regional Transport Committees (RTCs) are pleased to present the draft Otago Southland Regional Land Transport Plans (RLTPs). The Plan is comprehensively reviewed every six years and a strong collaborative focus has been taken with territorial authorities and Waka Kotahi the NZ Transport Agency (Waka Kotahi) in development of this plan for the region. Our aim has been to ensure the plan reflects the community's desired future for their transport network, the aspirations of the various Road Controlling Authorities and that it will meet the ever-changing needs.

These RLTPs are prepared using the best information available at the time. During recent months there have been a number of Government announcements that will have significant impacts on the transport network, its utilisation shape and form. The impacts of the Government's Resource Management Act reforms, implementing the Climate Change Commission's recommendations and transitioning the vehicle fleet to a low carbon model will all present challenges in coming years. With more information becoming available during the next 12 to 18 months the mid-term review of these RLTPs will take on a greater importance as the national effects are translated into regional policies and outcomes.

The plans set our vision of transport based on the best information available regarding the future and how we - the 10 local authorities in our two regions and Waka Kotahi - intend to achieve this by funding and providing transport services and infrastructure, and by concentrating over the next few years on achieving a safer, more inclusive and more sustainable transport system supports and enhances regional development.

Covering almost half of the South Island, the Otago and Southland regions share opportunities to improve transport and face common challenges. These shared issues and opportunities led us to jointly develop our Regional Land Transport Plans.

Our common challenges include a very large land area and road network but comparatively low rating population in many areas. For the majority of our two regions, the major emphasis in these plans needs to be on maintaining and operating the roading networks, in most cases to existing levels of service. Providing funds to keep the network at similar levels of service to those that exist today is a major challenge. Our major cities and towns are undergoing substantial change in the way they cater for the interactions between people and the transport network. Individual authorities have been provided with the opportunity to input their plans for the future of their networks and the changes that will take place.

Our two regions share many road safety issues. We also face many of the same types of natural hazards, challenging the resilience of our transport networks and our communities.

Joining together to create these plans has heightened our awareness that journeys do not stop at administrative boundaries. Many journeys, whether by freight or visitors, span Otago and Southland, and beyond. At a larger scale, there are critical freight and visitor journeys crossing regions, extending along and across the South Island, and connecting to both Stewart Island and the North Island.

Recognising the interconnectedness of South Island regional economies and communities, the chairs of the seven RTCs in the South Island have formed a Chair's Group and a work programme for those matters best addressed at this scale. A combined statement from this group follows this forward.

For Otago and Southland, the benefits that these RLTPs seek to realise are:

- improved network performance and capability, and network resilience;
- improved safety and reduced social impact of fatalities and injuries;
- a focus on areas of regional development, productivity and connectivity;
- increased customer voice on connectivity, accessibility and transport options;
- optimisation of the transport system through communication technology, innovation and improved people capability;
- greater value for money delivered by transport investments.

We are proud of the collaborations that have gone into preparation of these plans. We would like to thank the participating organisations for their time and assistance and to acknowledge the hard work of elected RTC members and staff.

Cr Lloyd McCallum
Chair, Southland Regional Transport Committee

Cr Alexa Forbes
Chair, Otago Regional Transport Committee

Joint Statement from the South Island Regional Transport Chairs

The transport system provides the arteries and veins that bring life to our communities, support regional prosperity and improve the overall wellbeing of the South Island. The transport system connects our communities, allowing people to travel safely and efficiently across our diverse landscapes, and enables the safe and efficient movement of freight. It is imperative to ensure the transport network is working as effectively as possible.

The South Island Regional Transport Committee Chairs Group was formed in 2016 for this purpose. The Group seeks to significantly improve transport outcomes in the South Island through better interregional collaboration and integration.

The Group is focussed on ensuring the South Island stays at the forefront of central government thinking. The formation of the Group recognises that the South Island advocating with one voice is more effective than seven regions advocating independently on the same matters.

This approach seeks to ensure that the needs and aspirations of our South Island communities are recognised and understood by the central government. We want to be seen by central government as a group of 1 million people with a common aspiration for our transport system. Notwithstanding, each region in the South Island has unique characteristics, but at the same time, will share similar transport priorities and challenges.

These shared priorities form the priorities of this group and are listed below.

Priority areas

1. Advocacy for transportation in the South Island, including tracking how central government investment, including the National Land Transport Fund and Provincial Growth Fund, is being allocated across the country.
2. Resilience of the transport network.
3. Freight journeys across the South Island.
4. Tourism journey improvements across the South Island.
5. An enabling funding approach for innovative multi-modal (road, rail, air, sea) solutions.
6. Explore opportunities for inter-regional public transport.

South Island Regional Transport Chairs Group Members

Regional Councils
Environment Southland – Otago Regional Council – Environment Canterbury – West Coast Regional Council

Unitary Councils
Tasman District Council – Marlborough District Council - Nelson City Council

Executive Summary

The Otago Southland Regional Land Transport Plans have been collaboratively prepared by the Regional Transport Committees from Otago and Southland. It is the third joint Otago Southland RLTPs, but the first to be developed with the shared understanding and common focus on the Otago and Southland transport network existing as an enabler of people and communities, to meet and sustain them day-to-day, and to move and supply the goods and services they need.

These RLTPs have been prepared during the COVID-19 pandemic - a system-wide shock that has created high levels of uncertainty for New Zealand's transport sector. While transport will have an important part to play in supporting recovery from the impacts of COVID-19, there is also a significant reduction in transport funding that could continue in future years.

The Otago and Southland RTCs share their investment focus and development of these RLTPs with KiwiRail, Department of Conservation, Kainga Ora and NZ Police.

Problem Statements

The problems the Otago and Southland region face that require focused investment are:

Problem 1: **Increasing and changing demands on the road network requires ongoing prioritisation of maintenance and renewals investment meaning parts of the network miss out.**

Problem 2: **Network infrastructure and condition is deficient, increasing the level of risk and resulting in deaths and serious injuries.**

Problem 3: **Lack of land use and transport integration and the ease of vehicular travel means alternative mode networks remain underdeveloped and unattractive.**

In addition to addressing these problems, and working alongside the South Island RTC Chairs group, the Otago and Southland RTCs will also pursue through this RLTP the opportunity to:

- take a South-Island wide approach to transport planning;
- advocate for better mode integration and mode shift;
- support tourism and the regional dispersal of tourism benefits;
- encourage the creation of a network of cycle rides and cycling facilities throughout and between the regions.

Vision and Objectives

These RLTPs take a long-term (30-year) view of the region, setting strategic objectives to achieve the combined Otago and Southland RTCs vision for:

A transport system providing integrated, quality choices that are safe, environmentally sustainable and support the regions wellbeing and prosperity

Strategic objectives relate to:

- ***Road Safety*** - where Otago and Southland continue to be disproportionately represented in New Zealand's poor road safety statistics;

- ***Asset Condition*** - with resilience issues arising across Otago and Southland due to the age and deteriorating condition of road assets;

- ***Connectivity and Choice*** - and the need for co-ordinated, integrated planning to improve choices for the movement of people and goods, and create real change in the way people travel, particularly to work and school;

- ***Environmental Sustainability*** - where transforming to a low carbon transport system and reducing the environmental impact of transport is urgent; and being further considered by Government.

- ***Future Focused*** - to ensure the Otago and Southland regions are ready and able to respond to change and new challenges is essential.

Short-term Priorities

The short-term (10-year) priorities where investment will be focused through this RLTP are:

- ***Network deficiencies***
  Aging and vulnerable assets present an increasingly unacceptable risk to social wellbeing and economic prosperity. Without sufficient, sustained investment, asset deficiencies will increase and may be at risk of failure, creating access, safety, resilience and productivity issues for affected communities.

- ***High risk areas***
  In Otago and Southland, the roads, fleet, vehicle speeds and drivers all contribute to an unfavourable road safety record. The regions need a continued and sustained investment response to reduce road safety risk and improve infrastructure in high risk areas.

- ***Creating genuine mode choice***
  Rapid change and unplanned urban growth is impacting on the timely upgrade of infrastructure. Urgent investment in multi-modal transport options, alongside integrated land use and transport planning, is needed to develop genuine mode choices, as well as address pressing environmental issues, meet carbon emissions targets and mode shift goals.

Projected expenditure

Each territorial authority in the Otago and Southland region and Waka Kotahi has prepared programmes proposed for investment. The programmes respond to the challenges each of the authorities respectively face, and collectively contribute to the achieving the vision and objectives of this RLTP.

The following tables are based on the 10-year programmes provided by each organisation requesting funding from the National Land Transport Fund. They are believed correct as at the end of January 2021. Direct comparison of funding requests between the 2018-2021 Regional Land Transport Plans and the funding requests included in this Regional Land Transport Plan is difficult. The Activity classes and funding bands changed with the release of the Government Policy Statement for

the 2021-2031 period. The following tables provide the best comparison at this stage. Funding requested under each activity class is still to be considered at a national level by Waka Kotahi and variations are likely when the final National Land Transport Programme is announced. Already committed projects are not included.

Please note that the final decision on whether any of the activities proposed in these Otago and Southland plans are included in the National Land Transport Programme rests with Waka Kotahi. Waka Kotahi is expected to release the National Land Transport Programme in August 2021.

Otago - Estimated cost of activities funded from the NLTF in Otago region, 2021-2024 ($)

Activity Class Name	CODC	CDC	DOC	DCC	Waka Kotahi	ORC	QLDC	WDC	Total Otago Region 2021/24 RLTP	Total Otago Region 2018/21 RLTP
Transport Planning 18/21	$193,888	$238,620	$0	$457,900	$0	$1,674,904	$2,205,000	$368,275		$5,138,587
Investment Management 21/24	$0	$236,800	$0	$14,498,621	$0	$2,006,343	$1,560,000	$378,949	$18,680,713	
Road Safety 18/21	$295,200	$328,000	$0	$1,998,168	$0	$0	$442,000	$510,600		$3,573,968
Walking & Cycling	$0	$0	$0	$17,157,900	$7,489,800	$0	$24,305,250	$0		$48,952,950
Walking and Cycling	$1,760,000	$0	$0	$8,405,000	$18,264,686	$0	$25,050,000	$1,500,000	$54,979,686	
Public Transport Services & Infrastructure 18/21	$0	$0	$0	$0	$4,322,993	$45,715,963	$7,930,000	$0		$57,968,956
Public Transport Services	$0	$0	$0	$0	$0	$73,560,208	$0	$0	$73,560,208	
Public Transport Infrastructure	$0	$0	$0	$0	$7,616,061	$3,542,475	$5,440,000	$0	$16,596,536	
Maintenance and Renewals Local Roads 18/21	$24,018,407	$37,487,177	$236,709	$77,962,833	$0	$414,000	$42,183,460	$29,124,288		$211,426,874
Local Roads Maintenance includes Renewals	$31,470,487	$49,128,400	$254,808	$109,218,621	$0	$0	$57,014,136	$38,190,245	$285,276,697	
Maintenance and Renewals State Highways 18/21	$0	$0	$0	$0	$117,338,864	$0	$0	$0		$117,338,864
State Highways Maintenance includes Renewals	$0	$0	$0	$0	$182,492,815	$0	$0	$0	$182,492,815	
Local Roads Improvements 18/21	$3,577,000	$8,060,000	$100,000	$24,762,800	$0	$0	$33,213,075	$13,331,000		$83,043,875
Local Roads Improvements	$2,325,000	$2,539,600	$100,000	$26,228,000	$0	$612,000	$21,241,698	$200,000	$53,246,298	
State Highway Improvements 18/21	$0	$0	$0	$0	$146,198,198	$0	$0	$0		$146,198,198
State Highway Improvements	$0	$0	$0	$0	$28,127,514	$0	$0	$0	$28,127,514	
Regional Improvements 18/21	$0	$0	$0	$0	$32,242,710	$0	$56,613,000			$88,855,710
Road To Zero - Includes Road Safety	$2,374,142	$324,000	$0	$18,540,960	$56,794,563	$0	$22,900,500	$8,036,453	$104,061,003	
Coastal Shipping	$0	$0	$0	$0	$0	$0	$0	$0	$0	
Rail Network	$0	$0	$0	$0	$0	$0	$0	$0	$0	
Total 18/21	**$28,084,495**	**$46,113,797**	**$336,709**	**$122,339,601**	**$307,592,565**	**$47,804,867**	**$166,891,785**	**$43,334,163**		**$762,497,982**
Total 21/24	**$37,929,629**	**$52,228,800**	**$354,808**	**$176,891,202**	**$293,295,026**	**$79,721,026**	**$133,206,334**	**$48,305,647**	**$821,933,085**	

Southland - Estimated cost of activities funded from the NLTF in Southland region, 2021-2024 ($)

Activity Class Name	DOC	ES	GDC	ICC	SDC	Waka Kotahi	Total Southland Region 2021/24 RLTP	Total Southland Region 2018/21 RLTP
Transport Planning 18/21	$0	$768,000	$0	$230,000	$0	$0		$998,000
Investment Management 21/24	$0	$1,354,374	$1,515,972	$0	$0	$0	$2,870,346	
Road Safety 18/21	$0	$0	$0	$1,076,450	$0	$0		$1,076,450
Walking and Cycling	$0	$0	$1,349,092	$0	$0	$1,745,001	$3,094,093	
Public Transport Services & Infrastructure 18/21	$0	$0	$0	$6,814,307	$0	$0		$6,814,307
Public Transport Services	$0	$0	$0	$6,492,235	$0	$0	$6,492,235	
Public Transport Infrastructure	$0	$0	$0	$447,890	$0	$0	$447,890	
Maintenance and Renewals Local Roads 18/21	$164,270	$247,940	$12,335,797	$26,834,200	$70,542,582	$0		$110,124,789
Local Roads Maintenance includes Renewals	$1,616,535	$195,970	$5,321,671	$43,574,377	$100,225,145	$0	$150,933,698	
Maintenance and Renewals State Highways 18/21	$0	$0	$0	$0	$0	$70,187,198		$70,187,198
State Highways Maintenance includes Renewals	$0	$0	$0	$0	$0	$125,009,969	$125,009,969	
Local Roads Improvements 18/21	$100,000	$364,740	$928,541	$3,580,600	$5,730,000	$0		$10,703,881
Local Roads Improvements	$100,000	$0	$8,009,387	$5,026,256	$3,092,930	$0	$16,228,573	
State Highway Improvements 18/21	$0	$0	$0	$0	$0	$16,660,134		$16,660,134
State Highway Improvements	$0	$0	$0	$0	$0	$3,560,400	$3,560,400	
Regional Improvements 18/21	$0	$0	$0	$0	$0	$25,203,486		$25,203,486
Road To Zero - Includes Road Safety	$0	$0	$462,821	$4,102,157	$1,459,939	$13,104,494	$18,883,575	
Coastal Shipping	$0	$0	$0	$0	$0	$0	$0	
Rail Network	$0	$0	$555,182	$0	$0	$0	$555,182	
Total 18/21	**$264,270**	**$1,380,680**	**$13,264,338**	**$38,535,557**	**$76,272,582**	**$112,050,818**		**$241,768,245**
Total 21/24	**$1,716,535**	**$1,550,344**	**$17,214,125**	**$59,642,915**	**$104,778,014**	**$143,419,864**	**$328,321,797**	

Introduction

Purpose

These Regional Land Transport Plans (RLTPs) are the primary document guiding integrated land transport planning and investment within the combined Otago and Southland regions. They have been prepared as required by the Land Transport Management Act 2003 (LTMA) and are not inconsistent with the Government Policy Statement on Land Transport 2018-2021 (GPS).

These RLTPs:

- are owned collectively by the Regional Transport Committee (RTC) comprising all territorial authorities in the region, Waka Kotahi and the two regional councils;
- set the strategic transport direction to guide transport activities in Long-term Plans (LTPs) and identifies the agreed view of regional transport priorities to inform the National Land Transport Programme (NLTP);
- set the long-term vision and strategic direction for Otago Southland's land transport system;
- identify the agreed regional transport priorities for investment in the short to medium term;
- present the activities of approved organisations in a single co-ordinated three to six-year programme, as a bid for funding from the National Land Transport Fund (NLTF);
- provide the basis for communication of Otago Southland's transport direction and priorities with stakeholders and the general public.

A guide to the terms and abbreviations used in this document can be found in Appendix 1.

Background to Combined Regions

In 2015, the Otago Regional Council and Environment Southland requested that the two regions' Regional Transport Committees (RTCs) collaborate to produce a single RLTP, consisting of a common strategic section and two separate programmes of work.

The first collaborative RLTP was released in June 2015, with a subsequent review in 2018. The combined RTCs recommended the collaborative process be used again for this 2021-2031 Regional Land Transport Plan.

These RLTPs have been prepared by the RTCs through a series of workshops and combined meetings. This process has highlighted a shared understanding that the Otago and Southland transport network exists as an enabler of people and communities, to meet and sustain their day-to-day needs. While there are differences between the Otago and Southland regions, the two RTCs share this common focus in the development of these plans.

Approved Organisations

In addition to the RTC members, organisations that have an interest in these RLTPs are:

KiwiRail	Owns the Otago and Southland rail network (excluding the Taieri Gorge railway track from outer Mosgiel to Middlemarch). Focus is to run a "Resilient and Reliable Network "across the country, with the primary focus in Otago and Southland on maintenance and renewals with no major improvement works planned for the next three years.
Department of Conservation (DOC)	Responsible for roads on the conservation estate that provide public access. Waka Kotahi's 'Financial Assistance Rate' review (2014) identified DOC as a road controlling authority to receive funding for some major access roads on DOC land. An activity management plan provides the business case for funding of network maintenance, renewals, and improvement requirements.
Kāinga Ora – Homes and Communities	Crown agency with the role of public landlord managing tenancies across New Zealand, and leading small and large-scale urban development projects (specified development projects (SPDs) in partnership with other agencies, local government, iwi and Māori and private partners

South Island Regional Transport Committee

A South Island Regional Transport Committee Chairs Group[1] aims to significantly improve transport outcomes in the South Island, through collaboration and integration.

The South Island chairs document their collective priorities in a charter, which is renewed and updated each election cycle. The key priorities for the Chairs Group identified in the current charter are:

1. advocacy for transportation in the South Island, including tracking how Central Government investment including the National Land Transport Fund (NLTF), Provincial Growth Fund (PGF) etc. is being allocated across the country;
2. resilience of the transport network;
3. freight journeys across the South Island;
4. tourism journey improvements across the South Island;
5. an enabling funding approach for innovative multi-modal (road, rail, air, sea) solutions;
6. explore opportunities for inter-regional public transport.

COVID-19 Implications for Land Transport

This draft Otago Southland Regional Land Transport Plan has been prepared during the COVID-19 pandemic. The long-term effects of the pandemic remain unknown.

In early 2020, Waka Kotahi reviewed the implications for land transport in New Zealand as a result of COVID-19. This review found that Southland and the majority of Otago are comparatively well-placed to recover from the pandemic, in part due to the scale of primary production. Large centres, like Dunedin and Invercargill, have some resilience due to the role of education, healthcare and government services.

[1] The South Island Regional Transport Committee Chairs Group is made up of the chairs of the seven Regional Transport Committees in the South Island.

The parts of Otago that are heavily reliant on tourism and temporary migrant workers are forecast to be significantly affected by the pandemic and associated economic downturn. Otago region has the second highest tourism spend in the country, with 55% of total spend from international visitors (rising to 63% in Queenstown Lakes District). Otago has the highest proportion of temporary migrant workers of any region (5.2% of labour force).

The Waka Kotahi review concluded that, outside of the Queenstown Lakes and Central Otago Districts, no significant changes are expected in the nature, scale and location of transport demand over the medium to long-term. For the majority of Otago and Southland, the 10-year outlook, as a consequence of the COVID-19 pandemic, remains largely unchanged. However, the review noted significant levels of uncertainty regarding the scale and duration of COVID-19 impacts, particularly in the medium to long-term.

Transport will have an important part to play in supporting recovery. There is an ongoing need for transport services to improve access to employment and essential services, particularly for vulnerable communities. Maintaining safe and reliable road and rail freight connections, particularly to airports and seaports, is vital.

Growth predictions may change, and population fluctuation from incoming visitors, seasonal workers and students[2] will cease, at least while borders are closed. Post COVID-19, the predicted rate of growth is likely to be lower than expected in tourist destinations, however other areas may well grow more rapidly than expected due to increased demand for housing as New Zealander's return home and others seek to immigrate. Addressing pre-COVID growth pressures, particularly in Queenstown, remains a priority.

The New Zealand tourism market has been seriously affected by the closing of international borders, and the impact may change the way tourism is viewed in New Zealand. These RLTPs have been prepared with an expectation that the international tourism sector will recover over time, although a return to previous levels of activity are not expected within the first three to six years and is dependent on when border restrictions lift. Domestic tourism has increased as people are unable to holiday overseas, but peaks are limited to school holiday periods[3].

The reduction in tourist numbers provides the opportunity to re-evaluate the way the Otago and Southland tourism sector operates, and to question whether a return to large numbers of relatively short-term visitors is the best outcome for the future. The opportunity to envisage what a new tourism approach might look like and how to move people about the region needs to be a high priority in the immediate future. The pandemic also highlights the need for tourism reliant districts to diversify their economy.

Fully understanding the implications of the COVID-19 pandemic on the country's tourism is beyond the scope of a single Regional Land Transport Plan. On adoption of this plan the South Island RTC Chairs Group will be requested to advocate for a joint Waka Kotahi and MBIE research project into the likely visitor behaviours as borders are opened up to inform better transport planning.

Recreational walking and cycling increased during New Zealand's Level-4 lockdown and this increase in people cycling is an opportunity to maximise mode shift and provide an affordable transport option for many whose incomes have been negatively affected by the COVID-19 pandemic.

[2] International students make up around 14% of total enrolments at University of Otago
[3] https://www.odt.co.nz/business/domestic-tourism-does-much-counter-border-closure

Economic Stimulus

During finalisation of these RLTPs a number of Government announcements have been made that will have an effect on the transport system and the way it currently operates.

Reform of the Resource Management Act (RMA), implementation of the Climate Change Commission's 2021 Report and reforming the countries vehicle fleet will all present significant challenges in the way we work and plan for the future. The way the combined regions respond to the challenges being set by Government will need to be considered in detail in the 2024 mid-term review of these RLTPs.

There has been a significant amount of planned and emergency funding made available in the period during which these RLTPs have been in development. Since 2018, sectors across Otago and Southland have benefited from investment through the government's Provincial Growth Fund (PGF). In January 2020, the New Zealand Upgrade Programme (NZUP) was announced to improve infrastructure across the country. Queenstown shared in the $6.8 billion investment made to get New Zealand cities moving, save lives and boost productivity in growth areas.

In March 2020, the Government released its fiscal and economic response to the COVID-19 pandemic. Crown Infrastructure Partners (CIP) were asked for projects that were 'shovel-ready' or likely to be within six months, to add value to the nation's economic recovery from COVID-19. An August announcement indicated funding for 147 shovel-ready projects across New Zealand[4] – ten in Otago (valuing $260 million) and six in Southland (valuing $90 million). While not all projects relate directly to the transport sector, they will have a direct impact on the region's transport systems, through the initial construction period and/or in the realisation of benefits.

Despite the economic uncertainty created by the COVID-19 pandemic, these funding injections and the conditions created by border restrictions create an ideal time to progress transport projects in the Otago and Southland region. The effects of disruption will be far less, as there are far less visitors and traffic compared to constructing when activity is at normal or increasing levels.

Due to economic uncertainty and anticipated unemployment, it is critical to provide better travel choices now, that are more affordable than driving, to ensure continued access for those who may have their incomes reduced.

The COVID-19 pandemic reduction in tourist numbers presents the opportunity to proactively prepare for a future when international visitors do return, stimulating other economic activities and unlocking benefits quickly, at that time.

[4] https://www.crowninfrastructure.govt.nz/wp-content/uploads/Government-announced-projects_28-January.pdf

Strategic Context

Our Region

The natural environment and geographic isolation of Otago and Southland are a major attractor for people, as well as the basis of many of the issues these regions face.

Districts

The Otago Southland region is made up of two regional councils and eight territorial authorities. These are shown in Table 1 below.

Table 1: Otago Southland Territorial Authorities

Otago (Ōtākou)	Southland (Murihiku)
Otago Regional Council	Environment Southland
Central Otago District Council	Gore District Council
Clutha District Council	Invercargill City Council
Dunedin City Council	Southland District Council
Queenstown Lakes District Council	
Waitaki District Council	

Together the territorial authorities in the Otago Southland region cover 66,000 km² of the southernmost part of New Zealand's South Island.

Figure 1 below shows a map of the Otago Southland combined region.

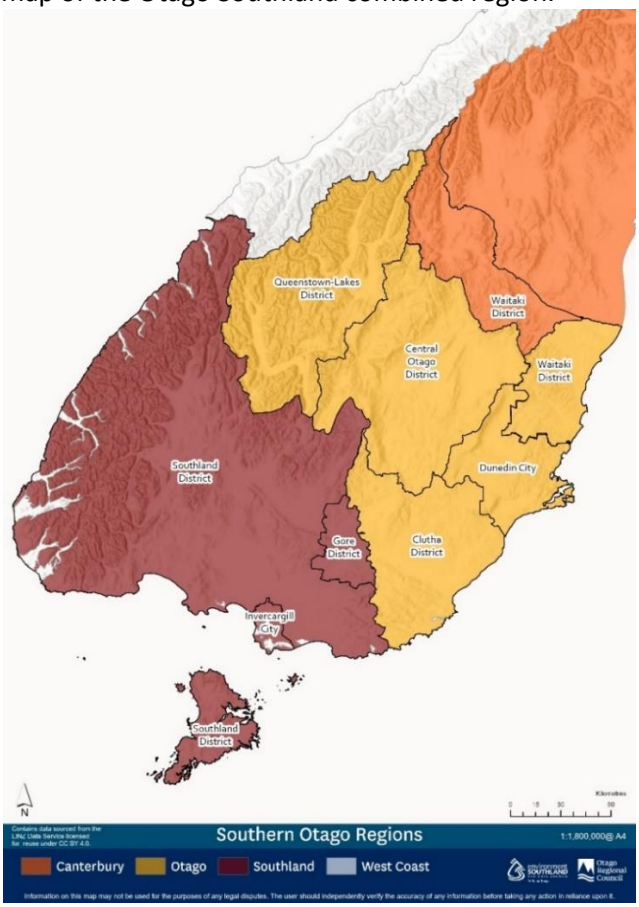


Figure 1: Otago Southland combined region map

The Otago Southland landscape is rich in diversity. Otago has alpine mountains and glacial lakes in the west, central 'drylands' of tussock-grasslands and block mountains interspersed with highly productive agricultural basins, and a remnant volcanic and low lying east coast. Southland's west is dominated by mountains, fiords and glacial lakes while, in the east, the Southland Plains are some of New Zealand's most fertile farmlands.

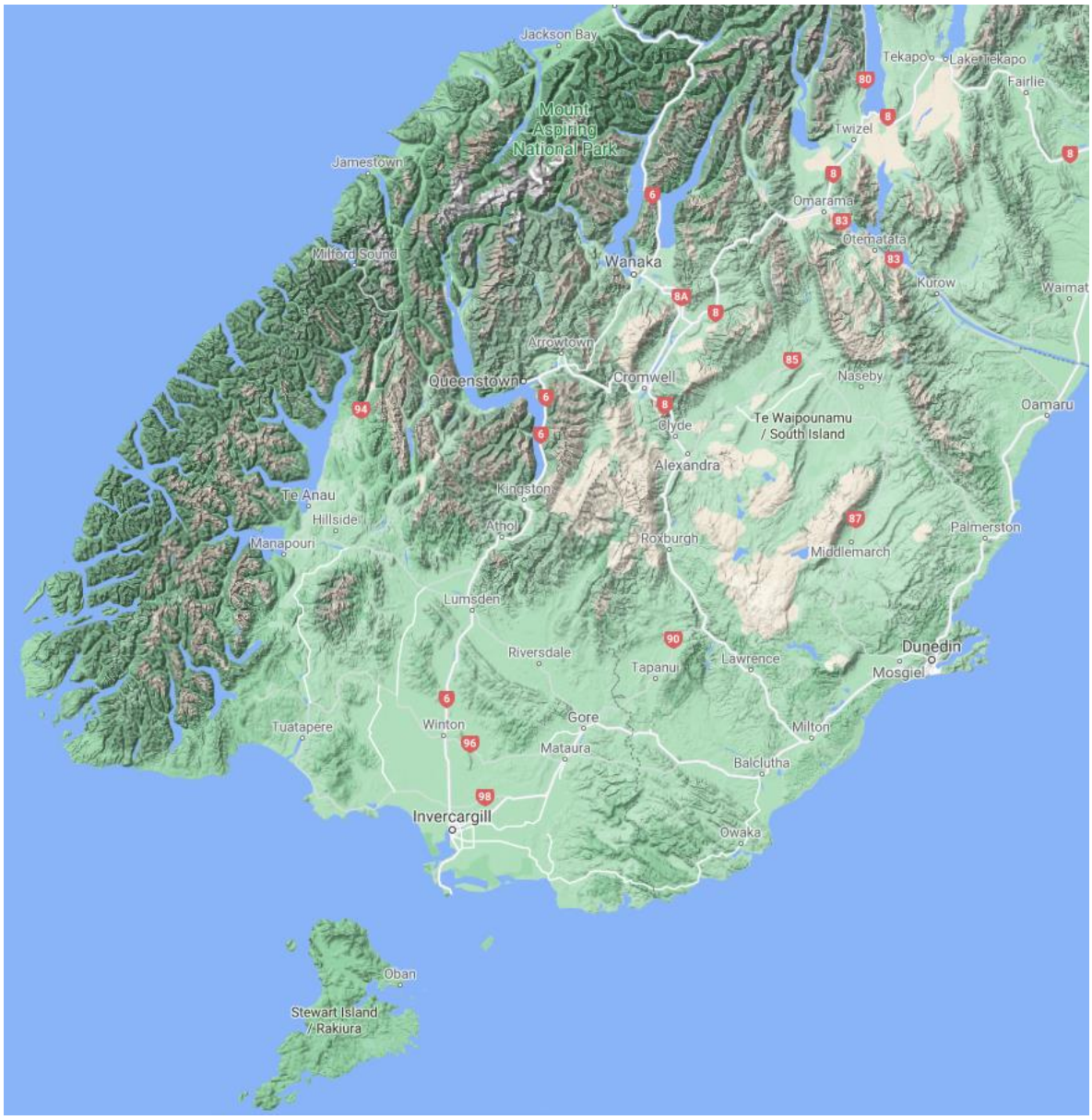


Figure 2: Otago Southland (relief map)

Otago and Southland host three of New Zealand's largest national parks - Fiordland National Park (12,519 km^2), Mount Aspiring National Park (3,555 km^2) and Rakiura National Park (1,500 km^2, covering most of Stewart Island). There are also hundreds of kilometres of river systems, including the Clutha (New Zealand's second longest and highest volume river) and the Taieri (New Zealand's fourth longest river).

Climatic conditions can be extreme. NIWA considers the climate of Otago to be perhaps the most diverse of any region in New Zealand[5]. Coastal Otago's climate is relatively constant but, inland, very hot periods and very cold periods are common. Southland is both the most southerly and most westerly part of New Zealand and heavily influenced by prevailing weather systems moving over the country from the west or south. This results in Southland's western ranges being among the rainiest places on earth.

Local environmental conditions, coupled with predicted effects from climate change, are cause for concern in some areas. Rises in sea and groundwater levels are forecast, and rain events, flooding, slips, erosion, storms and sea surge are all expected to intensify. Changes to the frequency and/or severity of weather events - snow, high rainfall, high temperatures and periods of drought – are likely, with increased risk for most parts of the Otago and Southland.

Population Distribution

Much of Otago and Southland are sparsely populated. Towns and cities are either some distance from each other or separated by significant landforms such as rivers, gorges or mountain ranges. Many communities have to travel a long distance to essential services.

Some urban parts of Otago (Dunedin, Queenstown Lakes and Central Otago) are experiencing growth. In rural parts of Otago and in most of Southland, the population is stable or declining. Table 2 shows population change in the last three census periods for each territorial authority.

Table 2: Population change by TA

Region	Territorial Authority	Population year			Average annual change 2013-18	Average annual change 2018-20
		2013	2018	2020		
Otago	Waitaki District	20,829	22,900	23,500	1.99%	1.31%
	Central Otago District	17,895	22,200	23,900	4.81%	3.83%
	Queenstown-Lakes District	28,224	42,500	47,400	10.12%	5.76%
	Dunedin City	120,249	131,200	134,100	1.82%	1.11%
	Clutha District	16,890	18,050	18,300	1.37%	0.69%
Southland	Southland District	29,613	31,900	32,500	1.54%	0.94%
	Gore District	12,033	12,800	12,900	1.27%	0.39%
	Invercargill City	51,696	55,900	57,100	1.63%	1.07%

Economy

There are differences and similarities between the economies of the Otago and Southland regions.

Both regions draw heavily on their natural resources, with strong agriculture, horticulture and forestry sectors. Across the regions, primary production and associated processing feature strongly.

Otago and Southland's tourism offer is closely related to the natural environment. National Parks, lakes and mountain areas provide a stunning backdrop for many tourist activities. Queenstown and Wanaka are key selling points for New Zealand's tourist industry. The Queenstown Lakes area is

[5] https://niwa.co.nz/our-science/climate/publications/regional-climatologies

especially busy during the summer holiday season and during the winter ski season, hosting four large ski resorts[6].

The regions' coastline, and associated wildlife, is also a major draw. Milford and Doubtful Sounds are nationally significant destinations, and The Catlins and Rakiura (Stewart Island) major attractors. Milford Sound and Dunedin are regular fixtures on cruise ship itineraries.

Most of the towns and urban centres in Otago and Southland are relatively small, acting as service towns for the surrounding primary production and farming communities or as a base for tourism. Invercargill is the commercial centre of the Southland region, and has a full range of banking, social services, and education, health and transport services.

Dunedin, the largest city in Otago Southland, has a different economic base to the rest of the region. Education and health care[7] are a large focus for the Dunedin economy, reflecting the importance of the University of Otago and Otago Polytechnic, and Dunedin Hospital/health care facilities. Dunedin's health and health technologies sector are valued at approximately $330 million, employing over 4,000 people in more than 560 businesses[8]. Declines in traditional manufacturing have been offset with gains in high-tech manufacturing, and information and communications technology (ICT) sectors.

See Appendix 2 for the regions' GDP and Appendix 3 for a list of the top tourist attractions.

Our People

How and where people live across Otago and Southland plays a critical role in shaping the needs of the transport system. Over the course of this Plan the population is predicted to become more urban, less rural, older and be made up of households with fewer people.

Mana whenua

Ngāi Tahu (also known as Kāi Tahu) are the takata whenua that hold up the mana of Otago and Southland and further parts of the South Island. The Kāi Tahu takiwā (tribal area) is the largest in New Zealand, and extends from White Bluffs/Te Parinui o Whiti (southeast of Blenheim), Mount Mahanga, and Kahurangi Point in the north to Stewart Island and the Subantarctic Islands in the south. Kāi Tahu comprises 18 rūnanga (governance areas) corresponding to traditional settlements.

There are seven rūnanga who are the kaitiaki (guardians) of the area stretching Southland and Otago (see Appendix 4).

Age Distribution

There is a greater percentage of people aged 65 and over in Otago and Southland compared to New Zealand
Table 3). Older people are particularly vulnerable to social isolation due to loss of health, mobility, income or support networks. In Southland, there are more young people aged 15 years and under compared to the national average. This is the age group who are unable to drive, although current

[6] Treble Cone, Cardrona, Coronet Peak, and The Remarkables
[7] contributing 9.3% and 9.7%, respectively
[8] https://www.dunedinnz.com/business/business-support/help-for-business-growth/healthcare

trends show that fewer young people are getting their licence when they turn 16, including those in rural areas, preferring to travel as a passenger.

Otago has a high number of people aged 15 to 29. This is likely due to the large number of secondary and tertiary education institutions, which include extensive residential boarding facilities. This is the age group seeking independence through transport and most likely to use micro-mobility and alternatives modes of transport.

Table 3: Percentage population by age group

Age Group	Otago	Southland	New Zealand
up to 14 years	16.5%	20.05%	19.6%
15-29 years	23%	17.85%	20.55%
30-65 years	44%	45.3%	44.6%
Over 65 years	16.5%	16.8%	15.2%

Socio-economic Factors

Median incomes in Otago and Southland are generally low compared to the national average Table 4). The exceptions are in the highest growth areas of Otago, where wages are driven up by very high costs of living, and in Southland District where a strong rural sector has created high levels of employment.

Table 4: Median incomes by TA

Territorial Authority	Median income	% earning over $70,000
Waitaki District	$27,700	11.10%
Central Otago District	$33,300	14.90%
Queenstown-Lakes District	$40,600	19.90%
Dunedin City	$25,500	13.50%
Clutha District	$30,900	11.40%
Southland District	$36,300	15.30%
Gore District	$30,900	11.90%
Invercargill City	$29,900	13.70%
New Zealand	$31,800	17.20%

In the main urban areas, median incomes are low and these communities are likely to benefit from low cost transport choices such as walking and cycling. There is also an increasing number of people on fixed incomes, due in part to the aging population. This is likely to continue to affect the ability of territorial and regional councils to fund the transport system through rates and in line with current funding models.

In addition, there are high rates of disability in the Otago and Southland regions. In the 2018 census, Statistics NZ asked whether people had difficulty performing any of six basic universal activities (walking, seeing, hearing, cognition, self-care, and communication) to understand 'activity limitations'.

Table 5 shows that most of Otago Southland communities self-reported more 'activity limitations' than nationally.

Table 5: Percentage population with a disability, by TA

Territorial Authority	One or more activity limitations
Waitaki District	8.8%
Central Otago District	6.2%
Queenstown-Lakes District	2.8%
Dunedin City	7.2%
Clutha District	7.3%
Southland District	5.5%
Gore District	9.0%
Invercargill City	8.4%
New Zealand	6.5%

Vehicle ownership rates across the Otago and Southland regions are shown in Figure 3, with higher numbers of vehicles per household in rural and more remote districts. All districts have households with no access to motor vehicles, with Invercargill, Waitaki and Gore near to, and Dunedin significantly higher than the national average.

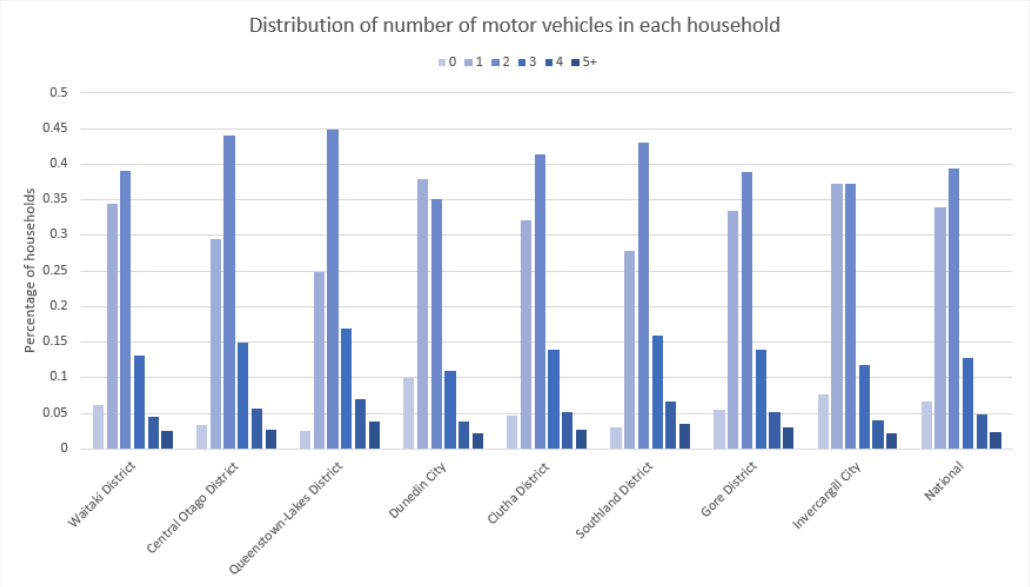


Figure 3: Vehicle ownership by TA

High rates of vehicles per household correspond to high percentage of journey to work by motor vehicle.

Figure 4 shows Census Journey to Work data, by mode, for Dunedin, Queenstown and Invercargill communities in 2018.

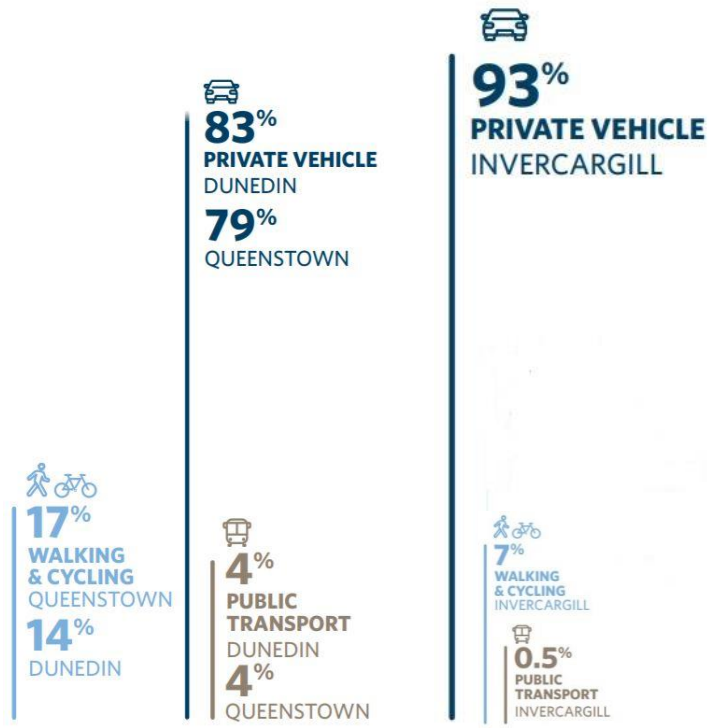


Figure 4: Census Journey to Work (2018) – main centres comparison

Our Transport System

The people of Otago and Southland require a transport system that enables them to meet their travel needs, and that moves the goods and freight needed to support them. Otago and Southland's transport system exists within complex, and in some places increasingly urban areas as well as across wide reaching rural environments. These networks provide for people and local communities, from the moment they leave their homes, or their products leave the gate. They serve important community places, schools, town centres and tourist attractions, and provide for freight, general traffic and tourism.

The transport network only provides the base infrastructure for these connections. To be effective they must accommodate an increasing variety of transport modes, including, but not limited to, walking, cycling (both commuter and recreational), electric cycles and scooters along with the traditional cars, trucks and buses in urban areas.

High capacity trucks and increasingly over dimension agricultural vehicles are changing the traffic patterns on rural networks. Over dimension agricultural vehicles frequently travelling in tandem and at much lower speeds than the main traffic flow is causing a hazard on the network that is hard to mitigate.

Distances from major urban centres and options to use alternative modes of transport are not available to many of our communities. This introduces inequities across the community that are not currently being addressed in the development of work programmes or transport options.

Currently, programmes of work required to address equity issues between those who have full access to a car and those who have disabilities or cannot drive are being addressed in the two regions' public transport plans. These services are only available in the major urban centres of Dunedin, Invercargill and Queenstown. During the currency of this plan investigations to quantify the need for additional services to meet the needs of our smaller centres, with particular reference to transport disadvantaged and under driving age, needs to take place.

This RLTP has been prepared as the One Network Framework (ONF) is introduced to guide and improve transport systems thinking across New Zealand. The new ONF replaces a classification system[9] that primarily used vehicles volumes as a proxy for route importance. In contrast, the ONF recognises where a route exists - adjacent land use and place functions - in defining how the network should look and feel.

The ONF provides an opportunity for delivery of more integrated regional outcomes, incorporating end-to-end processes and supporting transport planning through to the delivery of agreed outcomes for communities. During the 2021-2024 period Otago and Southland's territorial authorities will transition to the One Network Framework for strategic planning and future reporting.

In higher population density areas, adoption of '*Healthy Streets'* approach where people and their health are at the heart of decision-making will result in more people choosing to walk, cycle or use public transport. This consideration should be part of the transition of networks from the One Network Roads Classification to the One Network Framework where the people component of network use is taken into account.

Integrated walking and cycling networks are becoming more important to the overall transport network system. They provide the optional network for people who wish to use alternative means of transport. There is currently a gap in the roles and responsibilities for co-ordination of these regional walking and cycling networks.

As additions and improvements to the combined regions' transport networks are made the importance of considering all types of networks increases. Networks other than the road network may include tracks, trails, recreational cycling and Great Rides but also commuting, protected cycleways, shared paths, separated cycleways and low traffic neighbourhoods.

The impacts of climate change are being felt across the region but meeting the challenge will not be easy. Otago and Southland face a similar range of effects from climate change. Sea level rise, flooding, and storms are predicted to intensify over the next 30 years, along with increased slips and erosion, increasing risk to communities, and the road and rail networks that support them.

Both Otago and Southland have programmes underway to understand and respond to climate change. The Otago Regional Council's Climate Change Risk Assessment provides comprehensive evidence for both current and future challenges[10]. Environment Southland and the region's territorial authorities commissioned the Southland Climate Change Impact Assessment and Action Plan[11]. It is accepted that climate change will, depending on the season, result in warmer temperatures (more hot days, fewer

[9] One Network Road Classification (ONRC)
[10] https://www.orc.govt.nz/managing-our-environment/climate-change/climate-change-risk-assessment
[11] https://www.es.govt.nz/environment/climate-change

frosts), more wet conditions (winter and spring), significant decreases in snow, more-windy days, increase in storm intensity, local wind extremes, more thunderstorms and sea-level rise.

Understanding and acting to address resilience 'hotspots' across the regions will reduce exposure of the transport network. Security for the movement of freight is vital. In addition to resilience issues along the strategic road network, both Invercargill and Dunedin airports are particularly vulnerable to surface flooding, and road and rail routes to both seaports are at risk of coastal erosion and flooding.

This RLTP has been prepared as new and emerging technologies increasingly feature across the Otago and Southland transport system. Micro-mobility, such as scooters e-bikes and skateboards, and new fuel technologies are both enablers and disrupters for Otago and Southland. The RLTP has also been prepared in light of changing expectations about freight movement, with increasing potential use of rail and coastal shipping as well as road.

This section on Our Transport System has been prepared within this changing context.

Walking

Walking is the first part of nearly every journey and pedestrian infrastructure has the greatest utility as a community resource, providing for all people. As populations age and levels of disability increase, communities' needs and expectations around pedestrian infrastructure in Otago and Southland will change.

There is increasing demand for footpath space. Pedestrian infrastructure is becoming contested as people look for safe places for traditional users, as well as for users of emerging modes. For example, the uptake of micro-mobility, such as electric scooters and skateboards, and debate about how to incorporate these modes in the transport system is concerning for many vulnerable user groups.

Vulnerable users of pedestrian infrastructure require high quality footpaths and safe crossing points. Unfortunately, investment in walking facilities has often fallen behind investment in other modes. This has not only created an imbalance between modes, with footpaths suffering underinvestment, but can also result in an imbalance within communities if urban expansion and large private subdivision introduces higher quality development standards. The disparity in pedestrian infrastructure quality raises expectations and puts further pressure on already stretched maintenance and renewals budgets.

The emerging issue of electric scooters and potential cycles on footpaths will create pressures on existing infrastructure and create conflicts with vulnerable users.

Cycling

There is a resurgence in cycling and trail riding in New Zealand, and Otago and Southland are at the forefront. Cycling infrastructure is progressively being developed within the main urban centres and major townships. The Queenstown trails currently cover 130 km from Queenstown to Gibbston via Arrowtown, with further investment planned to upgrade and connect existing tracks and trails. Following the completion of Dunedin's current cycle infrastructure projects, up to 50% of residential properties will be within 600 m of a cycle facility.

Cycling numbers continue to rise across the regions, particularly for recreational cycling. E-bikes are reducing distances and enabling more people to get around by bike. All the territorial

authorities have plans to expand their cycling networks, particularly where the level of service across the region varies in terms of safety and ride quality.

Good progress has been made on developing a regional cycling network. The region currently supports six of the country's Great Rides, with four new trails currently in development. The majority of this infrastructure is being developed by Trusts and interested parties. There is currently no integrated plan for the combined Otago and Southland region to address gaps. A map of the region's cycling network is in Appendix 5.

Many of the Great Ride trails link small communities and have become important commuter and journey to school routes where they provide safe off-road options.

Gaps remain in the regional network. Dunedin is somewhat isolated from the Otago network, without connection to the north, west or south, including Dunedin airport. The Otago Central Rail Trail and the end of the Roxburgh Gorge trail, which formally ends at the southern side of the Mata-au/Clutha River, and is not connected with Alexandra township. Within the townships, local road improvements are needed to provide safe and attractive linkages from the regional trail network, particularly to the commercial areas, to ensure the district can benefit from the economic growth that the Government expects from its investment in these trails. Gaps in the regional network, including through the townships that connect the NZ Cycle Trail together, need to be filled.

Cycling technology continues to evolve and is making cycling more accessible to people. People are able to travel further, faster, and to more places on e-bikes than traditional cycles. This has, and will continue, to extend the commute options for people, as well as opening up recreational cycle routes to a wider range of the population.

The RLTP has also been prepared during period of increasing health risk and health costs due to inactivity. Physical inactivity is associated with increased risks of cardiovascular diseases, diabetes, and other risks and is increasingly recognised that this can be mitigated or prevented by incorporating activity into transport.

Public Transport

Otago and Southland face the challenge of providing transport choice, including public transport, to relatively small, dispersed and changing communities. Urban bus networks currently operate in Queenstown, Dunedin and Invercargill. The services operating in Queenstown and Dunedin have experienced an increase in patronage since a network review simplified routes, improved timetables and brought services together at centralised bus hubs. The introduction of flat fares (to a $2.00 flat fare) also contributed to increased patronage in both Dunedin and Queenstown. The Invercargill network has had a $2.00 flat fare for some time, but the patronage trend shows a continuing decline. Simplified routes and improved timetables, particularly to support commuters, will be introduced through implementation of the next RPTP.

The Climate Change Commission's advice to Government regarding electrification of the New Zealand vehicle fleet presents challenges for public transport operations. Electrification of the bus fleet presents an opportunity for quick gains in meeting emissions targets, but comes at a significant short-term capital cost.

New Zealand's 2018 census journey to work data showed that while driving rates in Otago and Southland are within par for New Zealand, public transport rates in particular remain comparatively

low. This is not surprising given the size of public transport networks in Otago and Southland, population densities within the main centres and rural character compared to New Zealand's more metropolitan centres.

Table 6: Census Journey to Work by mode

Category	Otago Region (%)	Southland Region (%)	New Zealand (%)
Work at home	14.3	17.3	11.9
Drive a private car, truck, or van	54.6	56.6	57.8
Drive a company car, truck, or van	11.8	13	11.2
Passenger in a car, truck, van, or company bus	4.3	4.5	4
Public bus	2.5	0.3	4.2
Bicycle	2.2	1.6	2
Walk or jog	9.1	4.4	5.2
Other (including train, ferry)	1.2	2.2	3.6

Smaller townships and outlying settlements, including Stewart Island, are difficult to service by public transport. People living in these places can suffer physical isolation from basic community services. The regions' draft RPTPs will examine how to broaden services to provide for people living in smaller and outlying areas.

Some outlying townships are connected via commercial operators, such as Intercity bus. Stewart Island is currently serviced by a commercially operated ferry service and by air from Invercargill Airport. Between Queenstown and Milford Sound, tourist buses have operated in high numbers at the beginning and end of each day. These types of commercial/tourist focused connections may present an opportunity to facilitate public transport in the future. However, the cost of these services is currently too high for local use and timetables are invariably designed to suit tourist movements. To enable these services to better support the local communities they connect with, some communities, for example those living on Stewart Island, are seeking subsidised services, the feasibility of which will need to be investigated further.

Addressing demand for interconnected regional services between rural towns and their major service centres is hampered by onerous planning, investment and implementation processes. The GPS clearly identifies *Better Travel Options* as a Strategic Priority, with a primary outcome that states "*The primary focus of this priority is to improve people's transport choices in getting to places where they live, work and play, and to make sure our cities and towns have transport networks that are fit for purpose and fit for the future."* Current planning process requirements have the potential to prevent this outcome being achieved particularly in rural committees and towns.

Interconnected services may include the need for ferry options to be provided in Queenstown and to service Stewart Island. Investigation of such services through appropriate business case development in the 2021-2024 period is envisaged.

The need for inter-regional services to assist in meeting the mode shift aspirations signalled in the GPS will require resources over and above those available in the Otago Southland area. A cross-agency Ministry of Transport, Waka Kotahi and Regional Sector Group needs to be established to further investigate inter-regional travel options.

Rail

The Main South Line (MSL) railway runs south from Christchurch along the South Island's east coast to Port Otago and onto South Port (Figure 5). The MSL is used primarily for freight, transferring bulk and containerised freight between the two ports and northward. Small branch lines also connect primary industry to the MSL in Southland and on the Taieri Plains.

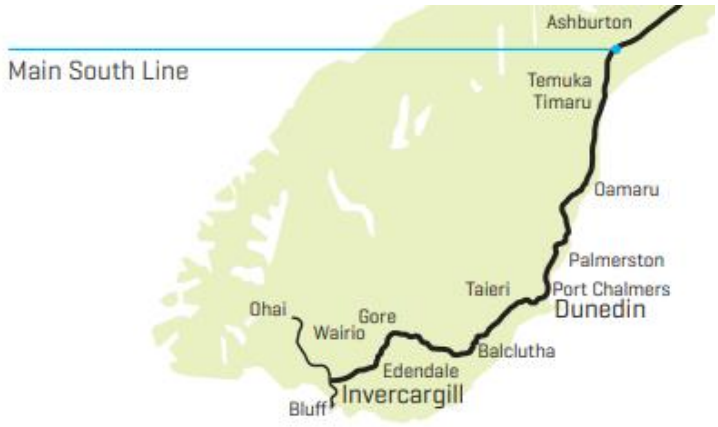


Figure 5: Lower South Island Main South Line

Rail is now integrated into the land transport system to ensure it is planned, funded and maintained as part of the overall system. The Government's vision is for a national rail network to provide modern transport systems in our largest cities, and to enable increasing volumes of freight to be moved off roads and onto rail. However, over the next three years, investment in Otago and Southland is likely to be limited to maintenance and renewals, with no major improvement works planned.

The existing network has capacity and can easily handle the current rail freight task, providing a good base for further expansion. The majority of the MSL does have capacity, but it is significantly constrained in the section between Wingatui and Dunedin due to Fonterra Mosgiel use frequency (particularly in dairy peak October–May). In 2019, across the Lower South Island 0.7 m tonnes of freight was transported by rail from Southland to Otago and 0.4 m tonnes transported on rail around Otago. 70% of all exports through Port of Otago are on rail and much of it comes from Southland[12].

To further increase opportunities for freight on rail, the combined RTCs favour an inland port located in the southern Dunedin/northern Clutha area and providing opportunities north, south and west. A primary user of this inland Port is likely to be the forestry sector, which has estimated that 50,000 tons of logs could be transferred on to rail[13]. To be most effective, this type of investment would also need to address resilience issues on the Tairei Plains that arise from flooding. The rail network is critical to the regions for transportation of goods to production and commercial centres, and to and from domestic and international markets.

[12]New Zealand Ports and Freight Yearbook, Deloitte (2019)
[13] South Island Freight Study: identification of the Opportunity for Mode Shift and Preparation of a Mode Shift Implementation Plan, Stantec (2019)

There has been no commuter rail or inter-regional passenger rail services available in Otago or Southland for many years, although the Dunedin City Council is currently discussing whether to explore, and potentially trial, a commuter rail service for people who live south of the city. A scenic tourist train[14] has been operated by Dunedin Railways between Dunedin and Middlemarch. However, services were suspended due to COVID-19, and are currently running on a reduced timetable. The future operation of Dunedin Railways is under review.

Decisions on future commuter or passenger rail in the lower South Island will need to take into account the additional infrastructure required to operate the services in conjunction with current or future freight timetables. As the rail network is critical to the transport of freight, even if those services are not as time dependent, co-ordination of passenger services that are time dependent within a single track network will likely take significant investment to resolve.

Given the criticality of the rail network in the transport of freight to our major ports, the susceptibility of the line to flooding in many areas along with other resilience issues are expected to be addressed when the Rail Plan is released.

Strategic Road Network

The regions' road network, made up of state highways, sealed and unsealed local roads, provides the most extensive means of access across the Otago and Southland regions.

Figure 6 shows how many kilometres make up the State Highway and Local Road networks in both Otago and Southland.

In many parts of Otago and Southland, there are no transport alternatives to private car ownership for people. This raises issues of affordability, vulnerability (due to, for example, changing economic conditions or personal capacity) and equity, particularly when road safety is a significant issue.

Figure 6: Load Road and State Highway network lengths (2016/17)
Source: Arataki V2

The network generally provides reliable travel times for people and freight. There are a few exceptions where sections of the urban system are nearing capacity. These are primarily the urban growth areas of Dunedin and Queenstown during the morning and afternoon peak periods.

[14] The Taieri Gorge Railway

The road network is critical to the regions for transportation of goods to production and commercial centres, and to and from domestic and international markets. In most parts of the regions, rail networks are limited. The increasing demand on the road network and 'just in time' delivery practices requires a higher level of road network reliability.

Efficient transport of product is supported through 50MAX and HPMV permits, which allow heavier vehicles to travel to and from the hinterland. However, in many locations, bridges are not capable of supporting larger trucks. Figure 7 below shows 50MAX bridge restrictions. While there are not any on Otago and Southland's State Highway network, the map shows there are a significant number on the local road network, causing potential issue from the 'farm gate'.

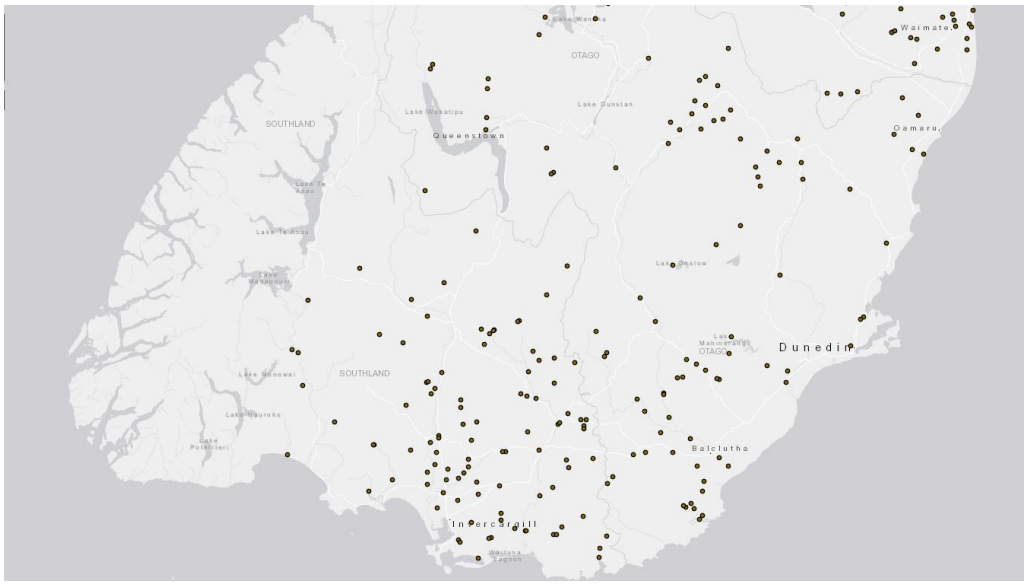


Figure 7: 50 MAX bridge restriction locations

The road network has resilience issues due to a lack of alternative routes, particularly with regard to the State Highway network (Figure 8). A closure due to unforeseen events such as landslip, snow, flooding or a traffic crash can seriously disrupt the flow of people and goods. For example, SH6 Haast was completely closed for two weeks in 2019 due to slips, slumps and rock fall, severing the connection between Central Otago and the West Coast.

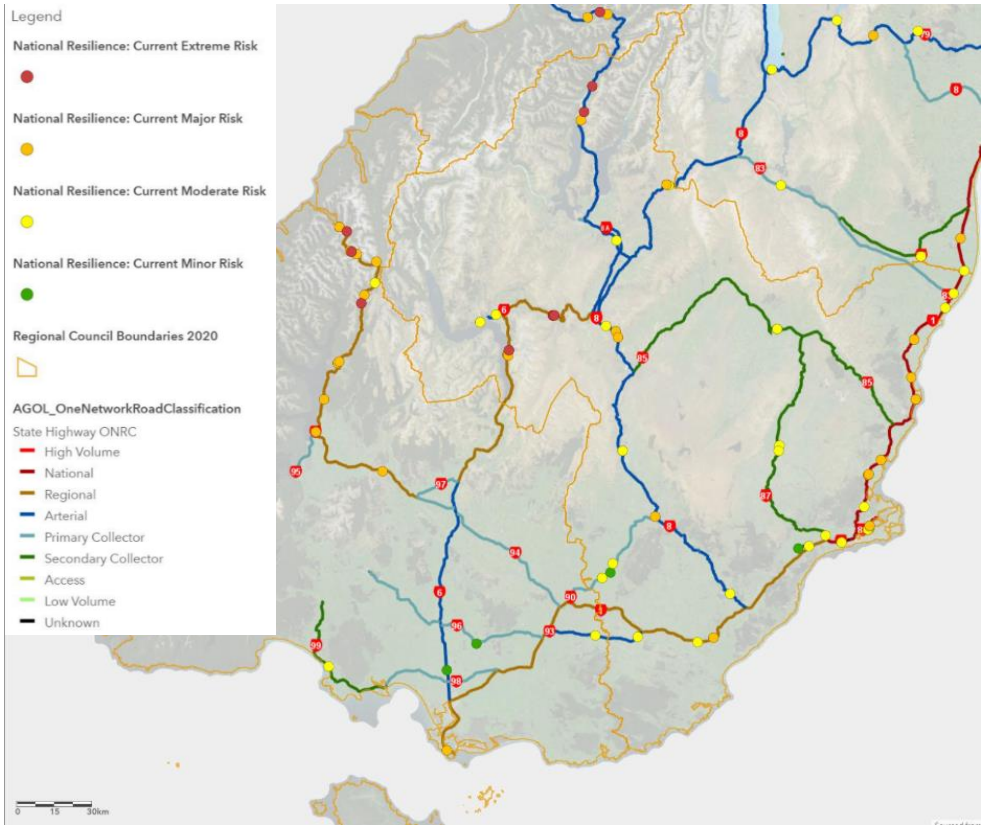


Figure 8: Areas of network resilience

(Source: National Resilience Programme Business Case 2020 - Current Ratings)

There continue to be questions about whether parts of the road network meet the requirements of the tourism industry. Narrow, windy and unsealed roads create a real and perceived safety issue for many.

An electric vehicle charging network is being established. Figure 9 shows the DC charging network across Otago and Southland. These fast chargers typically add approximately 100 km of range in 20-30 minutes. While the charging infrastructure network has expanded in recent years, the charging period adds considerable time to long distance journeys and may be a barrier to EV uptake in the Otago and Southland region.

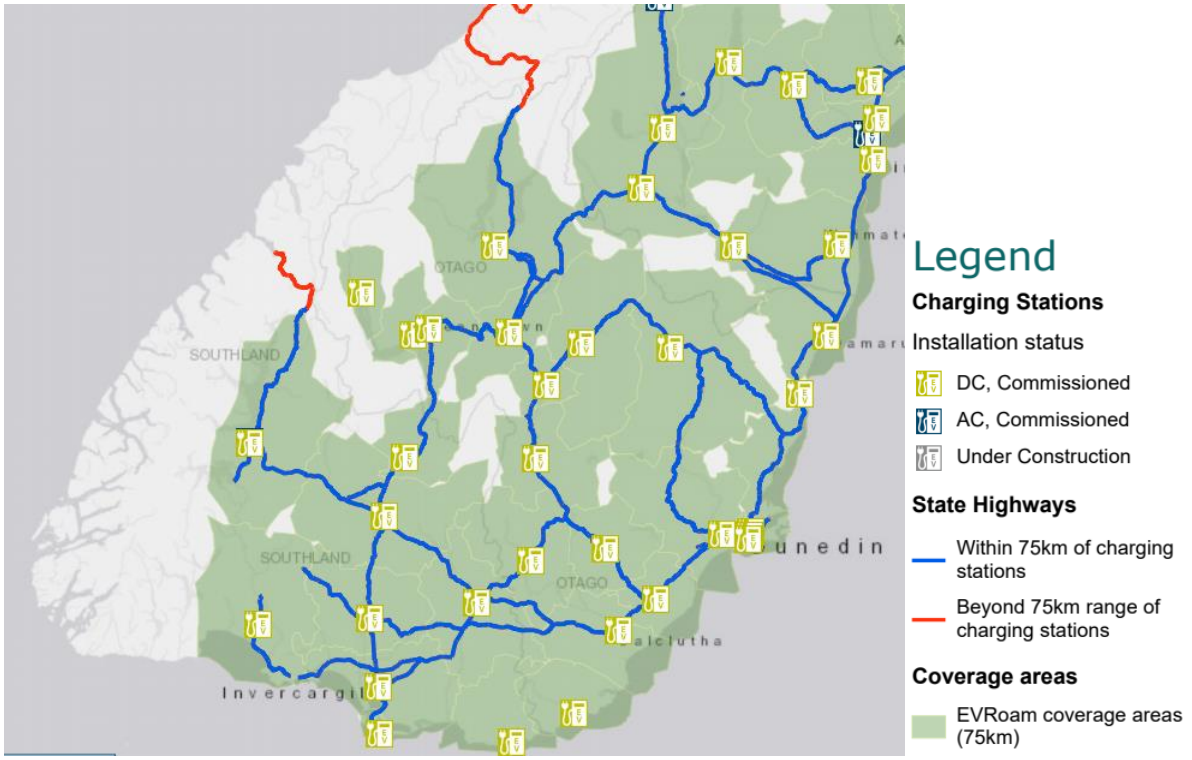


Figure 9: EVRoam Charging Stations (December 2020)[15]

Airports

Otago and Southland have three airports located at Dunedin, Queenstown and Invercargill. International flights normally operate from Dunedin and Queenstown. There are also a number of smaller local airfields located at Te Anau, Wanaka, Alexandra, Oamaru and Balclutha. Stewart Island (Rakiura) is also connected by air. The three main airports are shown in Figure 10.

Access to these airports is via the road network, and only the Queenstown airport is serviced by public buses. In mid-2020 Christchurch Airport announced the purchase of land in the small farming settlement of Tarras on the southern side of Lindis Pass, with the intention of developing a new international airport. Timing and details of this development are not known. Should this project eventuate there are likely to be consequences for the transport network if origin-destinations journeys for people and freight shift inland, away from the east coast, State Highway 1 and the Main South Line.

[15] https://nzta.govt.nz/assets/planning-and-investment/docs/ev-public-charging-facilities-south-island.pdf

Figure 10 Major transport hubs and routes

Seaports

Otago and Southland are supported by Port Otago (Dunedin) and South Port (Bluff). Both these ports are accessed by the state highway and railway network (Figure 10).

Port Otago is the primary export port for the lower South Island of New Zealand. In 2019, Port Otago had the highest bulk terminal utilisation (bulk tonnes/bulk terminal ha) in New Zealand. Draft[16] is a significant factor limiting navigable waterways, especially for large vessels (Table 7). The Port of Otago is uniquely positioned in having deeper water facilities than most other ports. This means Port of Otago can take the larger shipping vessels expected in the future.

[16] Water depth is called the ship's "draft." The more cargo a ship carries, the more the ship will weigh, meaning it will sink more and require more draft.

Table 7: Deep Water Port Draft Depths

Port	Draft
Auckland	12.5 m
Tauranga	14.5 m
Lyttleton	12.5 m
Otago	14.0 m
South Port	9.7 m to be deepened to 10.7 m

South Port is New Zealand's southernmost commercial deep-water port. Together with Port Otago, it provides a range of marine services, cargo and container shipping, and on-site warehousing, importing and exporting from Otago and Southland industries.

Highlights from the 2019 Annual Reports are in Appendix 6.

Inter-regional Connections

Otago and Southland are heavily reliant on the overall South Island road and rail networks, including the Cook Strait ferry service. These are critical to the health and wellbeing of the communities, underpin the economy and provide essential goods and services.

The land transport system in the South Island is shaped by the geography, particularly the mountain ranges that run the length of the island. Transport networks tend to run north-south with few alternate routes in many places, particularly on the western side of the Southern Alps. The long and narrow nature of the South Island exposes the network, both road and rail, to resilience risk.

Links to neighbouring South Island regions of Canterbury and Westland are extremely important, particularly for the flow of freight and tourists. State Highway 1 provides the road link to the north towards Canterbury, Marlborough and on to the North Island via the Picton Ferry. State Highway 6 provides the main route from Invercargill via Queenstown and Wanaka over Haast Pass to the West Coast. State Highway 8 provides the route from Central Otago over Lindis Pass, connecting to SH 84 from the Waitaki Valley, and on to South Canterbury. Part of SH94 is 'The Milford Road', between Te Anau and Milford Sound. It is regarded as one of the most scenic roads in New Zealand (see Figure 10).

Otago and Southland's state highway routes are characterised by 100 km/h speed limits, two vehicle lanes (one in each direction) with occasional passing lanes, no central median/barrier, and multiple roadside hazards. They pass through challenging geography and are exposed to natural and weather hazards. Rest and scenic lookout areas are provided in some places, recognising the role these routes play linking visitors to destinations across the region and beyond.

There is ongoing concern around the movement of vulnerable road users along inter-regional State Highways, particularly cyclists and motorcyclists, as they travel within a high-speed environment. For example, due to a lack of alternative routes, some State Highways have been classified as NZ Cycle Trail 'Heartland Rides' (e.g. SH6 between Hawea and Hokitika) despite not meeting the prerequisite of being 'quiet, back-country roads'.

Ongoing collaboration between regions across the South Island is vital to improve inter-regional strategic road and rail corridors, cycle routes and key lifelines. At present, Otago and Southland regions collaborate on emergency management across all lifelines, for example, electricity, fuel, transport.

Future Opportunities

The scale of future opportunities across Otago and Southland differ due to the size of the settlements and rate of growth.

In line with the Government Policy Statement on land transport (GPS), there are plans or processes in place across most territorial authorities to improve safety and accessibility for communities now and to prepare the transport network for the future. In addition, there are relatively significant construction projects planned or underway in all the regions' major centres.

Future opportunities are described below.

Shaping Future Dunedin Transport

Dunedin's central city transport network has functioned largely unchanged for about 50 years. Following the adoption of Dunedin's Integrated Transport Strategy in 2013, the Council completed a Strategic Case for City Centre Access, Mobility and Safety, which was followed in 2014 by a Programme Business Case (PBC). The PBC identified long standing issues of severance created by arterial routes through areas of high place value in Dunedin, such as the tertiary precinct, warehouse precinct and Queens Gardens.

Construction of a major new hospital for the region in Dunedin's city centre is expected to have a significant effect on the job market in the short and medium term and enhanced opportunities for the medical sector on completion. This construction boost is alongside the significant expansion programme within the city's tertiary precinct[17]. The Government's Provincial Growth Fund also saw almost $58 million invested in Dunedin in 2019 for the waterfront redevelopment project, to re-establish KiwiRail's Hillside workshop and to establish Otago as the centre of New Zealand's creative digital industry.

Development of the new Dunedin hospital, together with upgrades to central city streets and the tertiary precinct has provided a unique opportunity for Dunedin to improve how people come into and move about the central city. Under the 'Connecting Dunedin' partnership, Dunedin City Council (DCC), Waka Kotahi, and ORC are working collaboratively to investigate and progress changes to Dunedin's main transport networks that support land use change.

The Shaping Future Dunedin Transport Programme Business Case (PBC) identifies changes to the Dunedin transport network which would ensure the New Dunedin Hospital (NDH) is highly accessible and well connected to the rest of the central city, whilst at the same time providing a future focussed, accessible transport system enabling place making and liveability outcomes for the city.

[17] https://www.odt.co.nz/news/dunedin/uni-spark-building-boom

It builds on the city's Liveability Programme aimed at improving pedestrian, cycle and public transport networks to facilitate mode shift and safety, urban amenity improvements focused on place making and providing a quality experience, parking changes and safety interventions, where a liveable Dunedin city is described as:

> *'A place that is for people – comfortable, future-facing and safe, presenting a strong sense of local cultural and natural heritage; a place where people want to live and visit. This is enabled by a movement system that encourages everyone's participation in a prosperous society, providing access to work, education, healthcare, recreation, arts and our destinations of choice from wherever it is that we come '.*

Wakatipu Way to Go

The Queenstown Lakes area has been experiencing sustained growth for some time. Expansion of Queenstown and Wanaka's urbanised area through new housing areas and large format retail development has been unprecedented in recent years, and this private sector investment is expected to continue for the foreseeable future.

Travel in Queenstown is predominately by private car, with private car trips making up 84% of trips on SH 6A between Queenstown town centre and Frankton. Sections of the road network are reaching capacity, and the impact of disjointed land use and transport planning is painfully apparent. The quality of life for residents and the visitor experience is beginning to worsen, with communities increasingly complaining of unreliable travel times and visitors ranking transport issues as the most negative aspect of their stay[18].

To understand transport challenges, a 'Way to Go' partnership between Queenstown Lakes District Council, Otago Regional Council and Waka Kotahi has undertaken a number of studies and investigations. Most recently this has included the Queenstown Integrated Transport (QIT) Programme Business Case (Waka Kotahi, June 2017), which identified rapid growth and car dominance as the two fundamental transport problems, resulting in efficiency, amenity, safety and resilience issues. Queenstown was allocated $50 million from CIP towards Stage 1 of the town centre arterials and $35 million towards the streetscape component of a Queenstown town centre transformation. Queenstown was allocated a further $90 million funding from NZUP for SH 6A corridor improvements, Ladies Mile corridor improvements and SH 6 Grant Road to Kawarau Falls Bridge improvements. This investment injection will go some way to addressing infrastructure gaps.

Wānaka is also undergoing rapid change and following Queenstown's path. Due to growth pressures across the Queenstown Lakes District Council area, Wānaka often has to take a 'back seat' to Queenstown's issues and in funding prioritisation. A Wānaka Town Centre Master Plan and Programme Business Case identified the most significant issue in Wānaka is accessibility, with main destinations not well connected to residential areas for all modes. There is no public transport and active travel networks are underdeveloped. Limited route choices increase congestion and severance, and transport and land use planning is not integrated across large scale developer led housing and commercial developments.

Opportunities are also likely to come as a result of recent 'all of government' partnerships. For example, QLDC has partnered with Kai Tahu and central government to develop a spatial plan for the district. The overarching goal of the partnership and the spatial plan is to 'Grow Well' (or 'Whaiora'). The plan has five spatial outcomes including 'Consolidated future growth and more housing choice' and 'Public transport, walking and cycling are everyone's first travel choice'. The development of the

[18] Visitor Insights Programme, Angus & Associates (Q3 2016 – Q2 2018)

draft Spatial Plan is ongoing and is likely to be completed at the start of 2021. QLDC has also partnered with Waka Kotahi and ORC on the Queenstown Lakes "Better Ways to Go" mode shift plan, a placed based component of Waka Kotahi's *Keeping Cities Moving* programme.

Central Otago

Cromwell 'Eye to the Future'

Cromwell is experiencing a period of prolonged and unprecedented growth, fuelled by the thriving horticulture and viticulture industries and its position as a strategic hub for tourism and freight distribution. A master-planning process is underway, called 'Eye to the Future', that will set out long-term development plans for Cromwell – focussing on the CBD, the growth of urban areas directly linked to the township and the surrounding townships (Bannockburn, Lowburn and Pisa). The development of a Programme Business Case has already been completed to present the preferred options for implementation to deliver benefits and outcomes for these changes in Cromwell.

Vincent Masterplan

Further east, a Spatial Plan is being developed to address the future challenges and opportunities of growth and land use in the Alexandra Basin – including Alexandra, Clyde, Omakau and Ophir.

Invercargill CBD upgrade

In Invercargill, construction of a new hotel and a major central city upgrade will influence the job market in Southland during the currency of this plan. This will give the city an economic boost, particularly if Tiwai Point aluminium smelter in Bluff was to close[19].

A master planning exercise is underway, alongside Invercargill's CBD redevelopment, to create more vibrant, attractive streets and create connections in the city. ICC will be responding to these changing demands to align works with expected openings in early 2022.

Gore's 'Streets Alive'

Gore District Council's Streets Alive project will address a number of safety and access issues around the township. The focus of the project is to develop quieter, more liveable streets. The project is supported by Waka Kotahi innovating streets funding and initially involve trial of adjustments to Gore's streetscape for feedback and before changes become permanent. Streets Alive builds on GDC's existing streetscape strategy and initiative to develop local cycling tracks.

Waitaki

The Oamaru Harbour Plan was released for consultation in August 2020. The plan proposes nearly $20 million investment in a range of projects along extensive sections of the Oamaru's waterfront.

Clutha District

Improving Milton's main street was one of the top priorities identified in the Our Place Milton community plan. Community consultation in 2017 showed that improvements to footpaths and pedestrian crossings were high priorities for the local community.

[19] https://www.newsroom.co.nz/tiwai-point-closure-to-hit-2600-jobs

Southland District Council

Southland District Council's community boards are developing management plans that will identify transport improvement projects across the district. In addition, Southland District is focusing on resilience through a programme of bridge replacements and upgrading low grade routes as new parts of the district attract tourism.

Milford Piopiotahi – 'Milford Opportunities Project'

Milford Sound Piopiotahi is New Zealand's premier visitor attraction and a world class iconic destination. It is located in part of New Zealand's largest National Park (Fiordland) and holds UNESCO World Heritage status. To safeguard the World Heritage status, conservation values and the visitor experience, the current model used to manage recreation requires new thinking.

The Milford Opportunities Project was established in 2017 create an ambitious and innovative masterplan for Milford Sound Piopiotahi, the Milford corridor and its sub-regional area. There are significant issues around congestion at particular times in Milford Sound Piopiotahi and on the Milford Road. This multi-agency project will look at how visitors are managed into the future.

The Milford Opportunities Project is included in the Southland Regional Development Strategy Action Plan.

Safer Network Programme

The Safer Network Programme is a three-year collaborative initiative between Waka Kotahi and local government delivering safety interventions with a focus on the highest risk state highways and local roads across New Zealand. The programme has an estimated cost of $1.3–1.5 billion and will target approximately $600–700 million of state highway safety improvements and $700-800 million of local road safety improvements.

There are seven state highway projects identified in the Otago and Southland regions. These include sections of State Highway 1 around Bluff Highway/Elles Road, between Dunedin and Mosgiel and between Dunedin and Oamaru; and State Highway 88 between Dunedin and Port Chalmers.

Policy Framework

Table 8 sets out the national and regional policy framework within which this RLTP has been prepared. The RLTP has been prepared to align with and contribute towards this strategic direction.

Table 8: National and Regional Policy Framework

Strategic Direction
The Draft **Government Policy Statement (GPS) on Land Transport 2021** outlines the Government's priorities for land transport, providing direction and guidance to those who are planning, assessing and making decisions on transport investment for the next 10 years. This RLTP must not be inconsistent with the GPS. The GPS 2021 identifies four strategic priorities for investment: safety, better travel options, improving freight connections and climate change with goals of reducing harm, taking a stronger multi-modal approach and improving community wellbeing and greater liveability outcomes.
The Ministry of Transport's **Transport Outcomes Framework** guides future transport planning in New Zealand. The framework emphasises that the purpose of the transport system is to improve people's wellbeing and the liveability of places, and focuses on five outcomes - inclusive access, economic prosperity, healthy and safe people, environmental sustainability, and resilience and security

Strategic Direction
Arataki presents Waka Kotahi Waka Kotahi 10-year plan for what is needed to deliver on the Government's current priorities and sets out the long-term outcomes for the land transport system. The plan adopts a place-based approach, recognising that integrated land use and transport planning is needed to better plan for growth and manage change to deliver a safer and more connected transport system that offers choice.
Road to Zero Road Safety Strategy 2020–2030 outlines a plan to stop people being killed or injured on our roads. The Strategy outlines improvements that will be undertaken, focusing on actions in five key areas: infrastructure improvements and speed management; vehicle safety; work-related road safety; road user choices; and system management.
The **National Policy Statement on Urban Development 2020** replaces the NPS-UDC 2016. The NPS-UD ensures New Zealand's towns and cities are well-functioning urban environments that meet the changing needs of diverse communities.
New Zealand Energy Efficiency and Conservation Strategy (2017–2022) sets the overarching policy direction for government support and intervention for the promotion of energy efficiency, energy conservation and the use of renewable sources of energy. Efficient and low emissions transport is one of three priority areas, with transport presenting one of the country's greatest potential mechanisms to reduce emissions.
Climate Change Response (Zero Carbon) Amendment Act (2019) provides a framework by which New Zealand can develop and implement clear and stable climate change policies and sets a new domestic greenhouse gas emissions reduction target for New Zealand to reduce net emissions of all greenhouse gases (except biogenic methane) to zero by 2050.
Keeping Cities Moving is a Waka Kotahi plan to improve travel choice and reduce car dependency. It aims to improve the quality, quantity and performance of public transport facilities and services, and walking and cycling facilities by making shared and active modes more attractive, and influencing travel demand and transport choices. Queenstown is included in this initiative.
One Network Framework aims to align the ONRC with Government's outcomes, recognising the value of integrated land and transport planning for creating greater liveability and prosperity, and uses a 'Movement and Place' approach to better consider mode priorities, land use, community and economic wellbeing.
Regional Policy Statements (Otago and Southland) set the regional direction for future management of natural and physical resources and provides the foundation for the development of regional plans and district plans. They include policies relating to managing natural hazards and climate change, land use integration and urban development.

A diagram showing the relation between the RLTP and the framework is in Appendix 7.

RLTP Strategic Response

Through a series of workshops and combined meetings, the Otago and Southland RTCs have developed a 30- year vision for the Otago and Southland regions. This vision is:

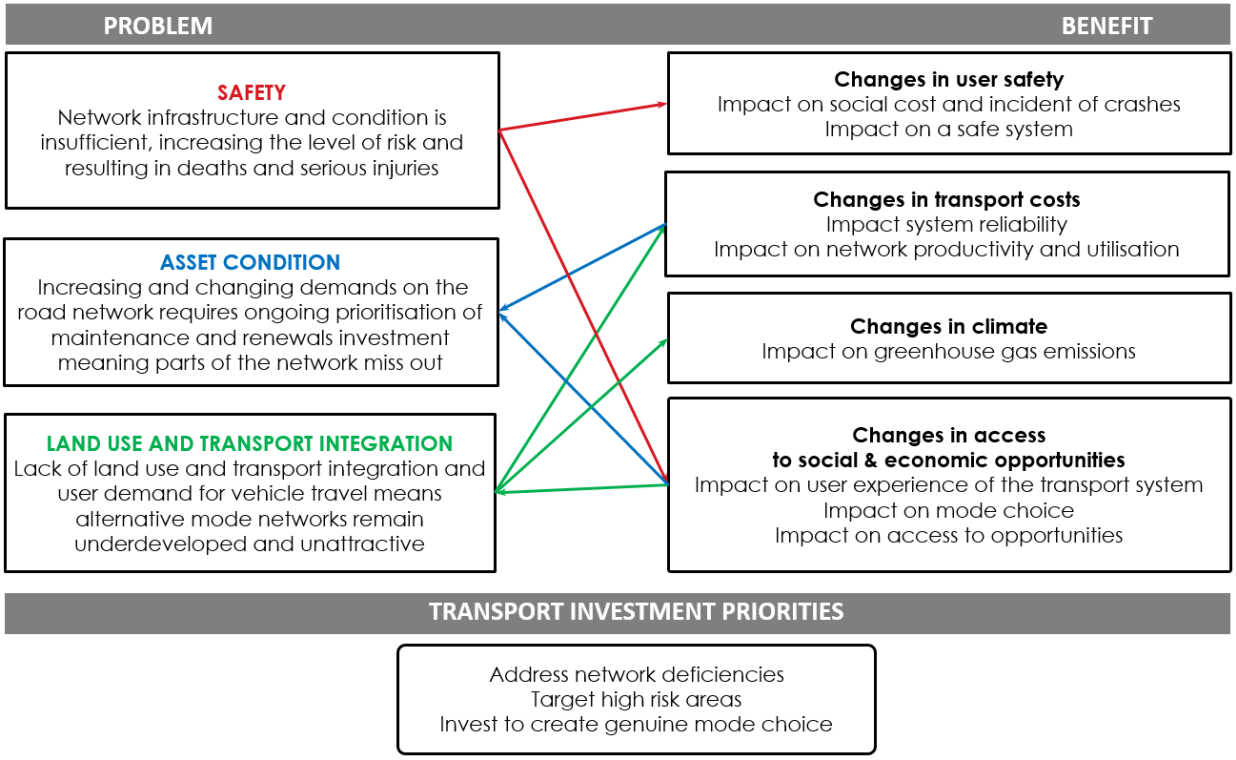
A transport system providing integrated, quality choices that are safe, environmentally sustainable and support the regions wellbeing and prosperity

To achieve this vision, the RTCs have established long-term strategic objectives and agreed a policy framework to help guide and deliver this Regional Land Transport Plan.

Short term (10 year) investment priorities are reflective of the programme and contribute towards GPS goals of reducing harm, taking a stronger multi-modal approach and improving community wellbeing and greater liveability outcomes.

Problems and Benefits

To understand the focus for investment, the combined RTC used an Investment Logic Mapping (ILM) process to identify the immediate problems faced by the regions, benefit alignment and investment priorities. The ILM map is shown below.



In addition, the Otago and Southland RTCs have identified four opportunities they wish to pursue:

1. take a South-Island wide approach to transport planning in conjunction with South Island RTC Chairs Group;
2. advocate for better mode integration and mode shift;
3. support tourism and the regional dispersal of tourism benefits;
4. encourage the creation of a network of cycle rides and cycling facilities throughout and between the regions.

The main benefits of realising these opportunities are:

- improved performance and capability of the transport network and network resilience;
- regional economic development, productivity, and connectivity;
- increased customer voice on connectivity, accessibility and mode shifts;
- greater value for money.

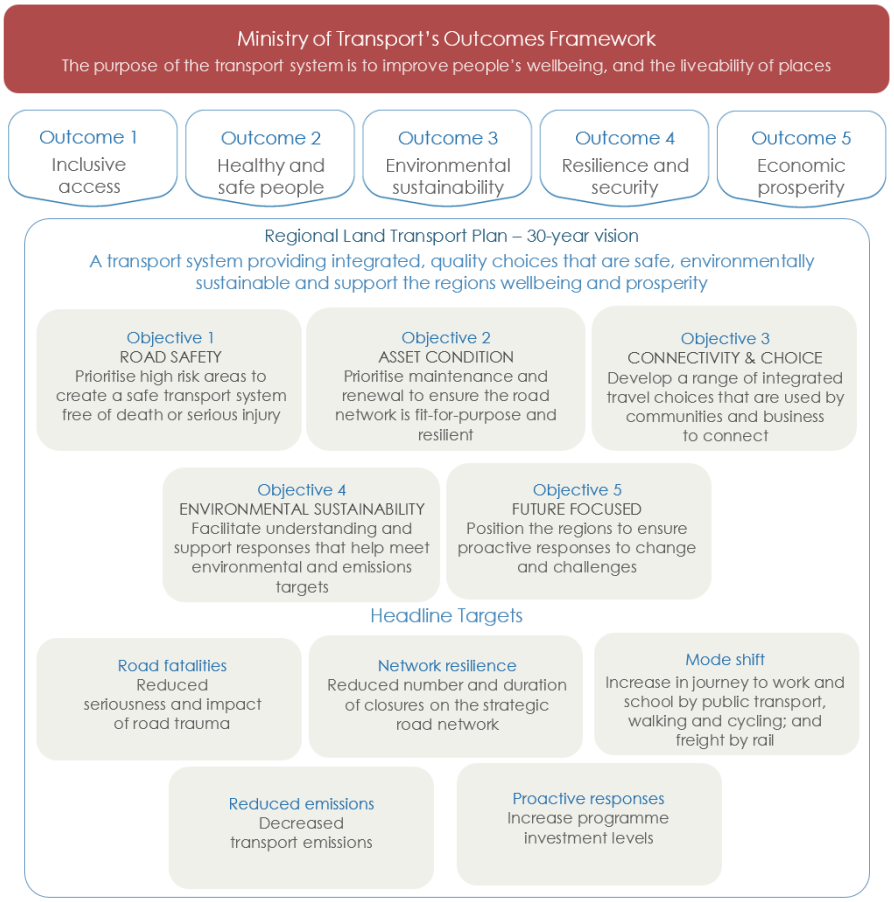
Strategic Objectives

These RLTPs takes a long term (30-year horizon) view of the region. An RLTP must not be inconsistent with the GPS and for a project to be funded through the NLTF, it must align with the GPS. However, compared to an RLTP, the GPS has a relatively short timeframe. For this reason, aspects of these RLTPs may not necessarily align with the current GPS.

The Ministry of Transport's Outcomes Framework has been used to define the outcomes of these RLTPs, which will:

- enable **inclusive access** by improving the transport choices people across Otago and Southland have to connect with each other and participate in society;
- invest in **healthy and safe people** by prioritising investment in areas of highest risk to reduce injury and support active travel;
- support the regions' transition to net zero carbon emissions for improved **environmental sustainability**;
- develop greater understanding of risk from natural and human-made hazards and improve the regions' assets for better **resilience and security**, and
- contribute to Otago and Southland's **economic prosperity** by investing in network deficiencies that limit the movements of people and products, and create a resilience risk to economic activity.

The alignment between the government's current transport outcomes framework and these RLTPs strategic framework are shown below.



The objectives are discussed in more detail below.

These RLTPs' objectives are explained below. Objectives 1, 2 and 3 link directly to the 10-year transport priorities that are the focus of the combined RTCs during this RLTP period. Objective 4 is strongly linked to the national priorities and will be achieved indirectly through these RLTPs, primarily through an immediate focus on creating genuine transport choices for communities' and business to use. Objective 5 is vital for ensuring the investment story is complete for the combined regions, however Objective 5 will not be used for project prioritisation in this current RLTP period.

Road Safety

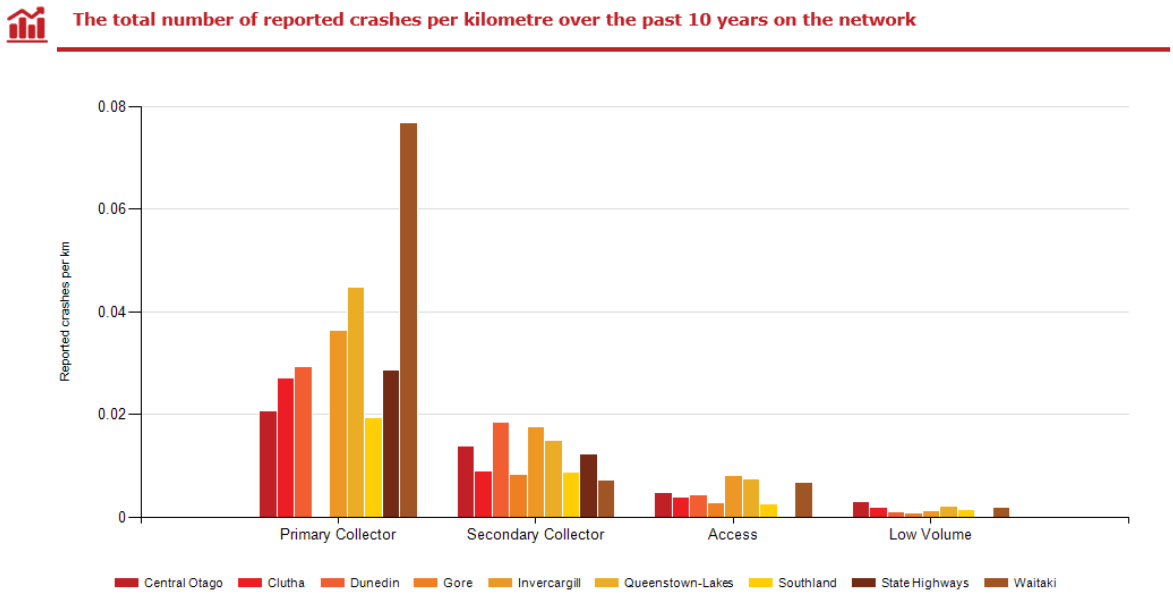
Objective 1	Prioritise high risk areas to create a safe transport system free of death or serious injury

Despite substantial progress over the last 30 years, New Zealand still lags behind many other countries in road safety. The Otago and Southland are major contributors to New Zealand's road safety record, continuing to be disproportionately represented in road safety statistics. For the period 2019 to June 2020 Otago and Southland contributed 145 fatalities to the national total of 1,733. This represents 8.4% of the nation's fatalities while Otago and Southland represent 6.5% of the population.

The Communities at Risk register 2019 combined territorial authorities' local roads and State Highway areas of High Concern and High Strategic Priority shows the following hotspots:

- young drivers – Clutha, CODC, ICC
- urban intersections – DCC and ICC
- rural intersections – ICC
- all intersections – ICC and DCC
- rural road loss of control/head on – Clutha

ICC and DCC top the charts (highest risk) for all intersections, with risk exceeding that anywhere else in the country. These results highlight that Otago and Southland are underperforming compared to others. The below ONRC outputs show where each territorial authority faces the greatest challenges. These are the parts of the network where investment is needed most.



Speed management is also a major focus. On the state highway network, over half of all fatal and serious injuries in the last five years were as a result of a loss of control or head on crash. The majority of deaths and serious injuries have taken place on rural roads, with loss of control a significant cause. While this is a reflection of the rural nature of the regions, these crashes are often high speed with high severity outcomes.

Investment is also required to improve public understanding of road safety risk, help change community attitudes to risk and improve the way the network is used.

To achieve Otago and Southland's road safety objective, and reduce the seriousness and impact of road trauma, the responsible organisations will:

- use well-established safety metrics to target investment to address infrastructure disparities that present the greatest level of risk;
- address attitude and behaviour of drivers as part of national education and enforcement campaigns;
- assess and review speed limits and potential infrastructure improvements under the proposed Setting of Speed Limits Rule 2021;
- ensuring infrastructure and road corridors used by active transporters are fit for purpose;
- recognise the safety benefits for pedestrians and cyclist from low speed and or low traffic environments.

Asset Condition

Objective 2	Prioritise maintenance and renewal to ensure the road network is fit-for-purpose and resilient

All of Otago and Southland's territorial authorities are dealing with issues arising from deteriorating asset condition. Across the region, transport assets are reaching, or have reached, the end of their economic life. The affordability of realistic replacement programmes is concerning for Otago and Southland's territorial authorities. With limited local budgets and ongoing funding constraints throughout the land transport sector, prudent asset management is essential to ensure investment is prioritised where most needed. Emphasis is placed on regular inspections, ongoing condition assessments and early intervention where possible to ensure asset condition meets communities' needs.

Transport network constraints arise when the age, type or condition of the asset does not meet the required standard. Across Otago and Southland, a significant network constraint is caused by weight restrictions on bridges. This can result in transporters being unable to travel on the most direct or preferred route. It can also reduce productivity, if transporters choose less efficient vehicles or are forced to wait out state highway disruption due to a lack of effective alternative routes.

Low quality transport assets are vulnerable to damage caused by the increasing rate and scale of weather events. In recent years, more intense weather events have resulted in widespread flooding, slips, debris damage and significant rock fall. Severe weather events have increased the frequency and impact of storm surge, coastal erosion and inundation. The costs associated with damage caused by the increasingly predicted effects from climate change often come from already stretched maintenance budgets.

To create a resilient, fit-for-purpose strategic road network, with reduced risk and record of road closures, the responsible organisations will:

- implement Activity Management Plans;
- develop a prioritisation system;
- advocate for additional funding for maintenance;
- identify parts of the network at risk from climate change effects (flooding and sea level rise) and develop plan to reduce risk.

Connectivity and Choice

Objective 3	Develop a range of travel choices that are used by communities and business to connect

Liveability is improved when people are able to choose how they move about and participate in society. In the Otago and Southland regions, many communities have little transport choice but to drive. Even in the main centres of population - Dunedin, Queenstown and Invercargill – communities have had limited choice, with historically poor access to public transport and low-quality walking and cycling facilities. This has resulted in an increasing use of private vehicles and less demand for investment in other modes. What infrastructure there is becomes degraded or remains underdeveloped, causing less people to want to use alternative modes.

Being connected is important for wellbeing and prosperity. The GPS places a much stronger emphasis on improving the integration of land use and transport planning as a way to ensure people and communities are connected. The National Policy Statement on Urban Development 2020 requires territorial authorities to ensure planning decisions contribute to well-functioning urban environments (see Appendix 8). Dispersed and disconnected communities are difficult to serve effectively with transport choice.

Decisions relating to residential, commercial and industrial land use change, that do not adequately consider transport, can negatively impact how networks operate and dealing with the impact can be costly. In some parts of Otago and Southland, unplanned urban growth and development has resulted in high single occupancy vehicle use causing network capacity issues. In other places, freight movements through urban areas create severance.

Planning needs to be co-ordinated and integrated to avoid safety, efficiency and severance implications for the wider community. Difficult decision may need to be made to restrict access to developments or ensure the true cost of mitigation is met by the developer, through additional contributions to upgrade associated infrastructure, for all modes.

To provide choices for the movement of people and goods, and create real change in the way people travel, particularly to work and school, this objective will be achieved by:

- ensuring the region's public transport systems develop to meet the needs of local communities and are accessible to those with disabilities or who do not drive;
- ensuring urban communities have access to safe walking and cycling networks;
- ensuring land development proposals demonstrate integration with all transport networks;
- ensuring supporting infrastructure is provided to help achieve travel choice, such as the provision of electric charging hubs;

- helping communities find ways to be less reliant on private motor vehicles;
- investigating the potential for ride share and alternative transport modes where communities present an appropriate case;
- identifying urban and rural transport corridors used by active transport modes and include requirements for maintenance that is appropriate to the mode;
- provision of infrastructure in urban areas to support use of cycles and e-bikes;
- ensuring the needs of freight systems and visitors both domestic and international are considered in travel choice decisions, Integrating land use and transport planning from the outset, through spatial planning down to project level area and master planning.

Environmental Sustainability

Objective 4	Facilitate understanding and support responses that help meet environmental and emissions targets

Transforming to a low carbon transport system and reducing the environmental impact of transport is urgent. New Zealand's Climate Change Response (Zero Carbon) Amendment Act sets a domestic target of net zero emissions of all greenhouse gases[20] by 2050[21]. Transport accounts for around 36 per cent of New Zealand's energy use and 17 per cent of New Zealand's gross emissions[22]. Technology is helping the transport industry to change, with electric vehicle options. However, Otago and Southland have very high rates of private car ownership, high car mode share, high kilometres travelled and relatively low numbers of electric vehicles.

Freight transport in the Otago and Southland regions is dominated by private road transport. In 2015, New Zealand's heavy vehicle fleet accounted for 24.2% of all road transport greenhouse gas emissions, despite only making up 7% of total vehicle kilometres driven. It is assumed that the relatively low cost of diesel and electric vehicle technology is likely to keep the freight industry moving towards larger, more efficient loads for the foreseeable future.

Construction and maintenance activities themselves contribute to rising emissions through transport of materials, use of materials with high embodied carbon (e.g. concrete, steel), and energy use. Some councils are already considering these impacts in their decision making, and changes are likely as a result.

To increase Otago and Southland's response to climate change, and decrease transport emissions, this objective will be achieved by:

- supporting initiatives that move the region towards better environmental outcomes;
- communicating and engaging on issues and targets to build understanding, support and momentum for change;
- integrated land use and transport planning, which aims to reduce the need to travel by motor vehicle by increasing residential density near to key destinations and public transport routes;
- advocating for a change to the current activity class structure to ensure activities that address climate change goals are funded;
- advocating for central government electric vehicle subsidies to speed their uptake.

[20] other than biogenic methane
[21] Dunedin City Council took this one step further and set a target to reduce Dunedin's carbon emissions to net zero by 2030.
[22] Ministry for the Environment (2016): Greenhouse Gas Inventory 1990-2014

Future Focused

Objective 5	Position the regions to ensure proactive responses to change and challenges

Trends in regional migration[23] are likely to see more people moving away from very large metropolitan centres such as Auckland, for smaller urban centres. Rapid growth in the Queenstown Lakes area has made it difficult for the Council to keep up with infrastructure improvements. The growing pains that Queenstown is suffering could easily and rapidly come on elsewhere across Otago and Southland.

Funding during this RLTP period is severely constrained. Issues in New Zealand's metropolitan areas are significant and drawing heavily on national funding sources. COVID-19 has been a system-wide shock that has created uncertainty for the transport sector, resulting in a reduction in the National Land Transport Fund (NLTF) that could continue in future years. However, investment continues to be necessary within the Otago and Southland regions to enable territorial authorities to maintain baselines, proactively plan responses that make best use of existing infrastructure (Figure 11) and rapidly respond to opportunities.

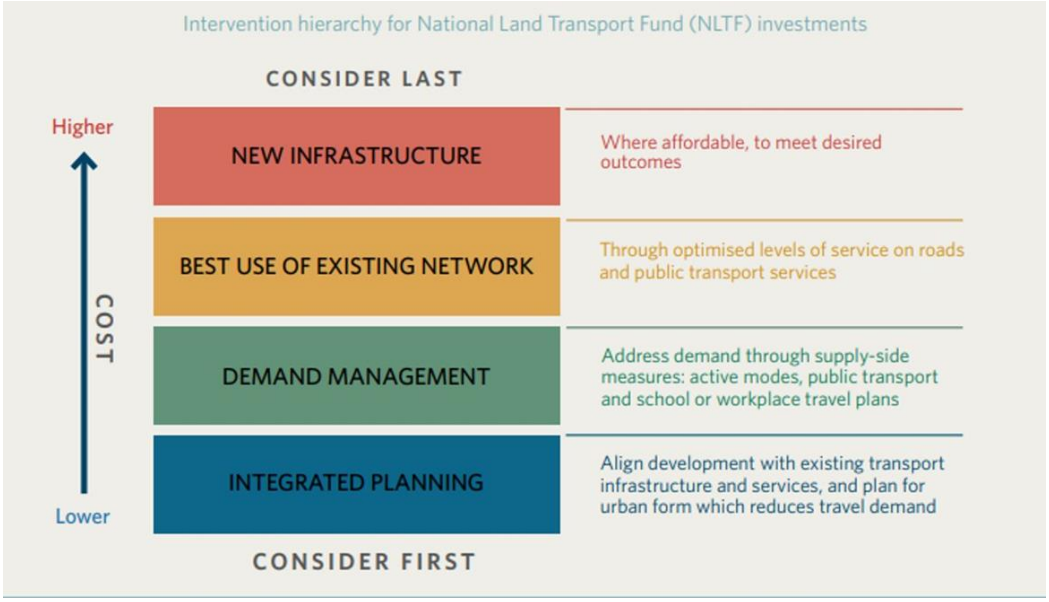


Figure 11: Intervention Hierarchy for NLTP investments

Ensuring the Otago and Southland regions are ready and able to respond to change and new challenges is essential. One of the primary ways of doing this is by monitoring, forward planning and communicating changing needs and demands. Another is to maintain a robust investment story so that, should additional funding rapidly come on-stream, as it has in other RLTP periods and with changing government focuses, Otago and Southland are prepared to take advantage of unexpected opportunities. These RLTPs are a tool for that purpose.

This objective will be achieved by:

- maintaining a complete investment programme for Otago and Southland to provide the platform for future investment in the land transport system;

[23] https://www.benjepatterson.co.nz/wp-content/uploads/2019/06/Regional-migration-away-from-Auckland.pdf

- prioritising investment in a way that delivers on the Government's transport priorities, invests in a multi-modal land transport system that is safer, more accessible, and that reduces harm to people and the environment;
- using the RLTP to signal the need for investment early, to maximise Otago and Southland's readiness and responsiveness.
- development of spatial plans that link adjoining land use with all transport modes.

Supporting Policies

The strategic objectives of this RLTP will be achieved through implementation of the following policies.

Table 9: RLTP Policy Framework

Objective 1	**Prioritise high risk areas to create a safe transport system free of death or serious injury**
Policy 1.1	Develop and implement road safety improvements and speed management plans with a focus on highest risk users and locations.
Policy 1.2	Ensure road safety is a primary consideration when prioritising maintenance and renewals of transport assets.
Objective 2	**Prioritise maintenance and renewal to ensure the road network is fit-for-purpose and resilient**
Policy 2.1	Maintain and renew roads consistent with One Network Framework functions (movement and place).
Policy 2.2	Maintain and improve the capability and resilience of strategic roads and infrastructure to support productivity and maintain access for people.
Objective 3	**Develop a range of travel choices that are used by communities and business to connect**
Policy 3.1	Reduce barriers to participation in active transport by providing safe, connected, coherent and accessible public transport ,walking and cycling networks.
Policy 3.2	Address gaps and deficiencies in local, regional and interregional cycle networks.
Policy 3.3	Design, develop and maintain roads and infrastructure to facilitate efficient public transport.
Policy 3.4	Continually increase access to public transport through improved information, facilities and network services.
Policy 3.5	Respond to local community-led transport initiatives to improve access.
Objective 4	**Facilitate understanding and support responses that help meet environmental and emissions targets**
Policy 4.1	Prioritise projects that address potential issues relating to natural hazard risks and impacts of climate change.
Policy 4.2	Minimise adverse impacts on the environment by including best practice design, construction and maintenance standards during the implementation of transport projects.
Policy 4.3	Facilitate change in transport demand to enable territorial authorities and Waka Kotahi to achieve their Climate Action aspirations.
Objective 5	**Position the regions to ensure proactive responses to change and challenges**
Policy 5.1	Proactively manage and respond to changing land use and growth by developing integrated land use and transport plans.
Policy 5.2	Collaborate on monitoring and maintain regional data that supports future planning, RLTP processes and investment prioritisation, particularly in relation to transport trends, changing demand, growth, environmental and technological change, and external pressures.

Policy 5.3	Prioritise investigating a new tourism approach and how to move people about the region to provide a safe, reliable and consistent visitor experience that encourages dispersal of tourism benefits across the regions.

In addition to this policy framework, Otago and Southland will advocate for and support:

- the increased use of rail for the movement of goods and people;
- tools and measures that reduce trips in single occupancy vehicles;
- initiatives that support travel behaviour change and modal shift, particularly for commuting and short trips;
- initiatives and technologies that contribute to ongoing improvement of the vehicle fleet, reduce greenhouse gas emissions and improve air quality;
- trials that provide evidence to enable effective planning and support informed decision-making.

10-Year Transport Priorities

This section of the plan focuses on three priority areas that the combined RTCs wish to focus investment in during this RLTP period. The 10-year transport priorities areas (detailed below) are a focus for all the territorial authorities that make up Otago and Southland.

Investment directed to these three investment areas creates Otago and Southland's best chance to meet the needs of people and communities living in the Otago and Southland region, as well as contribute to current national priorities and prepare for predicted future change.

Priority 1 – Address network deficiencies – 40%

Related Problem Statement: Increasing and changing demands on the road network requires ongoing prioritisation of maintenance and renewals investment meaning parts of the network miss out	
Cause	**Consequence**
Changing freight and tourist movements High number/length of road transport assets Low rating base Ongoing pressures on transport investment	Sector complaints Road safety risk Asset failure Low levels of service Increase in rates

Case for Investment

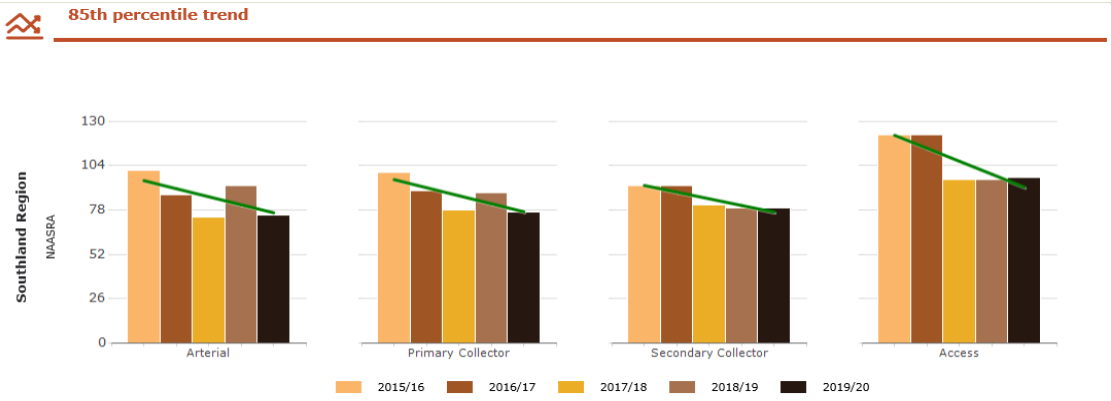
The regions' transport assets are resilient and fit-for-purpose if they can perform effectively, withstand disruption and adapt to change. Across Otago and Southland, aging and vulnerable assets present an increasingly unacceptable risk to social wellbeing and economic prosperity where the Otago/Southland regional economy is highly reliant on primary production and tourism. Providing access to natural resources and the natural environment, as well as providing for local communities' social and economic needs, requires levels of investment that stretch the budgets of the regions' relatively small territorial authorities.

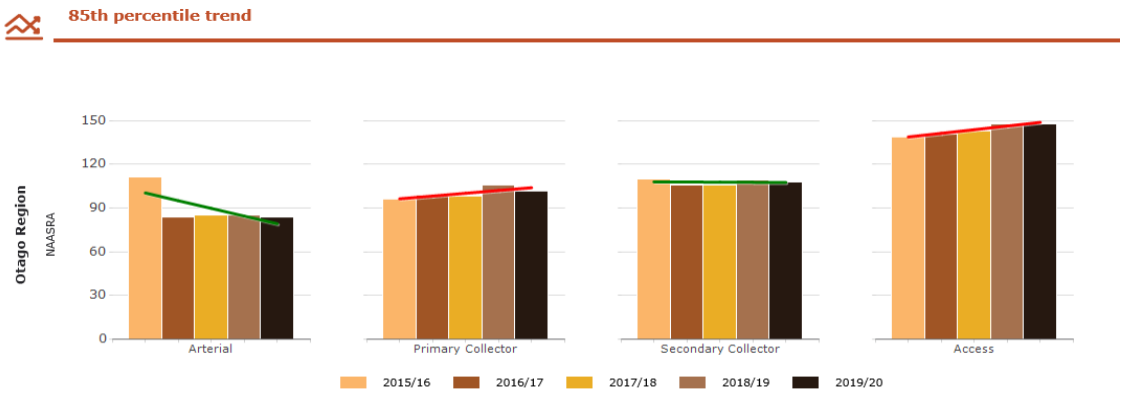
Aging assets, challenging conditions and continued prioritisation is reducing levels of service on some parts of the network. Without sufficient, sustained investment, asset deficiencies will increase and may be at risk of failure, creating access, safety, resilience and productivity issues for affected communities.

Evidence

The Performance Measures Reporting Tool was designed to be used along Waka Kotahi's ONRC to help asset managers better understand their network and help investors understand what is needed to standardise the performance of NZ roads and address historical inconsistencies.

Using Waka Kotahi's Performance Measures Reporting Tool, the following graphs demonstrate the downward trend in average roughness across Otago and Southland, across the ONRC based on RAMM data provided by the territorial authorities. Average roughness is a useful measure of sealed road surface quality. A sealed road surface with a higher roughness is uncomfortable, decreases customer satisfaction, increases vehicle operating costs and may also affect road safety. The green line shows the trend getting worse and the red line shows the trend improving.





The RAMM database is a good source of baseline data as all territorial authorities use RAMM for asset management. The data shows that road quality across the Otago and Southland region is generally going backwards.

Benefit Description	**RLTP Objective**	**KPI**
Changes in transport costs	Develop multi-modal systems and networks to connect communities and businesses	Travel time – reliability, availability
Changes in access to social and economic opportunities	Develop and promote a range of travel choices for communities to increasingly use	Network condition - LOS
Strategic Alignment		
Government Policy Statement	Investing in the life of existing assets to make best use of existing systems and ensure value for money from previous investment. Aligns by making prioritisation decisions transparent through these RLTPs. Supports the four strategic priorities by addressing deficiencies across a range of network assets, and particularly for improved freight connections.	
Road to Zero	Prioritising investment to address network deficiencies that impact road safety outcomes. Supports a system management approach with consideration of safety in road maintenance and network management.	
One Network Framework	Ensuring assets are maintained and renewed to meet movement levels of service and support place values.	

Priority 2 – Target high risk areas – 30%

Related Problem Statement: Network infrastructure and condition is deficient, increasing the level of risk and resulting in deaths and serious injuries	
Cause	**Consequence**
Inconsistent network development High risk behaviour in high risk environments Unforgiving network when drivers make mistakes	High severity crashes Deaths and serious casualties Increased risk for active mode users

Case for Investment

An ambitious national strategy and Vision Zero target continues to put the safety of the transport system at the forefront of transport planning. Road safety is everyone's responsibility and no less in the Otago Southland region where the roads, fleet, vehicle speeds and drivers all contribute to Otago and Southland's unfavourable record. Despite Safe Systems investment in recent years, the Otago and Southland regions continue to feature in national road safety statistics. The regions' highly variable terrain and changeable conditions can be challenging. Network development has been slower than desired and there are numerous unsafe sections across the transport network. With relatively low traffic volumes, areas of risk often stay unresolved in favour of more pressing issues, until highlighted through a road trauma event.

Investing in risk reduction and infrastructure improvements that reduce deaths and serious injuries is an investment in the wellbeing of the region's communities. The region needs a continued and sustained response to road safety. Only through collective effort and targeting the highest risk areas and road users will the region improve its road safety record.

Evidence
The Communities at Risk register 2020 shows Territorial Authorities' local roads and State Highway areas of High Concern (personal risk profile greater than 1) as well as a High Strategic Priority in 11 of the 15 strategic areas of concern:

Strategic Area of Concern	Territorial Authority	Ranking
All Intersections	Invercargill City	1st
All Intersection	Dunedin City	2nd
Pedestrian involved	Southland	5th
Young Drivers	Clutha	6th
Urban Intersections	Waitaki	6th
Rural Intersections	Invercargill City	6th
Rural Intersections	Dunedin	7th
Urban Intersections	Invercargill City	8th
Distraction	Central Otago	9th
Older road users	Invercargill	9th
Young Drivers	Central Otago	10th
Cyclist involved	Invercargill City	10th
Rural Road loss of control/head on	Clutha	11th
Fatigue	Clutha	11th
Pedestrians Involved	Gore	12th
Young Drivers	Gore	12th
Older Road users	Dunedin	12th
All Deaths and Serious Causalities	Dunedin City	13th
	Waitaki	13th

Benefits Description	RLTP Objective	KPI
Changes in user safety	Prioritise high risk areas to create a safe transport system free of death or serious injury.	Deaths and serious injuries (number, reduction).
Changes in access to social and economic opportunities	Develop and promote a range of travel choices for communities to increasingly use.	Road assessment rating.

Alignment/Fit with strategic context	
Government Policy Statement	Aligns by investing in road safety, through addressing and influencing network inconsistencies, community attitudes and behaviours.

Road to Zero	Supports vision by focusing on infrastructure improvements in the highest risk locations i.e. those most likely to cause death and serious casualty, as well as implementing speed management and speed reduction initiatives across Otago and Southland.
Keeping Cities Moving	Focuses on safety improvements for all modes resulting in improved real and perceived safety for cyclists and pedestrians.

Priority 3 – Invest to create genuine mode choice – 30%

Related Problem Statement: Lack of land use and transport integration and the ease of vehicular travel means alternative mode networks remain underdeveloped and unattractive	
Cause	**Consequence**
Growth and changing land use demand Developer-led urban expansion Historically overdeveloped infrastructure creating high vehicle capacity Poor parking management	Low uptake of public transport and active modes High volumes of freight by road Difficulty making network changes that support alternative modes Increasing emissions

Benefits Description	**RLTP Objective**	**KPI**
Changes in transport costs	Develop multimodal systems and networks to connect communities and businesses.	Punctuality – public transport Freight – mode share
Changes in climate	Facilitate understanding and support responses that help meet environmental and emissions targets.	Change in mode/vehicle type (zero emissions) from single occupancy private vehicle/greenhouse-gas emitting vehicles
Changes in access to social and economic opportunities	Develop and promote a range of travel choices for communities to increasingly use.	Number of pedestrians, cyclists and public transport boardings. Shift from private passenger vehicle-based trips to other modes. Proportion of population living near opportunities by different modes.

Case for Investment

Rapid change and unplanned urban growth can hamper transport networks and significantly impact the ability of RCAs to support communities with transport choice through timely upgrades of infrastructure and services. Where there has been a lack of integrated land use and transport network improvements, growing and expanding communities are left unsupported without viable and

attractive means of transport. Historic use of networks by heavy freight, no longer compatible with the land use environment, results in severance and safety risk, high emissions and noise pollution.

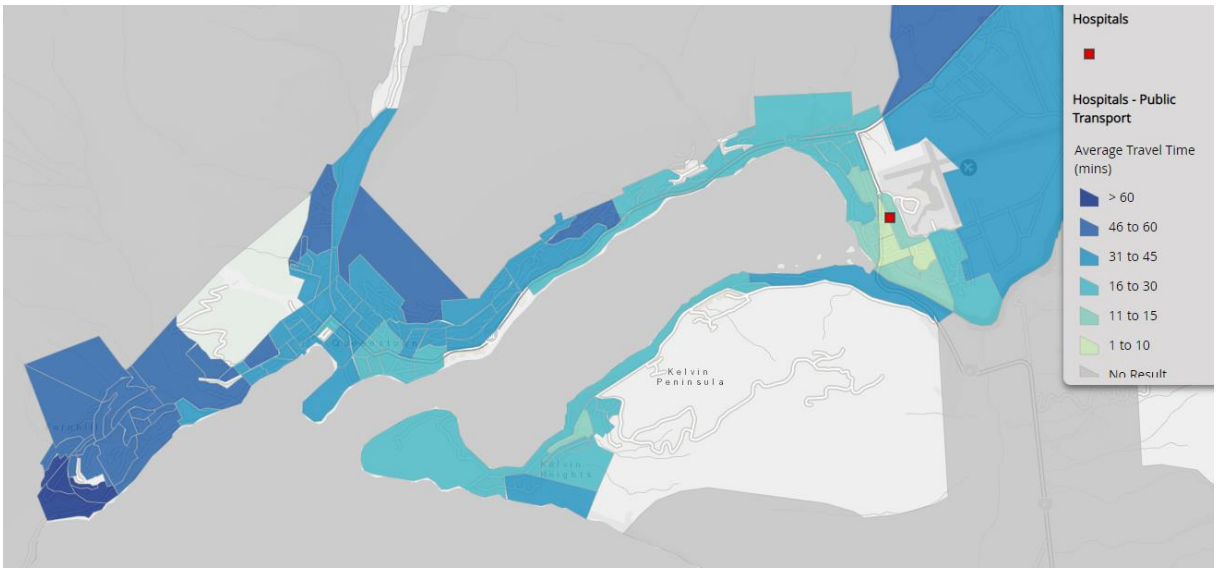
Only through urgent investment in multi modal transport options, alongside integrated land use and transport planning, will adequate networks be developed to ensure the movement of people and goods is efficient and effective, safe and fit for purpose in the future. Investment in genuine mode choices is also one of the best tools available to address pressing environmental issues, meeting carbon emissions targets, and mode shift goals.

Evidence

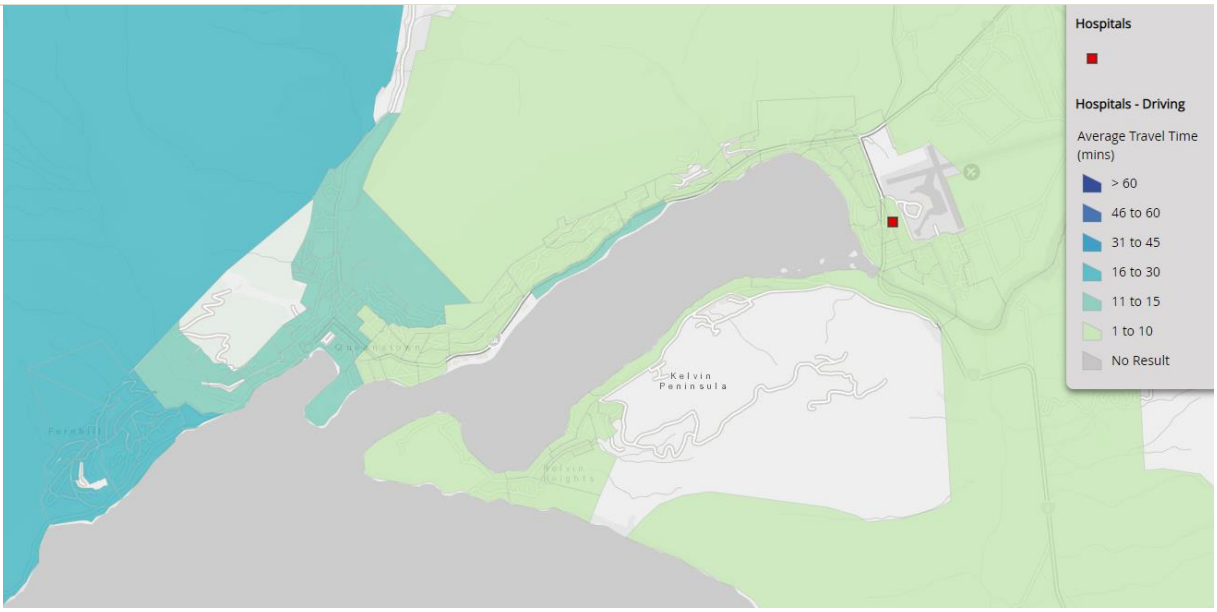
During the COVID-19 Alert Level 4 lockdown, New Zealand's daily carbon dioxide emissions fell significantly[24] due to the reduction in vehicle use. Alongside this finding, recent research showed that investing in cycle lanes and walkways encourages people to drive less and cuts carbon emissions[25]. This is strong evidence for investing in active modes of transport.

Development of public transport is another way to provide transport options that are alternative to private vehicles. Public transport will be most effective when it is a genuine choice. However, in Otago and Southland's main centres, where populations could expect access to good alternatives, data shows large areas of population are unable to quickly or easily access essential services other than by private motor car.

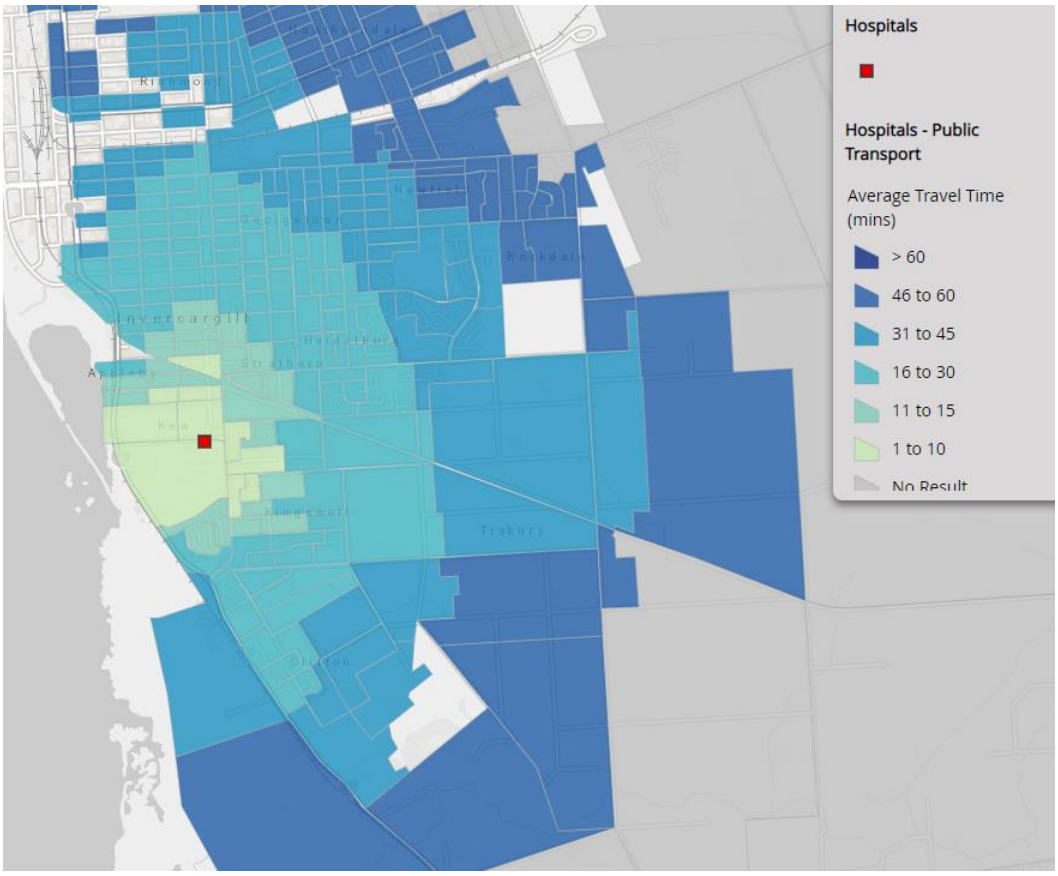
The images below compare access times for Queenstown's communities to the local hospital, when travelling by public transport compared to driving.

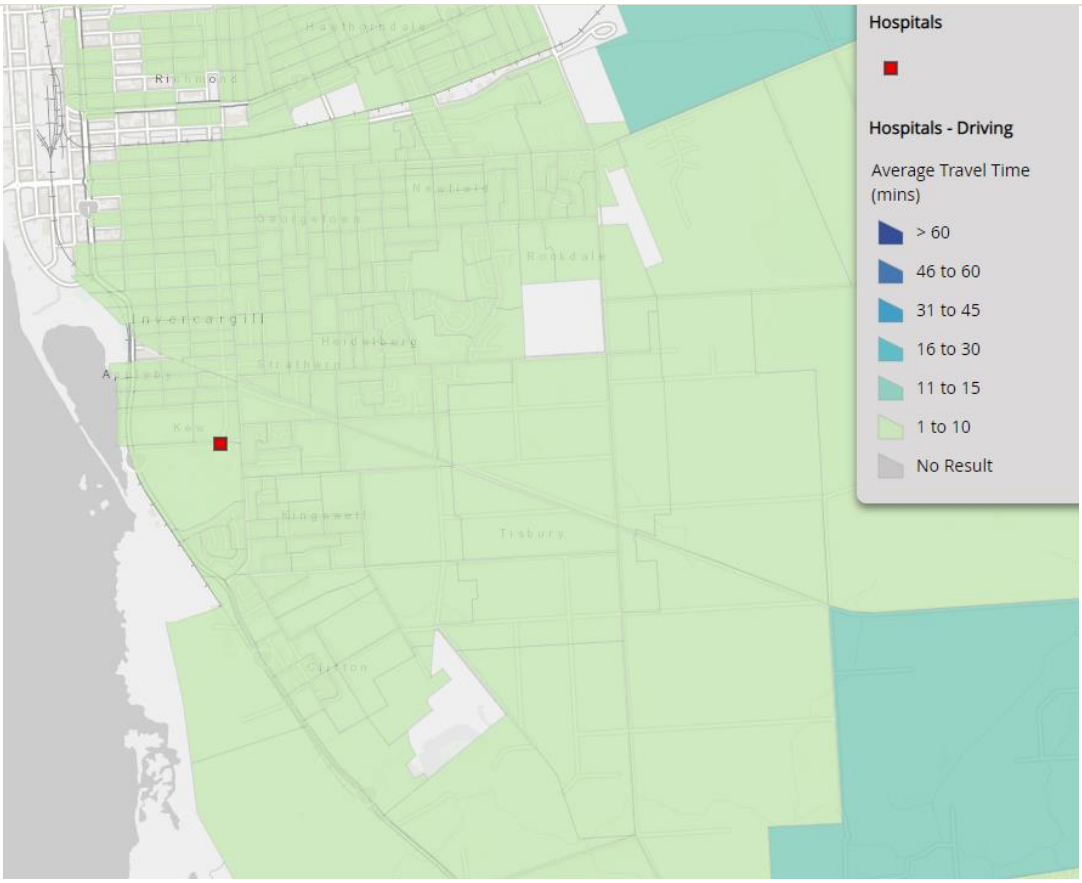


[24] https://www.stuff.co.nz/environment/climate-news/121573652/new-zealands-worldleading-carbon-cuts-in-coronavirus-lockdown
[25] https://www.otago.ac.nz/news/news/otago701085.html



Similarly, the following two images compare access times for Invercargill's communities to the local hospital, when travelling by public transport compared to driving.





Both examples show that without access to a motor vehicle, people are likely to feel disadvantaged where currently the public transport alternative is less efficient or effective choice.

Alignment/ Fit with strategic context	
Government Policy Statement	Aligns by ensuring planning and investment results in better travel options, that are safe and reduce greenhouse gas emissions.
Arataki	Supports goals by focusing on the relationship between land use and transport to improve transport options and create better, safe mode choice.
Road to Zero	Supports vision by ensuring travel choice is safe.
Climate Change Response	Supports goal by enabling low emission travel choice.
Keeping Cities Moving	Focuses on creating travel choice.

Key investment partners

The key investment partners for all investment priorities are:

- *For State Highways* – Waka Kotahi 100% funded from the NLTF or alternative Government funding sources.
- *For Local Roads* – territorial authority and Waka Kotahi at agreed financial assistance rates.

Programme and Funding

Introduction

This section of the RLTP forms the regional programme of land transport activities in the Otago and Southland regions for which funding is sought from the 2021-2024 National Land Transport Programme (NLTP). The RLTP programmes for the Otago Southland regions have been prepared in accordance with the legislative requirements under the Land Transport Management Act 2003, as set out in Appendix 9. Legislative compliance is detailed in Appendix 10.

Development timeframes for RCAs Activity Management Plans, RLTP strategic sections, RLTP Programmes sections territorial Long-term Plans and their combined need to be consistent with the Government Policy Statement on Land Transport results in a disjointed approach to overall land transport planning. This often means that activities proposed for funding may not fully align with the objectives and priorities of the RLTP. An example of why this should be the case is the current requirement to have RLTPs adopted by the regional council when territorial authorities are still in the process of finalising their Long-term Plans.

Activities for which funding has already been approved - local road maintenance, operations and renewals programmes, the ongoing programme of public transport and minor capital works in the low cost/low risk programmes - are automatically included in the RLTP. Maintenance and Renewals figures included in the programmes are subject to moderation by Waka Kotahi and are likely to be different when the final NLTP is released. Other activities are included at the discretion of the Regional Transport Committee (RTC).

Ongoing transport planning, such as development of activity management plans, regional public transport plans and regional land transport plans, and development of programme business cases are not prioritised. These activities are critical to ensuring the continued operation of the transport system and to identify what investment is needed. As such, they have first call on unallocated funding, ahead of activities to improve the transport system.

New improvement activities including major infrastructure projects and those projects over $2 million are prioritised to signal those that should have first call on the remaining funding after the ongoing operation of the transport system and any existing committed projects have been funded. During the period of these RLTPs variations to the programmes or projects included in these RLTPs may be required. Where a variation is requested it shall be assessed against the Policy for Assessing Variations included as Appendix 13.

Waka Kotahi must take account of the RLTP when allocating funding from the National Land Transport Fund (NLTF) through the NLTP. Most activities require funding assistance from the NLTF and will only go ahead if they are included in the NLTP by Waka Kotahi. Other than state highways, nationally delivered programmes like Road Policing (see Appendix 11) and KiwiRail, activities depend on funding from regional or local councils and will only go ahead if they are included in the relevant council's long-term plan or annual plan. The priority of activities does not indicate the order in which they will be implemented; this will be determined as part of other decision-making processes. Proposed budgets and timing for activities are subject to change as project scope develops and more information becomes available.

These RLTPs also identify transport projects in the region that have received funding from other sources, including the Provincial Growth Fund, NZUP and CIP. The final component of the programme

and funding section of the RLTP is a forecast of the likely expenditure by organisation and activity class for the 10 years 2021-2031.

Taking a System Approach

A system approach considers how each element works together in the land transport system to contribute to the outcomes for customers. To achieve integration between partners and programmes is important. RLTP development is a key part of this, providing clarity between the Waka Kotahi and approved organisations.

A system approach means transport issues may have a different intervention than transport levers alone. For example, mode shift plans may require land use change, or a resilience issue may have an intervention outside of the road network. This is important for transport programmes and for input into the strategic context of RLTPs.

To achieve a system approach and inform integrated planning, a shared evidence base is important. Through Arataki, Waka Kotahi has a view of the step changes needed for transport in each region. This will be used to collaboratively identify the areas, corridors and programmes that need to be input into RLTPs. The programme should be aligned vertically with the region's strategy and horizontally through a consistent Council and NZTA approach.

KiwiRail Funding

Although the rail network now has the potential to be finding through the National Land Transport Fund the funding is restricted to Auckland and Wellington in relation to commuter rail. There are no KiwiRail projects proposed for funding from the NLTF in Otago or Southland.

Key Outcomes from Road Network Activity Management Plans

Activity management plans (AMPs) are prepared by each Approved Organisation (AO) with the State Highway sector preparing a State Highway Asset Management Plan (SHAMP) to provide details of their networks, levels of service, proposed maintenance and renewal programmes and any new improvements proposed. Each approved organisation seeking funding from the NLTF for maintenance, renewals or improvements projects on their networks was given the opportunity to provide key outtakes from the activity management plans they had prepared to support the funding requests included in this RLTP.

The below have been provided directly by the respective territorial authorities as a summary of the key focus for their funding applications. This is the first time the territorial authorities have had the opportunity to directly contribute to RLTP content, providing the opportunity for greater ownership of their funding application. The format of each input varies depending on the source.

Central Otago District Council

Proposal is to substantially increase investment in unsealed roads maintenance (a 21% real increase over three years) to enable a reliable and resilient delivery of existing levels of service across the unsealed network. This is supported by work in developing the Unsealed Roads Performance Model in collaboration with Infrastructure Decision Support, the University of Auckland and Kaipara District Council.

Intend to increase renewals investment for unsealed roads by 13% (in today's dollars) to meet increased costs to deliver the same level of service. This does not fully address the backlog in renewals

work over the 2021-2024 AMP period, but ensures that the maintenance and renewals response to more roads being classified as 'Access Roads' from ONRC Moderation can be funded – and ensure no further negative impacts on Low Volume Tracks. This is supported, in part, by a 16% real increase in drainage renewals – allowing the Council to plan for targeted expenditure on improved drainage at rural sites as well as addressing urban drainage service gaps.

Is planning to invest increased Network Management budgets, in ensuring delivery of a number of key strategic projects, including:

- the district's Long-term strategy for aggregate sourcing and supply. This is being developed in conjunction with the Unsealed Roads Performance Framework and Cross-Organisation initiatives such as investing in glass crushing facilities, which can produce a recycled product suitable for inclusion in some roading aggregates. Significant cost savings are being targeted through improvements in supply and gravel resources planning;
- commencement of the Central Otago District Bridge Strategy, ensuring that long-term investment in bridge assets provides the community with expected levels of service, whilst remaining affordable. Will continue programme of investment to replace high priority small bridges on network, provide for key structural replacements where identified as best-value and plan for the larger structures due for replacement at the end of their useful lives. Replacement of the existing one-lane Omakau bridge on Ida Valley Omakau Road is currently planned for 2030;
- supporting the Central Otago District Council in ensuring the infrastructure upgrades required as part of the huge growth continuing in the District, alongside the outcomes of the Cromwell Masterplan and Vincent Masterplan processes, can be funded;
- ensuring that the energy usage and cost savings that can be delivered as part of the district's LED street lighting upgrades are maximised.

Walking and cycling provisions remain a big area of focus for Central Otago:

- the Bannockburn Bridge clip-on structure, separating pedestrians and cyclists from one of the District's busiest rural roads, is due for completion in the first half of 2020. This facility provides a key link as part of the new Lake Dunstan Cycle Trail, and has been funded between Central Otago District Council, Waka Kotahi and the Central Otago Queenstown Trail Network Trust;
- further Capital Improvements providing safe and enjoyable connections between the end of the Lake Dunstan Trail at the Clyde Dam, Clyde Historic Precinct, Clyde River Park and the Otago Central Rail Trail are planned between 2020/21 and 2023/24;
- walking and cycling forms a key part of planned Capital Improvement investment in Alexandra and Cromwell CBDs;
- some of these costs are able to be offset by a managed small reduction in maintenance and renewals expenditure for footpaths. Central Otago District Council has developed a first-of-its-kind asset deterioration model for footpaths using dTIMS – allowing optimisation of planned forward works programmes and supporting best-value investment, in conjunction with contractor.

Ensuring that optimal investment levels continue to be managed for sealed road maintenance and renewals, and environmental maintenance, activities. Mature asset management best-practice is used to support the appropriate funding mix to deliver the council's established levels of service for sealed roads. The investment also ensures that levels of service that need to respond to growth in traffic and roading hierarchy classification can be well managed and remain affordable.

Continue modest planned investments in minor road safety improvements and new sections of footpaths, where level of service gaps and resilience issues have been identified on the network. This will continue to use the Council's established process of minor project prioritisations, the organisation's Sustainability Strategy, Infrastructure Resilience Plan and desired community well-being outcomes.

Clutha District Council

A large area of the Tokomairiro Plain (approximately 330 ha) stretching from Milburn in the north to the outskirts of Milton in the south has recently been rezoned industrial as part of Clutha District Plan, Plan Change 41. This location has long been earmarked for industrial purposes given its locational attributes. The site is flat and generally flood free, as well as is away from all major residential areas. It is located within close proximity to large forestry resources, evidenced by the two wood processing facilities in this area, along with Calder Stewart's headquarters and steel manufacturing plant.

The site has access to both SH1 and the Main South Railway Line. There are potential rail sidings in the area, able to facilitate the movement of freight to and from the area, and with minor changes to the roading network will enable multiple easy accesses to the site off SH1.

Community consultation in 2017 further showed that improvements to footpaths and pedestrian crossings were high priorities for the Milton community, with community severance by SH1 (Problem Statement 2, Strategic Case) reflected in our 2021-2031 Transportation Activity Management Plan.

The improving of Milton's main street, which was one of the top priorities identified in the Our Place Milton community plan, the potential upgrading of the Milton Swimming Pool, Service Centre and Library, coupled with the potential development of the industrial park to the north and a number of small subdivisions is certainly resulting in the Milton and wider area being a potential significant growth area in the Clutha district.

Dunedin City Council

Dunedin has a diverse network, with an inconsistent layout and competing users, which results in a poor record in road safety. Improvements in safety performance is required to address this, with vulnerable users and intersections a key concern.

Network constraints, along with changing user demands and provision for private motor vehicles, has resulted in poor access for alternative transport demands. A focus on supporting modal shift is required through asset improvements and better co-ordination with public transport providers.

A programme to increase investment in safe and active transport has been developed for Dunedin, this includes an urban cycleway programme with three distinct projects to connect people to key destinations by walking, cycling and public transport options. Additionally, work to review the Integrated Transport Strategy and the city's strategic walking and cycling networks are planned to give confidence to investment in the network. To support active transport Dunedin City is investigating cycleway projects between Caversham and Mosgiel in the south and in the north servicing the communities of Warrington, Karitane and Waikouati.

Aging infrastructure, climate events and a lack of funding and vulnerable key routes have been a risk to economic and social well-being. Funding constraints in recent years has seen an under investment in renewals, which has had an adverse effect on the condition of the network. This has been supported by advanced asset modelling and condition assessments, which strongly support a case for increased investment for re-seals footpaths, drainage, structures, pavement renewals and resilience improvements.

Dunedin holds one of the worst road safety records in New Zealand with Dunedin's road users repeatedly over-represented in terms of road safety risk compared to other territorial authorities. The DCC has been working closely with Waka Kotahi in developing a programme of safety improvements through the analysis of crash statistics, community feedback and engineering assessments. Sites of concern have been identified and proposed solutions have been mapped on Waka Kotahi's pipeline tool. Any renewal work undertaken will also be assessed from a safety improvement perspective for example improvements to pedestrian crossings or kerbs to make the network safer for vulnerable users.

Maintaining key freight connections is essential to support industry and the distribution of goods. Freight, in particular logging, places significant pressure on road networks and for aging pavements, showing a decline in condition, this is of concern in Dunedin. The installation of a logging weigh station in the harbour basin resulted in substantial road failure reducing sections of the sealed road to gravel as the pavement could not sustain the increased loads. This was addressed by a pavement rehabilitation in 2020/21 at a cost of $1 million. This had to be fully funded by DCC as co-investment by Waka Kotahi was not available despite positive NPVs.

The Dunedin hospital rebuild in the CBD, will involve the single biggest hospital build ever in New Zealand costing up to $1.4 billion. It will have a big impact on Dunedin's CBD creating many opportunities for the community and at its peak there will be up to 1,000 workers on site. DCC's LTP (2018-2028) allocated funding for the Central City Safety and Accessibility Upgrade and Tertiary Precinct Safety and Accessibility Upgrade. All projects will have an element of cycle network improvement and active mode facility upgrades. Whilst these projects present a once in a generation opportunity in shaping the future of Dunedin key transport challenges need to be addressed to ensure the safe, effective and efficient movement of a diverse range of traffic converging into a compact city centre composing of a central business district, educational facilities, an industrial precinct and the Dunedin hospital. This will involve ensuring key freight routes supporting industry and the distribution of goods to the port are maintained while servicing the transport needs and varying modal choices of other businesses, commuters, students and emergency services.

The impact of tourism on transport activities will not be at the level's experienced pre-COVID-19 with tourism confined to the domestic market and international tourism to New Zealand at a stand-still. A new scenic route from Queenstown to Dunedin was recently approved by Waka Kotahi aimed at promoting the regions attractions. Ensuring reliable and safe accessibility to many of Dunedin's tourist attractions (Blue Penguins, Albatross Colony, iconic beaches, Larnach Castle, walking tracks, Eco sanctuary) situated on the Otago Peninsula and surrounding hillsides is key in supporting Dunedin's tourist economy and reputation as a popular tourist destination.

Queenstown Lakes District Council

QLDC's investment is focused on mode shift to provide safe and better travel options, developing a multi-modal network that addresses current capacity issues and supports a low carbon transport system. Investment in public transport and active travel are key step change projects and elements of this will be delivered through an improvement programme as well as Low Cost Low Risk. Building a 'Road to Zero' programme supports the safe system approach.

Post-COVID-19 growth projections indicate that growth over the next 30-year period is fairly aligned with pre-COVID-19 expectations, however the profile of that growth has changed. Instead of the rapid growth in the short-term, the growth will be more evenly spread and escalate as QLDC move through the next 30 years. QLDC will continue to monitor the growth projections closely, but still needs to move programmes forward to address historic and emerging network pressures.

Following COVID-19, QLDC is facing financial constraints, which have impacted approach to programming, some of the bigger elements being pushed out to later years, and a move to using Low Cost Low Risk to deliver key enablers and quick wins where possible. Even with central government providing a significant stimulus package for the district from the New Zealand Upgrade Programme and the Crown Infrastructure Partners there are still a significant number of transport projects within the district in the 2021-2024 NLTP period.

A key tool for QLDC has been stronger alignment with land use planning. The National Policy Statement for Urban Development has resulted in QLDC creating a Spatial Plan 'Grow Well' or 'Whaiora'. The plan sets out the principles and outcomes that will guide sustainable growth across the district.

QLDC continuous programmes focus on providing balanced and cost-efficient levels of service. A maturing approach to programming across all asset classes is supported with data collection and analysis, with an increasing need to monitor demand and usage across multi-modal transport network. QLDC is still a growing network with more complexities arising and by the end of the 2021-2024 RLTP period, QLDC is projected to have up to five sets of local road signal-controlled intersections. As yet, there has been no slowdown in subdivisions and urbanisation is intensifying the asset density and placing growing pressure on maintenance and renewals. Given the alpine environmental with climatic and geographic constraints QLDC is working hard to preserve current investment.

Waitaki District Council

The Maintenance, Operations and Renewal bid that WDC submitted to Waka Kotahi was an increase of 24% on the 2018-2021 NLTP. The submission targeted a level of service increase in sealed and unsealed pavement maintenance, footpath maintenance, resurfacing and road renewals. There is a big increase in network and asset management with two additional staff; one to support road maintenance activities and programming and to support transport planning and asset management. The increase is also to give effect to ONRC and REG, as well as all the performance measures associated with it i.e. customer, technical, input and data quality.

In Low Cost Low Risk Improvements, an increase of 24% has being submitted. This allows for additional staff to assist the projects team and the remainder of the increase is to give effect to Road to Zero projects, as well as seal widening, bridge projects, urban mobility and walking and cycling. Waitaki has 31 intersection improvements totalling $1.8 million that has already been endorsed through Waka Kotahi's SNP programme.

Activity Management Planning has increased by 74%. Council has included a project in the first year to identify transport planning needs in the district over and above the project for activity management plans.

Community focussed activities is increasing by 5%.

The overall increase is 28% and WDC believes that this is where it needs to be to support roading and transport in the Waitaki District. WDC acknowledges that is high and are considering options following initial feedback from Waka Kotahi.

State Highway Investment Proposal - Otago

Waka Kotahi will continue to operate and maintain the state highway network to ensure existing level of services are maintained for the Otago region, together with a focus on:

- **Improving safety** on our roads which has been further strengthened by the launch of Road to Zero: New Zealand's road safety strategy 2020–2030. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes. Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

  We will work with our safety partners in Otago to engage and deliver the Road to Zero Infrastructure and Speed Management Programme and ensure an integrated approach across state highways and local roads across this region.

  We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school. Safety cameras play a critical role in preventing dangerous driving that puts people's lives at risk. We will be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads.

  We will continue to work in partnership with key agencies including NZ Police, to deliver regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

- **Providing better transport choices** by continuing to work with local government partners on key initiatives to improve walking, cycling and public transport facilities and services in Dunedin and Queenstown, and to better manage transport and land use integration to reduce the reliance on private vehicles.

- **Improving freight and tourism connections** by investing in resilience improvements on key freight and tourist routes, to make journeys safer and more reliable.

- **Responding to climate change** by working with our investment partners to help drive a mode shift to lower emission transport options and investing in the state highway network to mitigate climate change effects.

Department of Conservation - Otago

Otago accounts for DOC's second largest roading length by region (329.9 km), although only 39% of this length is eligible for Waka Kotahi funding.

The nature of the roading in this region is diverse, ranging from accesses to coastal reserves through to accesses to reserves and tracks.

This area also features a number of ex-farm roads that have come under our control as an outcome of high-country tenure reviews – generally these roads are ineligible for Waka Kotahi funding support.

The DOC programme is predominantly maintenance and operations activities.

Gore District Council

Gore District Council's activity management plan proposes a number of increases.

Increasing the existing signs renewal budget. Following the last technical audit more work is required to improve the consistency of signage throughout the network. This is a safety initiative in which an increased investment was recommended.

Increasing the existing Rural Road maintenance budget to accommodate the extra cost of using the 'walk and roll' attachment in grading operation. The recent trials with the 'walk and roll' have proven its ability to significantly improve the level of service on gravel roads.

Increasing the component replacement budgets. Recently GDC produced a 30-year bridge replacement programme to deal with their ageing structures. An increase in this budget will allow them to accelerate the replacement programme.

A budget provision over the successive years has been provided for rail crossing upgrades. KiwiRail has supplied the Council with its improvement plan for its crossings for the next four years. Extra budget has been set aside for Council's share of the upgrades.

An extra provision within the unsealed roads budget to deal with dust suppression issues across the network. This will support Council's recently approved 'Dust Suppression Policy' for the District.

Increasing the existing Metaling budget. Currently, the Council re-metalling programme falls short of the theoretical losses that occur each year. The proposed budget will also address the increasing supply costs.

Extra provision in the Low Cost Low Risk activity class for installing walking and cycle improvements, sites will be generated from innovative streets trials. Most of the street trials of new layouts will be completed in the 2020/21 financial year.

Extra provision in the Low Cost Low Risk activity class for safety improvements on a number of more dangerous rural intersection. Recent discussions with the Waka Kotahi safety team highlighted several rural intersections within the network that require specific attention to improve safety.

Additional budget is proposed for the resurfacing programme. The latest dTIMs deterioration modelling suggested GDC pavements were relatively young and in good condition. To maintain this position, it was recommended that a higher level of resurfacing be adopted.

Extra provision has been made in Low Cost Low Risk activity class budget for urban seal extensions. GDC have several short section of metal carriageway within the town boundary that are out of context with the urban network;

Continuing with its advanced footpath budget. There are continuing issues with broken and uneven pavements. Further work is required to make a significantly improvement the current level of service. The 'Streets Alive' initiative will also make a considerable difference to pedestrian safety in the urban areas.

Invercargill City Council

Invercargill City Council's activity management plan indicates that the network is relatively resilient with networks generally capable of meeting demand.

Improvements in the safety performance is required with a focus on Safer Networks Programme and ongoing road safety promotion and education across the province. Intersections and vulnerable users remain of high concern.

Greater focus on active mode shift through further co-ordination, training and asset improvements.

Advanced asset modelling (30-year horizon) of surfacing and pavements strongly supports an increased need in investment in focused resurfacing programmes to extend assets into the future. Reinvestment levels are sought, which align with programmes of six years ago and now where some inherent capacity has been consumed.

Council has a LTP focus on strengthening the city centre as the heart of the city and province through investment and development of suitable activities (economic and social), accessible networks and places.

Southland District Council

Southland District Council's activity management plan indicates that a good portion of Southland District's roading infrastructure will start to reach the end of its useful life within the next 10 years and therefore hard decisions around prioritisation, rationalisation and increased investment is inevitable. The affordability aspect of this increased investment is unrealistic based on the relatively small ratepayer base in comparison to the size of the network, therefore, alternative forms of funding to maintain levels of services is going to be unavoidable going forward. The two significant roading infrastructure challenges SDC face are bridges renewals and pavement rehabilitations.

Council has 161 bridges programmed for renewal over the next 10-year period. The bridges comprise of primarily timber or timber/steel structures that have reached or exceeded their design lives with many bridges already posted with restrictions. The cost to replace these 161 bridges is approximately $34 million or $3.4 million/annum over the next 10 years. Under-investment in bridges over the next 10 years poses a significant risk to public (not adhering to bridge postings) and could result in a loss of connectivity in the district and potential harm to the economy from increased travel times.

The sealed road network is also nearing the 'bow wave' of replacements required in order to maintain existing levels of service. This is driven by a combination of pavement age and the number of seal layer causing seal instability issue. During the next 10-year period, a ramp-up in investment is required to increase work programmes from approximately 7 km/annum to 20 km/annum (this is still less than what the future years require). Investment required will need to increase from approximately $2.5 million/annum up to $12 million over the next 10-year period, which is unaffordable from a ratepayer base. Without alternative funding sources increased prioritisation and likely rationalisation of levels of service will be required going forward. Reduced levels of funding will increase road user safety, mean sealed roads have more failures, permanent reduction in speed limits and loss of economic productivity for the region.

State Highway Investment Proposal Southland

Waka Kotahi will continue to operate and maintain the state highway network to ensure existing level of services are maintained for the Southland region, together with a focus on:

Our investment priority in Southland will be on the region's relatively poor safety record. We will focus our investment priorities on high-risk roads and intersections, and driver behaviour change, particularly alcohol and drug impairment, people not wearing seat belts and speeding. More widely, our activities in the region include ensuring key tourism and freight routes are safe and resilient.

The Southland Regional Development Strategy Action Plan identifies two key areas where transport can support economic growth in the region and the state highway network is a key component achieving the outcomes in the strategy. These are:

- support the tourist industry through enhanced visitor experiences, corridor improvements and increased visitor information;
- safe and reliable connections within the region, and north to Queenstown and Dunedin.

Department of Conservation - Southland

Although a significant proportion of the Southland region's land area is in national park, the length of the Department's roading in this region is small (only 81 km) and comprises mainly short road sections extending off local roads and state highways. The Department's programme is predominantly maintenance and operations.

A feature of the proposed programme is the inclusion of Wilmot Pass Road. This road is 21 km long and links Lake Manapouri and Doubtful Sound. Up until November 2020 this road was maintained by the main concessionaire using the road, with the cost of maintenance being offset by revenue obtained from passenger levies.

The Department has now taken on the maintenance contract and Waka Kotahi has agreed that the road is eligible for Waka Kotahi funding assistance. The principle of the funding agreement is that passenger revenue should continue to be the first source of funding the maintenance of the road, but that any funding gap where expenditure exceeds revenue should be subject to Waka Kotahi's funding support at the Department's 51% funding assistance rate.

Limitation of alignment of funding requests with Waka Kotahi Database

During development of these Regional Land Transport Plans the Waka Kotahi database Transport Investment On Line (TIO) was undergoing a major upgrade. As a result, there may be misalignment of the funding requests in the RLTP and those in TIO that will be used for final assessment of the National Land Transport Plan.

Committed Activities

As at 13 April 2021

Activity	Phase	Description	Duration	Cost	Status
Otago State Highways					
NZUP Grant Rd to KF Bridge Improvements	Property	Capacity issues, widening, urbanisation and intersection improvements. Work is 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 R/A Improvements and BP R/A to Kawarau Falls Bridge Corridor Improvements.	2020/21	$4,104,000	Funding Approved
Beaumont bridge replacement	Implementation	Replacement bridge and approach realignment. Existing bridge is 133 years old with an estimated remaining structure life of 5-10 years.	2019-2022	$15,412,572	Funding Approved
Katiki Coast Enhanced Resilience Stage 2	Implementation	SH1 RS635 RP 3.68/6.31	2020/21	$49,248	Funding Approved
SH1 Oamaru to Dunedin - (Herbert to Hampden)	Implementation	The SH1 Oamaru to Dunedin corridor project has been identified as a high-risk corridor, with an indicative treatment philosophy of Safer Corridors. Through the investigation and using the SSI toolkit guidance, it is considered that wide centreline and roadside barrier at high risk locations safety interventions are the most cost effective and necessary safe system interventions.	2020/21	$5,655,107	Funding Approved
Dunedin - Port Chalmers Safety Improvements (SH88)	Implementation	This is to implement various options of safety improvement 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 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. Also to complete the final section of the SH88 shared walking and cycling path from Dunedin (St Leonards) to Port Chalmers.	2017-2022	$7,178,250	Funding Approved
NZUP SH6 Ladies Mile Stage 2	Property & Implementation	SH6 Ladies Mile Corridor Improvements: • Westbound bus lane along SH6 to Ladies Mile to enable buses to travel without disruption to the Shotover Bridge. Bus priority onto the bridge is being considered • The Howards Drive roundabout will provide access and safety to the residential area of Lake Hayes Estate and together with the pedestrian and cycling underpass, provide a safer crossing point on the highway to improve access to the bus stops and enable future housing development.	2020-2022	$35,000,000	Funding Approved
NZUP SH6A Corridor Improvements	Property & Implementation	Corridor improvements to relieve congestion and ease access from side roads.	2018-2021	$22,500,032	Funding Approved
Otago SH Speed Management Guide Implementation	Implementation	The project seeks to deliver safety treatments such as speed management, delineation improvements, and threshold/channelization treatments to reinforce the safe and appropriate speed of the state highway.	2020-2022	$1,430,606	Funding Approved
NZUP Grant Rd to KF Bridge Improvements	All Phases	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.	2019-2021	$35,999,997	Funding Approved

Activity	Phase	Description	Duration	Cost	Status
		Includes surrounding projects for Glenda Drive, Frankton BP R/A Improvements and BP R/A to Kawarau Falls Bridge Corridor Improvements			
Wakatipu Walking/Cycling Network Improvements	Implementation	Walking and cycling facilities adjacent to SH6 including improvements to connections for residential areas of Shotover Country/Lake Hayes Estate, Jacks Point/Hanley Downs and the Wakatipu trails. Upgrading of the existing Frankton track connecting Frankton to Queenstown as a safe alternative to SH6A on road cycling.	2020/21	$10,670,041	Funding Approved
Otago Regional Council					
Otago Regional Public Transport Plan 2015/18 Wakatipu review	Programme Business Case	A statutory plan required by the LTMA. A review of the 2014 RPTP as a result of the release of the 2015-18 RLTP, and preparation of a new one in 2017.	2015-2024	$195,089	Funding Approved
Public Transport Programme of Improvements	Implementation	The 2014 RPTP signals improvements to Dunedin services to simplify the network, make better use of the existing resources, and ensure value for money from the investment. For Dunedin, the improvement programme proposes simplification of the bus routes and frequencies as well as improvements to weekday daytime services, the development of a central city bus hub/interchange, key super-stops, and real-time information. It also signals the intention for a review of bus services in the Wakatipu Basin and the need for a business case to support that review.	2016-2024	$3,553,067	Funding Approved
Regional Consortium Interim Ticketing Solution	Implementation	Implementation of interim ticketing solution across Regional Consortium Councils, as part of the National Ticketing Programme.	2018/2024	$1,866,129	Funding Approved
Dunedin City Council					
Peninsular Roading – Portobello Road	Implementation	Roading improvement works on the Otago Peninsula as detailed in the city's Integrated Transport Strategy. Project to replace deliver security of sea wall protection, enable sustainability for sea level rise effects, security of tourist route, maintain connectivity of communities, accident rate reduction, travel time improvement and to enable safe separation of vulnerable road users with increasing demand volumes.	2016/2021	$11,177,837	Funding Approved
Queenstown Lakes District Council					
HIF - Ladies Mile	Implementation	Housing Infrastructure Fund. 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 State Highway	2020/2021	$6,144,118	Funding Approved
HIF Quail Rise to Hawthorne Drive	Implementation	Housing Infrastructure Fund. 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 State Highway.	2020/2021	$2,829,970	Funding Approved

Activity	Phase	Description	Duration	Cost	Status
Glenorchy Road - Paradise Rd: Rees River Bridge Protection	Implementation	Ongoing removal of gravel.	2016/2023	$200,000	Funding Approved
Streetlight LED Upgrade	Implementation	Conversion of existing outdated Streetlight Luminaires to LED's resulting in reduced energy consumption, whilst providing cost efficiencies through lower on-going maintenance costs.	2017-2018	$2,000,050	Funding Approved
Ballantyne Road Seal extensions	Implementation	Upgrade to the unsealed section of Ballantyne Road to improve safety	2018-2019	$6,410,000	Funding Approved
Southland State Highways					
SH1S Bluff Highway/Elles Road I/S Improvement	Implementation	Realign highway approaches to existing intersection. Replace priority control with roundabout. Extend Lake Street to become fourth leg of roundabout.	2019/2021	$2,394,173	Funding Approved
EW 20 Feb Southland Heavy Rain Event	Implementation	Heavy Rain Event affecting Southland Region. There is an individual Task (WBS) for each site.	2019/2021	$573,428	Funding Approved
CIP SH94 Homer Tunnel	Implementation	CIP SH94 Homer Tunnel - funded from COVID-19 Response and Recovery Fund, administered by Crown Infrastructure Partners	2020/2021	$25,000,000	Funding Approved
Invercargill City Council					
Regional Consortium Interim Ticketing Solution	Implementation	Implementation of interim ticketing solution across Regional Consortium Councils, as part of the National Ticketing Programme.,	2019/2024	$74,639	Funding Approved

Improvement Activities – (Over $2 million require prioritisation)

The prioritisation approach adopted for projects requiring prioritisation in the RLTP has been developed by the Transport Special Interest Group (TSIG) on behalf of the Regional Sector and approved by Waka Kotahi. Full details are included in Appendix 12.

Otago Region

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
Central Otago District Council														
Low Cost / Low Risk		Implementation		2,288,489	534,077	1,876,576	5,219,001	1,409,352	533,704	11,861,199	**NLTF / LS**			**Not to be prioritised**

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
Clutha District Council														
Low Cost / Low Risk		Implementation		851,000	835,000	854,000	851,000	2,269,000	917,000	6,577,000	**NLTF / LS**			**Not to be prioritised**

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
Department of Conservation Otago														
Low Cost / Low Risk		Implementation		0	0	1,00,000	0	0	0	100,000				**Not to be prioritised**

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
Dunedin City Council														
SFDT - Mosgiel and Burnside Park and Ride Facilities	PTS	Single-Stage Business Case		0	2,750,000	2,500,000	0	0	0	5,250,000	**NLTF / LS**	**Priority 2**	**Objective 1**	**1**
SFDT - Princes Street Bus Priority and Corridor Safety Plan	LRI	Single-Stage Business Case / Implementation		450,000	3,084,000	3,084,000	0	0	0	7,068,000	**NLTF / LS**	**Priority 2**	**Objective 1**	**1**
SFDT - Harbour Arterial Efficiency Improvements	LRI	Single-Stage Business Case / Implementation		2,160,000	2,730,000	2,730,000	2,730,000	2,730,000	2,730,000	15,810,000	**NLTF / LS**	**Priority 1**	**Objective 2**	**5**
George Street Upgrade	LRI	Implementation		4,290,000	8,140,000	4,070,000	6,100,000	6,200,000	6,200,000	35,000,000	**NLTF / LS**	**Priority 1**	**Objective 2**	**6**

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
SFDT - Central City Parking Management.	LRI	Implementation		500,000	2,900,000	4,010,000	4,010,000	0	0	11,500,000	**NLTF / LS**	**Priority 3**	**Objective 3**	**9**
SFDT - Central Cycle and Pedestrian improvements	W & C	Implementation		900,000	1,440,000	1,260,000	1,900,000	1,900,000	0	7,725,000	**NLTF / LS**	**Priority 2**	**Objective 1**	**10**
Safer Streets - arterials improvements	W & C	Implementation		4,365,962	5,863,582	8,078,606	0	0	0	18,308,157	**NLTF / LS**	**Priority 2**	**Objective 1**	**13**
Dunedin Tunnels Trail	W & C	Implementation		0	0	2,800,000	10,400,000	11,600,000	3,900,000	28,700,000	**NLTF / LS**	**Priority 3**	**Objective 3**	**16**
Tertiary Precinct Project	RTZ	Single-Stage Business Case		460,000	800,000	0	0	0	0	1,160,000	**NLTF / LS**	**Priority 1**	**Objective 2**	**16**
Tertiary Precinct Project	RTZ	Implementation		0	0	6,500,000	3,900,000	4,000,000	4,000,000	20,000,000	**NLTF / LS**			
North East Valley Cycleway	W & C	Implementation		0	0	2,500,000	3,000,000	3,000,000	3,000,000	11,500,000	**NLTF / LS**	**Priority 2**	**Objective 1**	**18**
Rail Passing loop	PTI	Implementation		100,000	500,000	6,000,000	0	0	0	6,600,000	**NLTF / LS**	**Priority 2**	**Objective 1**	**19**
SFDT - Central Cycle and Pedestrian improvements	W & C	Single-Stage Business Case		350,000	0	0	0	0	0	7,750,000	**NLTF / LS**			**Not to be prioritised**
Waterfront Bridge	W & C	Pre - Implementation		0	0	1,200,000	3,850,000	3,850,000	3,850,000	12,750,000	**NLTF / LS**			**Not to be prioritised**
Low Cost / Low Risk	LRI	Implementation		5,650,000	5,070,000	6,580,000	6,700,000	6,700,000	6,700,000	37,400,000	**NLTF / LS**			**Not to be prioritised**
AMP and NOF development	IM	Implementation		50,000	50,000	50,000	0	0	0	150,000	**NLTF / LS**			**Not to be prioritised**
Dunedin walking and cycling network implementation PBC	IM	Programme Business Case		0	350,000	0	0	0	0	350,000	**NLTF / LS**			**Not to be prioritised**
Dunedin Integrated Transport Strategy PBC	IM	Programme Business Case		0	0	250,000	0	0	0	250,000	**NLTF / LS**			**Not to be prioritised**

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
Otago Regional Council														
Queenstown PT DBC	IM	Detailed Business Case		750,000	800,000		0	0	0	1,550,000	NLTF			**Not to be prioritised**
Dunedin PT SSBC	IM	Single-Stage Business Case		400,000			400,000			800,000	NLTF			**Not to be prioritised**
Dunedin PT SSBC	IM	Implementation	PT Services	416,794	1,088,261	1,393,978	1,895,851	1,895,851	1,895,851	8,586,586	NLTF			**Not to be prioritised**
Dunedin PT SSBC	IM	Implementation	PT Infrastructure	0	200,000	1,000,000	2,00,000	2,000,000	1,000,000	5,200,000	NLTF			**Not to be prioritised**
RPTP Review	IM	Programme Business Case		260,000	100,000	200,000				560,000	NLTF			**Not to be prioritised**
Regional Land Transport Planning Management 2021-24	IM	Programme Business Case		200,000	200,000	800,000	200,000	200,000	800,000	2,400,000	NLTF			**Not to be prioritised**
Dunedin PT Infrastructure AMP	IM	Implementation		100,000	0	0				100,000	NLTF			**Not to be prioritised**

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost 24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
Queenstown Lakes District Council														
WATN Route C5: Arthurs Point to Queenstown	W & C	Implementation		1,000,000	9,300,000	0	0	0	0	10,300,000		**Priority 2**	**Objective 1**	**10**
WATN Route A8: Lake Hayes Estate to Frankton	W & C	Implementation			1,000,000	3,000,000	0	0	0	4,000,000		**Priority 2**	**Objective 1**	**13**
Lakeview Arterial Upgrade	LRI	Implementation		2,671,393	3,461,500	3,461,500	0	0	0	9,594,393		**Priority 2**	**Objective 1**	**13**
Isle Street Walking and Cycling Upgrades (CP0007238)	W & C	Implementation		533,299	-	-	0	0	0	533,299				**Not to be prioritised**
Hay Street Walking and Cycling Upgrades (CO0007245)	W & C	Implementation		148,388	-	-	0	0	0	148,388				**Not to be prioritised**

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost 24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
Queenstown Lakes District Council														
Wanaka Primary Cycle Network Provision	W & C	Single-Stage Business Case				250,000	0	0	0	16,175,000				**Not to be prioritised**
Land Stabilisation - Crown Range SPR (TR)	LRI	Implementation		80,000	80,000	80,000	0	0	0	240,000				**Not to be prioritised**
Asset Mgt Planning - Crown Range (TR)	IM	Implementation		10,000	20,000	9,000	0	0	0	39,000				**Not to be prioritised**
Land Stabilisation - Glenorchy SPR (TR)	LRI	Implementation		80,000	80,000	80,000	0	0	0	240,000				**Not to be prioritised**
GY/Paradise/Rees River Bridge Resilience (TR)	LRI	Implementation		220,000	-		0	0	0	220,000				**Not to be prioritised**
Asset Mgt Planning - Glenorchy (TR)	IM	Implementation		9,000	18,000	8,100	0	0	0	35,100				**Not to be prioritised**
Lakeview Isle Street Upgrade	LRI	Implementation		1,534,529	0	0	0	0	0	1,534,529				**Not to be prioritised**
Lakeview Brunswick Street Retaining Wall Upgrade	LRI	Implementation		718,000	0	0	0	0	0	718,000				**Not to be prioritised**
Quail Rise to Hawthorne Drive Road Link HIF Stage 1	LRI	Implementation		1,200,000	0	0	0	0	0	1,200,000				**Not to be prioritised**
Quail Rise State Highway 6 HIF Bus Stop	PTI	Implementation		740,000	0	0	0	0	0	740,000				**Not to be prioritised**
Woolshed Rd Formation (TR)	LRI	Implementation		1,000,000	0	0	0	0	0	1,000,000				**Not to be prioritised**
QLDC Transport Model Replacement	IM	Implementation		0	0	100,000	0	0	0	100,000				**Not to be prioritised**

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost 24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
Queenstown Lakes District Council														
Asset Mgt Planning - Local Roads	IM	Implementation		151,000	192,000	72,900	0	0	0	415,900				**Not to be prioritised**
Lake Wakatipu Ferry Infrastructure Improvements	PTI	Implementation		1,000,000	0	0	0	0	0	1,000,000				**Not to be prioritised**
Wakatipu Park and Ride Infrastructure Provision	PTI	Implementation		0	1,700,000	0	0	0	0	1,700,000				**Not to be prioritised**
Capell Ave Road Formation (TR)	LRI	Implementation		5,000	500000	0	0	0	0	505,000				**Not to be prioritised**
Queenstown Masterplan Update	IM	Programme Business Case		0	80,000	0	0	0	0	160,000 NLTF				**Not to be prioritised**
Frankton Masterplan Update	IM	Programme Business Case		0	80,000	0	0	0	0	160,000				**Not to be prioritised**
Wanaka Masterplan Update	IM	Programme Business Case		0	80,000	0	0	0	0	160,000				**Not to be prioritised**
Low Cost / Low Risk		Implementation		7,637,500	7,412,000	7,866,500	8,226,500	9,058,000	9,106,000	50,337,500	**NLTF / LS**			**Not to be prioritised**

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
Otago State Highways														
SH6 Park and Rid0e Facilities	PTI	Implementation	Park and ride facilities connecting to major PT routes adjacent to SH6 and located at Frankton, Arrow Junction and Jacks Point	0	0	7,071,661	0	0	0	7,071,661	**NLTF**	**Priority 3**	**Objective 3**	**1**
		Pre-Implementation		544,400	0	0	0	0	0	544,400	**NLTF**			
		Property		0	1,128,600	00	0	0	0	1,128,600	**NLTF**			

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
SH6 SH8b SH8 Gibbston To Clyde Corridor Improvements	W & C	Detail Business Case	NZTA component of the wider Kawarau Gorge (Gibbston - Bannockburn) trail	2,462,400	0	0	0	0	0	2,462,400	**NLTF**	**Priority 3**	**Objective 3**	**6**
SH6 Hardware Lane to Arrow Junction Road	RTZ	Business Case	Three Wire Median barriers (solid/semi-rigid and flexible); Roadside Barriers; Safe and Appropriate Speeds	43,900	0	0	0	0	0	43,900	**NLTF**	**Priority 2**	**Objective 1**	**10**
		Property		878,000	0	0	0	0	0	878,000	**NLTF**			
		Pre-implementation		7,199,600	0	0	0	0	0	7,199,600	**NLTF**			
		Implementation		658,500	0	0	0	0	0	658,500	**NLTF**			
SH1 Mosgiel to Blaclutha	RTZ	Implementation	Speed Management; Safe and Appropriate Speeds	0	0	0	0	0	19,202,389	59,850,000	**NLTF**	**Priority 2**	**Objective 1**	**Not to be prioritised**
SH8B/SH06/SH8B Intersection	RTZ	Business Case	Three Wire Median barriers (solid/semi-rigid and flexible); Roadside Barriers; Safe and Appropriate Speeds	0	0	0	0	25,000	0	25,000	**NLTF**	**Priority 2**	**Objective 1**	**Not to be prioritised**
		Property		0	0	0	0	500,000	0	500,000	**NLTF**			
		Pre-Implementation		0	0	0	0	375,000	0	375,000	**NLTF**			
		Implementation		0	0	0	0	4,100,000	0	4,100,000	**NLTF**			
SH1 Oamaru to Dunedin (Hampden to Palmerston)	RTZ	Pre-Implementation	Committed SAP Activity In-Flight	3,047,000	0	0	0	0	0	3,047,000	**NLTF**			**Not to be prioritised**
		Implementation		15,583,500	0	0	0	0	0	15,583,500	**NLTF**			
SH1 Oamaru to Dunedin (Herbert to Hampden)	RTZ	Pre-Implementation	Committed SAP Activity In-Flight	61,098	0	0	0	0	0	61,098	**NLTF**			**Not to be prioritised**
		Implementation		5,511,800	0	0	0	0	0	5,511,800	**NLTF**			
SH1 Oamaru to Dunedin	RTZ	Pre-Implementation	Packaged Activities; Safe System Transformation Activities	0	0	0	0	0	0	8,635,300	**n/a**			**Not to be prioritised**
		Property		0	0	0	0	0	0	1,755,600	**n/a**			
		Implementation		0	0	0	0	0	0	39,666,200	**n/a**			

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
SH1 Region Boundary to Oamaru	RTZ	Pre-Implementation	Speed Management; Safe and Appropriate Speeds	0	0	0	0	0	345,600	345,600	**NLTF**			**Not to be prioritised**
		Implementation		0	0	0	0	0	1,113,600	55,500,800	**NLTF**			
Wakatipu Walking and Cycling Network Improvements	W & C	Pre-Implementation	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	244,000	0	0	0	0	0	244,000	**NLTF**			**Committed**
		Property		1,053,636	0	0	0	0	0	1,053,636	**NLTF**			
		Implementation		10,049,650	0	0	0	0	0	10,049,650	**NLTF**			
State Highway Low Cost Low Risk Programme	SHI	Implementation	A programme of current and potential activities to address resilience, accessibility, urban travel time and similar opportunities with targeted interventions	2,000,000	2,040,000	2,080,000	2,122,416	2,164,864	2,208,162	12,615,442	**NLTF**			**Not to be prioritised**
SH1 Katiki Coast Enhanced Resilience Stage 2	SHI	Implementation	SH1 RS635 RP 3.68/6.31 - Enhanced Resilience to coastal erosion	1,229,714	0	0	0	0	0	1,229,714	**NLTF**	**Priority 1**	**Object 2**	**Committed**
SH6 Lakes Hayes Highway to McDonnell Road Intersection	RTZ	Business Case	Three Wire Median barriers (solid/semi-rigid and flexible); Roadside Barriers;	0	0	0	0	0	0	50,000	**n/a**			**Not to be prioritised**
		Property		0	0	0	0	0	0	750,000	**n/a**			
		Pre-Implementation		0	0	0	0	0	0	1,000,000	**n/a**			
		Implementation		0	0	0	0	0	0	8,200,000	**n/a**			

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
			Safe and Appropriate Speeds											
SH6 Wanaka to Luggate SC - SH84 IS	RTZ	Implementation	Committed SAP Activity In-Flight	700,000	0	0	0	0	0	700,000	**NLTF**	-	-	**Not to be prioritised**
SH8 Brown Road to SH01	RTZ	Pre-Implementation	Safety Management with Speed Management	0	0	0	0	0	0	2,052,800	**n/a**			**Not to be prioritised**
		Implementation		0	00	0	0	0	0	5,388,600	**n/a**			
SH88 Dunedin - Port Chalmers Safety Improvements	RTZ	Implementation	Committed SAP Activity In-Flight	15,111,666	54,171	0	0	0	0	15,165,837	**NLTF**	-	-	**Committed Project**
Cromwell To Frankton	SHI	Detailed Business Case	A business case project to address resilience issue at this location	250,000	250,000	0	0	0	0	500,000	**NLTF**			**Not to be prioritised**
		Pre-Implementation		0	0	500,000	0	0	0	500,000	**NLTF**			
Dunedin City and Hospital	SHI	Implementation	To enable the Connecting Dunedin partners (NZTA, DCC & ORC) to collaboratively investigate the best long-term transport and urban mobility system for central Dunedin	0	0	0	4,400,000	4,400,000	4,400,000	13,200,000	**NLTF**			**Not to be prioritised**
Frankton To Kingston	SHI	Detailed Business Case	A business case project to address resilience issue at this location	250,000	250,000	0	0	0	0	500,000	**NLTF**			**Not to be prioritised**
		Pre-Implementation		0	0	500,000	0	0	0	500,000	**NLTF**			
Haast to Hawea	SHI	Detailed Business Case	**tbc**	1,000,000	0	0	0	0	0	1,000,000	**NLTF**	-	-	**Not to be prioritised**
Dunedin Urban	RTZ	Pre-Implementation	Packaged Activities; Safe System Transformation Activities	0	0	0	0	0	0	1,275,200	**n/a**			**Not to be prioritised**
		Implementation		0	0	0	0	0	0	6,694,800	**n/a**			

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
Strategic Business Case Development - Queenstown Mode Shift Plan Refresh	IM	Detailed Business Case	To develop a forward work strategy for State highway related activities across the intervention hierarchy that best delivers the role for SHs	500,000	500,000	0	0	0	0	1,000,000	**NLTF**	-	-	**Not to be prioritised**
Programme Business Case Development, regional proportion of Nationwide Investment Proposal	SHI	Detail Business Case	Development of activity proposals for consideration in the 2021-24 NLTP development delivering on high priority activities from each regional and inter-regional strategic case	0	500,000	500,000	0	0	0	1,000,000	**NLTF**	-	-	**Not to be prioritised**
Beaumont Bridge Replacement	SHI	Property	Replacement bridge and approach realignment	75,000	0	0	0	0	0	75,000	**NLTF**			**Committed**
		Implementation		13,052,000	3,650,000	0	0	0	0	16,702,000	**NLTF**			
Road to Zero Infrastructure Low Cost Low Risk Programme	RTZ	Implementation	A programme of current and potential activities that aligns with the Road to Zero principles	1,428,571	1,428,571	1,428,571	52,800	277,200	0	4,615,714	**NLTF**	-	-	**Not to be prioritised**
Road To Zero Speed Management Low Cost Low Risk Programme	RTZ	Implementation	A programme of current and potential activities that aligns with the Road to Zero principles	0	230,000	4,280,000	1,230,000	0	110,000	5,850,000	**NLTF**	-	-	**Not to be prioritised**

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost 24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
Waitaki District Council														
Kakanui Point Bridge Renewal	**LRI**	Single-Stage Business Case		50,000	50,000	520,000	3,250,0000	3,250,000	0	7,100,000	**NLTF / LS**			**Not to be prioritised**
Low Cost / Low Risk		Implementation		3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	18,000,000	**NLTF / LS**			**Not to be prioritised**

Southland Region

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost 24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
Department of Conservation Southland														
Low Cost / Low Risk		Implementation		0	0	100,000	0	0	0	100,000	NLTF			**Not to be prioritised**

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost 24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
Gore District Council														
Low Cost / Low Risk		Implementation		97,000	460,000	60,000	400,000	400,000	400,000	1,200,000				**Not to be prioritised**

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost 24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
Invercargill City Council														
Low Cost / Low Risk		Implementation		2,415,500	2,146,500	2,576,500	1,345,600	1,414,200	1,399,300	11,297,600				**Not to be prioritised**

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost 24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
Southland District Council														
Low Cost / Low Risk		Implementation		1,000,000	1,031,000	1,061,930	1,147,362	1,180,636	1,214,874	6,635,802	**NLTF / LS**			**Not to be prioritised**

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost 24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
Southland State Highways														
SH1 Regional Boundary to Invercargill	RTZ	Pre-Implementation (phase 1)	Packaged Activities; Safe System Transformation Activities	480,000	0	0	0	0	0	480,000	**NLTF**	**Priority 2**	**Objective 1**	**1**
		Implementation (phase 1)		0	1,260,000	1,260,000	0	0	0	2,520,000				
Walking and Cycling Low Cost Low Risk	W&C	Implementation	A programme of current and potential activities to address active	581,667	581,667	581,667	1,745,000	581,667	581,667	5,816,670	**NLTF**	-	-	**Not to be prioritised**

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost 24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
			mode participation and accessibility opportunities with targeted activities											
State Highway Low Cost Low Risk Programme	SHI	Implementation	A programme of current and potential activities to address resilience, accessibility, urban travel time and similar opportunities with targeted interventions	1,428,571	1,428,571	1,428,571	250,000	0	336,400	4,872,114	**NLTF**			**Not to be prioritised**
SH1S Bluff Highway and Elles Road Intersection Improvement	RTZ	Property	Committed SAP Activity In-Flight	42,542	0	0	0	0	0	42,542	**NLTF**			**Committed**
		Implementation		3,520,403	0	0	0	0	0	3,520,403				
Strategic Business Case Development	IM	Detailed Business Case	To develop a forward work strategy for state highway related activities across the intervention hierarchy that best delivers the role for SHs as part of the regional and inter-regional transport system in delivering transport outcomes as targeted in the GPS	250,000	250,000	0	0	0	0	500,000	**NLTF**	-	-	**Not to be prioritised**
	RTZ	Pre-Implementation	Safety Management	0	0	0	0	0	0	1,411,200	**n/a**			**Not to be prioritised**

Activity	A/C	Phase	Description	Cost 21/22 $	Cost 22/23 $	Cost 23/24 $	Cost 24/25 $	Cost 25/26 $	Cost 26/27 $	Total cost $	Funding source	RLTP Objective	Key transport priority	Regional priority
SH1 Mcgorlick Street to Kew Road		Implementation		0	0	0	0	0	0	4,800,000				
Milford Road to Te Anau Downs	SHI	Detailed Business Case	A business case project to identify options to mitigate rockfall slips and flooding issues	1,000,000	0	0	0	0	0	1,000,000	**NLTF**	-	-	**Not to be prioritised**
Programme Business Case Development. Regional Proportion of Nationwide Investment Proposal	SHI	Detailed Business Case	Development of activity proposals for consideration in the 2021-24 NLTP development delivering on high priority activities from each regional and inter-regional strategic case.	0	250,000	250,000	0	0	0	500,000	**NLTF**	-	-	**Not to be prioritised**
Road to Zero Speed Management Low Cost Low Risk Programme	RTZ	Implementation	A programme of current and potential activities that aligns with the Road to Zero principles	418,800	281,200	950,000	2,040,000	$0	170,000	3,860,000	**NLTF**	-	-	**Not to be prioritised**
Road to Zero Speed Infrastructure Low Cost Low Risk Programme	RTZ	Implementation	A programme of current and potential activities that aligns with the Road to Zero principles	11,468,571	1,533,571	1,511,571	2,690,000	0,	0,	17,225,716	**NLTF**			**Not to be prioritised**

Summarised Improvement Project Tables – Grouped by Transport Priority

Otago

Transport Priority 1: Address Network Deficiencies		40%				
Approved Organisation	**Project or Package Name**	**Description**	**NLTP period**	**Phase Cost 2021/24**	**Phase Cost 2024/27**	**RTC Recommended Priority**
Dunedin City Council	**SFDT - Central City Parking Management.**	Develop a management plan for parking to meet the cities strategic goals.	21-27	$7,410,000	$4,010,000	**9**
Dunedin City Council	**SFDT - Harbour Arterial Efficiency Improvements**	Improved safety and efficiency for general traffic and freight accessing the port and harbour arterial corridor.	21-27	$7,620,000	$8,190,000	**5**
Queenstown Lakes District Council	**Lakeview Arterial Upgrade**	Upgrade of Man Street and Thompson Street to arterial standard, including a shared path, as an early implementation of the Queenstown Town Centre Arterial Stage 3 to improve multimodal access within the expanded town centre. This will enable improved walking and cycling facilities and a road widening to facilitate public transport opportunities	21-24	$9,594,393	$0	**13**
			Total	**$24,624,393**	**$12,200,000**	

Transport Priority 2: Target High Risk Areas		30%				
Approved Organisation	**Project or Package Name**	**Description**	**NLTP period**	**Phase Cost 2021/24**	**Phase Cost 2024/27**	**RTC Recommended Priority**
Waka Kotahi - Otago	**SH1 Mosgiel to Gore**	Speed Management - Safe and Appropriate Speeds	24-27	$0	$2,690,000	**6**
Waka Kotahi - Otago	**SH1 Hardware Lane to Arrow Junction Road**	Three Wire Median barriers (solid/semi-rigid and flexible) Roadside Barriers Safe and Appropriate Speeds	24-27	$0	$29,550,000	**10**
Dunedin City Council	**Safer Street - Arterial Improvements**	improve safety and accessibility for people walking and cycling, and better connections to public transport infrastructure, along a selection of arterial routes.	21-24	$18,308,150	$0	**13**
Dunedin City Council	**Tertiary Precinct Project**	Improve safety, access and amenity throughout the tertiary precinct. Enable better and safer connections between campuses for people walking, cycling and using public transport.	21-27	$7,760,000	$11,900,000	**16**
Dunedin City Council	**SFDT - Princes Street Bus Priority and Corridor Safety Plan**	Improve safety for active transport and improve efficiency for public transport along a high risk corridor.	21-24	$6,618,000	$0	**1**
Dunedin City Council	**George Street Upgrade**	Improve safety and accessibility for people travelling through and within the cities central retail precinct.	21-27	$16,500,000	$18,500,000	**6**
Dunedin City Council	**SFDT - Central Cycle and Pedestrian improvements**	improve safety and access for people walking and cycling within and throughout the central city	21-27	$3,600,000	$3,800,000	**10**
			Total	**$52,786,150**	**$66,440,000**	

Transport Priority 3: Invest to create genuine mode choice		30%				
Approved Organisation	**Project or Package Name**	**Description**	**NLTP period**	**Phase Cost 2021/24**	**Phase Cost 2024/27**	**RTC Recommended Priority**
Waka Kotahi - Otago	**Sh6 Park And Ride Facilities**	Park and ride facilities connecting to major PT routes adjacent to SH6 and located at Frankton, Arrow Junction and Jacks Point	21-24	$8,744,661	$0	**1**
Waka Kotahi - Otago	**Sh6 Sh8b Sh8 Gibbston To Clyde Corridor Improvements**	NZTA component of the wider Kawarau Gorge (Gibbston - Bannockburn) trail	21-24	$2,462,400	$0	**6**
Dunedin City Council	**Dunedin Tunnels Trail**	Active transport connection between the central city and the southern suburbs of Green Island, Abbotsford, Fairfield and Mosgiel.	21-24	$18,308,157	$0	**16**
Dunedin City Council	**Rail Passing loop**	Build a passing loop to enable increased freight capacity and future passenger rail capability.	21-24	$6,600,000	$0	**19**
Dunedin City Council	**SFDT - Mosgiel and Burnside Park and Ride Facilities**	Park and ride facilities to enable people living in the southern suburbs to connect to express public transport services.	21-24	$5,000,000	$0	**1**
Dunedin City Council	**North East Valley Cycleway**	Improve safety and access for cyclists and pedestrians along North Road in North East Valley	21-24	$2,500,000	$9,000,000	**18**
Queenstown Lakes District Council	**WATN Route C5: Arthurs Point to Queenstown**	Construction of a quality active travel route from Arthurs Point to Queenstown, including the Arthurs Point Crossing	21-24	$10,300,000	$0	**10**
Queenstown Lakes District Council	**WATN Route A8: Lake Hayes Estate to Frankton**	Construction of a quality active travel route from Lake Hayes Estate to Frankton, along the south side of the Kawarau River	21-24	$4,000,000	$0	**13**
			Total	**$57,915,218**	**$9,000,000**	

Southland

Transport Priority 1: Address Network Deficiencies		40%			
Approved Organisation	**Project or Package Name**	**Description**	**NLTP period**	**Phase Cost 21/24**	**RTC Recommended Priority**
Waka Kotahi	**SH 1 Regional Boundary to Invercargill**	Packaged Activities. Safe System Transformation Activities	21-24	$3,000,000	**1**
			Total	**$3,000,000**	

Central Otago District Council

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
Expenditure (by GPS Activity Class)										
Road to Zero	423,489	174,077	1,776,576	179,001	181,352	533,704	186,129	188,628	191,200	193,845
Walking and Cycling Improvements	150,000	1,460,000	150,000	4,275,000	150,000	150,000	150,000	150,000	150,000	150,000
Local Road Improvements	1,865,000	360,000	100,000	5,040,000	1,228,000	0	6,562,000	670,000	100,000	4,050,000
Local Road Maintenance	10,168,996	10,486,088	10,815,403	10,971,061	11,000,185	11,360,779	11,894,413	11,992,776	12,843,698	14,881,894
Investment Management	0	0	0	0	0	0	0	0	0	0
Total expenditure	12,607,485	12,480,165	12,841,979	20,465,062	12,559,537	12,044,483	18,792,542	13,001,404	13,284,898	19,275,739
Revenue for subsidised activities										
Approved Organisation Revenue	6,177,668	6,115,281	6,292,570	10,027,880	6,154,173	5,901,797	9,208,346	6,370,688	6,509,600	9,445,112
NLTF Revenue	6,429,817	6,364,884	6,549,409	10,437,182	6,405,364	6,142,686	9,584,196	6,630,716	6,775,298	9,830,627
Other Revenue	0	0	0	0	0	0	0	0	0	0
Total revenue	12,607,485	12,480,165	12,841,979	20,465,062	12,559,537	12,044,483	18,792,542	13,001,404	13,284,898	19,275,739
Unsubsidised Activities										
Expenditure										
Unsubsidised Operational Expenditure	384,376.0000	384,666.0000	384,971.0000	387,002.0000	389,602.0000	392,093.0000	394,827.0000	397,720.0000	400,791.0000	404,149.0000
Unsubsidised Capital Expenditure	50,000.0000	50,000.0000	255,000.0000	53,000.0000	54,000.0000	275,000.0000	56,000.0000	57,000.0000	292,500.0000	59,500.0000
Total Unsubsidised expenditure	434,376	434,666	639,971	440,002	443,602	667,093	450,827	454,720	693,291	463,649
Revenue for Unsubsidised Activities										
Local Authority Revenue	434,376	434,666	639,971	440,002	443,602	667,093	450,827	454,720	693,291	463,649
Other Revenue	0	0	0	0	0	0	0	0	0	0
Total revenue	434,376	434,666	639,971	440,002	443,602	667,093	450,827	454,720	693,291	463,649

Clutha District Council

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
Expenditure (by GPS Activity Class)										
Road to Zero	105,000	108,000	111,000	114,000	117,000	120,000	123,000	126,000	129,000	132,000
Local Road Improvements	850,600	835,000	854,000	851,000	2,296,000	917,000	932,000	871,000	922,000	911,000
Local Road Maintenance	16,897,500	15,931,700	16,299,200	16,210,500	16,564,100	17,472,200	17,754,300	16,599,600	17,579,000	17,362,700
Investment Management	65,100	102,500	69,200	70,900	108,700	75,600	77,600	115,600	82,800	85,000
Total expenditure	$17,918,200	$16,977,200	$17,333,400	$17,246,400	$19,058,800	$18,584,800	$18,886,900	$17,712,200	$18,712,800	$18,490,700
Revenue for subsidised activities										
Approved Organisation Revenue	6,151,700	5,880,100	6,066,900	6,036,200	6,670,500	6,504,400	6,610,400	6,199,400	6,549,400	6,471,700
NLTF Revenue	11,766,500	11,097,100	11,266,500	11,210,200	12388,300	12,080,400	12,276,500	11,512,800	12,163,400	12,019,000
Other Revenue	0	0	0	0	0	0	0	0	0	0
Total revenue	$17,918,200	$16,977,200	$17,333,400	$17,246,400	$19,058,800	$18,584,800	$18,886,900	$17,712,200	$18,712,800	$18,490,700
Unsubsidised Activities										
Expenditure										
Unsubsidised Operational Expenditure	399,500	409,200	419,300	429,800	441,000	452,300	464,200	476,700	489,500	502,700
Unsubsidised Capital Expenditure	10,800	11,000	11,300	11,600	11,900	12,200	12,500	12,800	13,200	13,500
Total Unsubsidised expenditure	$410,300	$420,200	$430,600	$441,400	$452,900	$464,500	$476,700	$489,500	$502,700	$516,200
Revenue for Unsubsidised Activities										
Local Authority Revenue	292,900	300,000	307,400	315,100	323,300	331,600	340,300	349,500	358,900	368,500
Other Revenue	117,400	120,200	123,200	126,300	129,600	132,900	136,400	140,000	143,800	147,700
Total revenue	$410,300	$420,200	$430,600	$441,400	$452,900	$464,500	$476,700	$489,500	$502,700	$516,200

Department of Conservation Otago

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
Expenditure (by GPS Activity Class)										
Local Road Improvements	0	0	100,000	34,000	34,680	35,374	36,081	36,803	37,539	38,290
Local Road Maintenance	84,936	84,936	84,936	122,468	124,413	130,672	122,433	132,824	120,325	122,238
Total expenditure	**$84,936**	**$84,936**	**$184,936**	**$156,468**	**$159,093**	**$166,046**	**158,514**	**$169,627**	**$157,863**	**$160,527**
Revenue for subsidised activities										
Approved Organisation Revenue										
NLTF Revenue	43,317	43,317	94,317	79,799	81,137	84,683	80,842	86,510	80,510	81,869
Total revenue	**$43,317**	**$43,317**	**$94,317**	**$79,799**	**$81,137**	**$84,683**	**$80,842**	**$86,510**	**$80,510**	**$81,869**
Unsubsidised Activities										
Expenditure										
Unsubsidised Operational Expenditure	8,333	8,333	8,333	8,333	8,333	8,333	8,333	8,333	8,333	8,333
Unsubsidised Capital Expenditure	0	0	0	0	0	0	0	0	0	0
Total Unsubsidised expenditure	**$8,333**	**$8,333**	**$8,333**	**$8,333**	**$8,333**	**$8,333**	**$8,333**	**$8,333**	**$8,333**	**$8,333**

Dunedin City Council

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
Expenditure (by GPS Activity Class)										
Road to Zero	6,054,651	5,480,497	7,005,812	6,208,253	6,224,500	6,241,235	6,258,472	6,276,227	6,294,513	5,666,667
Walking and Cycling Improvements	3,100,000	3,105,000	2,200,000	3,920,000	0	0	2,600,000	2,600,000	2,600,000	2,600,000
Local Road Improvements	14,018,000	8,140,000	4,070,000	4,795,000	7,500,000	11,300,000	5,245,000	5,200,000	3,900,000	2,900,000
State Highway Maintenance	704,400	725,532	747,298	769,717	792,808	816,593	841,090	866,323	892,313	919,082
Local Road Maintenance	36,406,207	36,406,207	36,406,207	42,278,949	42,636,450	43,002,711	47,210,603	47,962,038	48,726,971	49,626,727
Investment Management	4,823,084	4,832,777	4,842,760	4,988,043	5,137,684	5,291,814	5,450,569	5,614,086	5,782,508	5,955,984
Total expenditure	$65,106,342	$58,690,012	$55,272,076	$62,959,961	$62,291,443	$66,652,353	$67,605,734	$68,518,674	$68,196,306	$67,668,460
Revenue for subsidised activities										
Approved Organisation Revenue										
NLTF Revenue	34,506,361	30,518,806	28,188,759	32,109,580	31,768,636	33,992,700	34,478,925	34,944,524	34,780,116	34,510,914
Other Revenue										
Total revenue	$34,506,361	$30,518,806	$28,188,759	$32,109,580	$31,768,636	$ 3,992,700	$34,478,925	$34,944,524	$34,780,116	$34,510,914
Unsubsidised Activities										
Expenditure										
Unsubsidised Operational Expenditure	32,716,483	34,250,130	35,829,785	36,634,986	37,814,291	39,030,942	40,286,106	41,580,989	42,916,833	44,294,919
Unsubsidised Capital Expenditure	4,093,000	6,855,000	3,550,000	1,755,000	2,700,000	2,700,000	1,755,000	2,700,000	2,700,000	900,000
Total Unsubsidised expenditure	$36,809,483	$41,105,130	$39,379,785	$38,389,986	$40,514,291	$41,730,942	$42,041,106	$44,280,989	$45,616,833	$45,194,919
Revenue for Unsubsidised Activities										
Local Authority Revenue										
Other Revenue										
Total revenue										

Otago Regional Council

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
Expenditure (by GPS Activity Class)										
Public Transport Services	22,200,732	25,017,160	26,342,316	27,508,063	27,943,414	28,603,783	29,264,118	29,949,870	30,635,617	31,321,382
Public Transport Infrastructure	749,092	967,851	1,825,532	2,904,333	2,981,609	1,925,268	1,735,024	828,544	818,504	833,959
Local Road Improvements	200,000	204,000	208,000	212,000	216,000	220,000	224,000	228,000	232,000	236,000
Investment Management	612,485	629,113	764,745	675,570	691,925	820,880	724,634	741,618	879,201	775,585
Total expenditure	$23,762,309	$26,818,124	$29,140,593	$31,299,966	$31,832,948	$31,569,931	$31,947,776	$31,748,032	$32,565,322	$33,166,926
Revenue for subsidised activities										
Approved Organisation Revenue	6,514,264	6,910,050	7,305,837	7,305,837	7,305,837	7,305,837	7,305,837	7,305,837	7,305,837	7,305,837
NLTF Revenue										
Other Revenue										
Total revenue	$6,514,264	$6,910,050	$7,305,837	$7,305,837	$7,305,837	$7,305,837	$7,305,837	$7,305,837	$7,305,837	$7,305,837
Unsubsidised Activities										
Expenditure										
Unsubsidised Operational Expenditure										
Unsubsidised Capital Expenditure										
Total Unsubsidised expenditure										
Revenue for Unsubsidised Activities										
Local Authority Revenue										
Other Revenue										
Total revenue										

State Highways - Otago

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
Expenditure (by GPS Activity Class)										
Road to Zero	22,590,421	16,495,571	17,708,571	3,972,800	5,277,200	20,771,589	26,485,875	37,544,973	35,688,719	45,436,800
Public Transport Infrastructure	544,400	0	7,071,661	0	0	0	0	0	0	0
Walking and Cycling Improvements	15,294,686	1,485,000	1,485,000	1,485,000	1,485,000	1,485,000	1,485,000	1,485,000	1,485,000	1,485,000
State Highway Improvements	17,856,714	6,690,000	3,580,800	6,522,416	6,564,864	6,608,162	2,252,325	2,297,371	2,343,319	2,390,185
State Highway Maintenance	74,589,665	53,496,852	54,406,298	55,494,424	56,604,313	57,736,399	58,891,127	60,068,950	61,270,329	62,495,735
Total expenditure	$130,875,886	$78,167,423	$84,252,330	$67,474,377	$69,931,377	$86,601,150	$89,114327	$101,396,294	$100,787,361	$111,807,520
Revenue for subsidised activities										
Approved Organisation Revenue										
NLTF Revenue	$130,875,886	$78,167,423	$84,252,330	$67,474,377	$69,931,377	$86,601,150	$89,114327	$101,396,294	$100,787,361	$111,807,520
Other Revenue										
Total revenue	$130,875,886	$78,167,423	$84,252,330	$67,474,377	$69,931,377	$86,601,150	$89,114327	$101,396,294	$100,787,361	$111,807,520

Queenstown Lakes District Council

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
Expenditure (by GPS Activity Class)										
Road to Zero	7,780,500	7,489,500	7,630,500	9,939,500	8,730,500	8,439,500	10,230,500	8,439,500	8,730,500	9,694,500
Public Transport Infrastructure	1,592,000	2,848,000	1,000,000	500,000	1,000,000	1,048,370	3,201,260	23,963,000	1,200,000	2,500,000
Walking and Cycling Improvements	2,500,000	14,800,000	7,750,000	2,500,000	8,000,000	8,425,000	1,000,000	1,000,000	2,000,000	11,000,000
Local Road Improvements	15,502,919	5,358,779	380,000	2,200,000	3,690,000	160,000	380,000	2,160,000	3,380,000	160,000
Local Road Maintenance	18,226,712	20,044,712	18,742,712	17,522,712	17,292,712	17,292,712	17,292,712	17,492,712	17,317,712	17,517,712
Investment Management	800,000	440,000	320,000	1,430,000	460,000	270,000	280,000	450,000	260,000	270,000
Total expenditure	**46,402,131**	**50,980,991**	**35,823,212**	**34,092,212**	**39,173,212**	**35,635,582**	**32,384,472**	**53,505,212**	**32,888,212**	**41,142,212**
Unsubsidised Activities										
Expenditure										
Unsubsidised Operational Expenditure	426,416	477,076	524,276	724,276	524,276	724,276	524,276	524,276	524,276	524,276
Unsubsidised Capital Expenditure	57,054,987	37,943,851	35,505,127	0	0	0	9,059,215	1,872,807	7,491,226	9,364,033
Total Unsubsidised expenditure	57,481,403	38,420,928	36,029,403	724,276	524,276	724,276	9,583,491	2,397,083	8,015,502	9,888,309
Revenue for Unsubsidised Activities										
Local Authority Revenue										
Other Revenue										
Total revenue										

Waitaki District Council

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
Expenditure (by GPS Activity Class)										
Road to Zero	2,674,132	2,678,659	2,683,662	2,688,253	2,692,960	2,697,784	2,702,728	2,707,797	2,712,991	2,718,316
Walking and Cycling Improvements	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000
Local Road Improvements	0	0	200,000	500,000	3,250,000	3,250,000	0	0	0	0
Local Road Maintenance	12,166,543	12,660,307	13,363,395	16,537,480	16,869,667	13,960,159	14,309,163	14,666,892	15,033,564	15,409,403
Investment Management	194,180	91,109	93,660	96,001	98,401	100,861	103,383	105,967	108,617	111,332
Total expenditure	15,534,855	15,930,075	16,840,717	20,321,734	23,411,028	20,508,804	17,615,274	17,980,656	18,355,172	18,739,051
Revenue for subsidised activities										
Approved Organisation Revenue	6,679,987	6,849,932	7,155,508	8,523,346	8,669,242	7,421,286	7,574,567	7,731,682	7,892,724	8,057,792
NLTF Revenue	8,854,867	9,080,143	9,485,209	11,298,388	11,491,786	9,837,518	10,040,706	10,248,974	10,462,448	10,681,259
Other Revenue	0	0	0	0	0	0	0	0	0	0
Total revenue	15,534,854	15,930,075	16,640,717	19,821,734	20,161,028	17,258,804	17,615,273	17,980,656	18,355,172	18,739,051
Unsubsidised Activities										
Expenditure										
Unsubsidised Operational Expenditure	1,069,723	1,097,074	1,127,792	1,155,987	1,184,887	1,214,509	1,244,872	1,275,993	1,307,893	1,340,590
Unsubsidised Capital Expenditure	312,858	320,992	329,980	338,230	346,685	355,352	364,236	373,342	382,676	392,243
Total Unsubsidised expenditure	$1,382,581	$1,418,066	$1,457,772	$1,494,217	$1,531,572	$1,569,861	$1,609,108	$1,649,335	$1,690,569	$1,732,833
Revenue for Unsubsidised Activities										
Local Authority Revenue	1,382,131	1,418,066	1,457,772	1,494,217	1,531,572	1,569,861	1,609,108	1,649,336	1,690,569	1,732,833
Other Revenue	0	0	0	0	0	0	0	0	0	0
Total revenue	$1,382,131	$1,418,066	$1,457,772	$1,494,217	$1,531,572	$1,569,861	$1,609,108	$1,649,336	$1,690,569	$1,732,833

Department of Conservation Southland

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
Expenditure (by GPS Activity Class)										
Local Road Improvements	0	0	100,000	34,000	34,680	35,374	36,081,	36,803	37,539	29,290
Local Road Maintenance	538,845	538,845	538,845	538,845	569,626	581,961	590,887	604,690	612,995	625,132
Total expenditure	$538,845	$538,845	$638,845	$592,580	$604,306	$617,335	$626,968	$641,493	$650,534	$663,422
Revenue for subsidised activities										
Approved Organisation Revenue	0	0	0	0	0	0	0	0	0	0
NLTF Revenue	183,011	183,011	183,011	193,076	198,709	205,000	209,552	216,592	220,828	227,017
Other Revenue	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000
Total revenue	$363,011	$363,011	$363,011	$373,076	$216,709	$385,000	$309,552	$396,592	$400,828	$407,017
Unsubsidised Activities										
Expenditure										
Unsubsidised Operational Expenditure	8,333	8,333	8,333	8,333	8,333	8,333	8,333	8,333	8,333	8,333
Unsubsidised Capital Expenditure	0	0	0	0	0	0	0	0	0	0
Total Unsubsidised expenditure	$8,333	$8,333	$8,333	$8,333	$8,333	$8,333	$8,333	$8,333	$8,333	$8,333

Environment Southland

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
Expenditure (by GPS Activity Class)										
Local Road Maintenance	62,990	65,490	67,490	72,900	72,900	72,900	72,900	72,900	77,990	77,990
Investment Management	353,458	373,458	377,458	375,950	375,950	401,950	392,953	393,453	434,453	393,453
Total expenditure	$416,448	$ 438,948	$ 444,948	$448,850	$448,850	$474,850	$465,853	$466,353	$512,443	$471,443
Revenue for subsidised activities	187402	201916	213575	215448	215448	227928	223610	224110	245973	223293
Approved Organisation Revenue	229046	237032	231372	233402	233402	246922	242243	242243	266470	245150
Total revenue	$416,448	$ 438,948	$ 444,948	$448,850	$448,850	$474,850	$465,853	$466,353	$512,443	$471,443

Gore District Council

I	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
Expenditure (by GPS Activity Class)										
Road to Zero	186,640	92,700	183,481	360,000	360,000	360,000	360,000	360,000	360,000	360,000
Walking and Cycling Improvements	635,000	283,050	431,042	443,973	457,292	471,011	485,141	499,695	514,686	530,127
Local Road Improvements	2,582,456	2,652,429	2,774,502	2,857,737	2,943,469	3,031,773	3,122,726	3,216,408	3,312,901	3,412,288
Local Road Maintenance	1,721,722	1,773,374	1,826,575	1,881,372	1,937,813	1,995,948	2,055,826	2,117,501	2,181,026	2,246,457
Investment Management	490,463	505,177	520,332	535,942	552,021	568,581	585,639	603,208	621,304	639,943
Rail Network	163,000	188,390	203,792	15,000	170,000	15,000	170,000	15,000	170,000	15,000
Total expenditure	$5,876,281	$5,955,120	$5,999,724	$6,104,763	$6,442,456	$6,475,630	$6,824,449	$6,869,082	$7,229,704	$7,286,496
Revenue for subsidised activities										
Approved Organisation Revenue	$3,467,006	$3,513,521	$3,539,837	$3,601,810	$3,801,049	$3,820,622	$4,026,425	$4,052,758	$4,265,526	$4,299,032
NLTF Revenue	$2,409,275	$2,441,599	$2,459,887	$2,502,953	$2,641,407	$2,655,008	$2,798,024	$2,816,324	$2,964,179	$2,987,463
Other Revenue	$5,876,281	$5,955,120	$5,999,724	$6,104,763	$6,442,456	$6,475,630	$6,824,449	$6,869,082	$7,229,704	$7,286,496
Total revenue	$3,467,006	$3,513,521	$3,539,837	$3,601,810	$3,801,049	$3,820,622	$4,026,425	$4,052,758	$4,265,526	$4,299,032
Unsubsidised Activities										
Expenditure										
Unsubsidised Operational Expenditure	150,530	155,045	159,697	164,488	169,422	174,505	179,740	185,132	190,686	196,407
Unsubsidised Capital Expenditure	0	0	0	0	0	0	0	0	0	0
Total Unsubsidised expenditure	$150,530	$155,045	$159,697	$164,488	$169,422	$174,505	$179,740	$185,132	$190,686	$196,407
Revenue for Unsubsidised Activities										
Local Authority Revenue	150,530	155,045	159,697	164,488	169,422	174,505	179,740	185,132	190,686	196,407
Other Revenue	0	0	0	0	0	0	0	0	0	0
Total revenue	$150,530	$155,045	$159,697	$164,488	$169,422	$174,505	$179,740	$185,132	$190,686	$196,407

Invercargill City Council

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
Expenditure (by GPS Activity Class)										
Road to Zero	1,220,000	1,290,700	1,591,457	587,272	599,017	610,997	623,217	635,682	648,395	661,363
Public Transport Services	2,285,260	2,102,075	2,104,900	2,140,043	2,184,077	2,184,533	2,297,287	2,358,293	2,574,840	2,372,242
Public Transport Infrastructure	147,590	149,100	151,200	113,508	145,779	128,094	120,456	152,865	135,322	127,829
Local Road Improvements	1,805,500	1,537,800	1,682,956	1,375,588	1,499,206	1,464,283	1,456,939	1,540,148	1,548,921	1,543,269
Local Road Maintenance	14,424,000	14,463,465	14,686,912	15,848,090	16,244,921	16,108,891	16,358,360	16,528,838	17,254,139	16,710,443
Investment Management										
Total expenditure	**19,882,350**	**19,543,140**	**20,217,425**	**20,064,501**	**20,673,000**	**20,496,799**	**20,856,260**	**21,215,825**	**22,161,617**	**21,415,146**
Revenue for subsidised activities										
Approved Organisation Revenue	9,351,066	9,371,505	9,889,783	9,759,621	10,114,036	10,014,380	10,183,351	10,375,183	10,824,893	10,455,762
NLTF Revenue	10,515,539	10,155,394	10,310,897	10,287,800	10,541,543	10,464,649	10,654,784	10,822,154	11,317,866	10,940,149
Other Revenue	15,745	16,241	16,745	17,080	17,421	17,770	18,125	18,488	18,858	19,235
Total revenue	**19,882,350**	**19,543,140**	**20,217,425**	**20,064,501**	**20,673,000**	**20,496,799**	**20,856,260**	**21,215,825**	**22,161,617**	**21,415,146**
Unsubsidised Activities										
Expenditure										
Unsubsidised Operational Expenditure	1,276,000	1,276,000	1,276,000	1,276,000	1,276,000	1,276,000	1,276,000	1,276,000	1,276,000	1,276,000
Unsubsidised Capital Expenditure	4,000,000	4,000,000	4,000,000	4,000,000	2,500,000	2,500,000	1,000,000	1,000,000	1,000,000	1,000,000
Total Unsubsidised expenditure	$5,276,000	$5,276,000	$ 5,276,000	$5,276,000	$3,776,000	$ 3,776,000	$2,276,000	$ 2,276,000	$2,276,000	$2,276,000
Revenue for Unsubsidised Activities										
Local Authority Revenue	5,276,000	5,276,000	5,276,000	5,276,000	3,776,000	3,776,000	2,276,000	2,276,000	2,276,000	2,276,000
Other Revenue										
Total revenue	$5,276,000	$5,276,000	$5,276,000	$5,276,000	$3,776,000	$3,776,000	$2,276,000	$2,276,000	$2,276,000	$2,276,000

Southland District Council

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
Expenditure (by GPS Activity Class)										
Road to Zero	126,000	897,486	436,453	402,123	550,963	566,941	583,383	600,301	617,709	553,900
Local Road Improvements	1,000,000	1,031,000	1,061,930	1,147,362	1,180,636	1,214,874	1,250,106	1,286,359	1,323,663	1,362,049
Local Road Maintenance	32,164,922	33,258,657	34,801,566	37,519,415	40,642,951	42,466,721	45,201,618	46,719,311	48,267,144	53,101,734
Investment Management	-	-	-	-	-	-	-	-	-	-
Total expenditure	$33,290,922	$35,187,142	$36,299,949	$39,068,900	$42,374,550	$44,248,537	$47,035,106	$48,605,970	$50,208,517	$55,017,683
Revenue for subsidised activities										
Approved Organisation Revenue	17,378,200	18,366,308	18,947,038	20,388,953	22,110,012	23,086,667	24,537,929	25,357,089	26,192,790	28,696,003
Other Revenue	15,912,723	16,820,834	17,352,911	18,679,947	20,264,539	21,161,870	22,497,177	23,248,882	24,015,727	26,321,680
Total Revenue	$33,290,922	$35,187,142	$36,299,949	$39,068,900	$42,374,550	$44,248,537	$47,035,106	$48,605,970	$50,208,517	$55,017,683
Unsubsidised Activities										
Expenditure										
Unsubsidised Operational Expenditure	-	-	-	-	-	-	-	-	-	-
Unsubsidised Capital Expenditure	487,920	597,915	312,431	412,653	299,174	357,158	258,052	335,676	251,874	372,817
Total Unsubsidised expenditure	487,920	597,915	312,431	412,653	299,174	357,158	258,052	335,676	251,874	372,817
Revenue for Unsubsidised Activities										
Local Authority Revenue	487,920	597,915	312,431	412,653	299,174	357,158	258,052	335,676	251,874	372,817
Other Revenue	-	-	-	-	-	-	-	-	-	-
Total revenue	487,920	597,915	312,431	412,653	299,174	357,158	258,052	335,676	251,874	372,817

State Highways - Southland

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
Expenditure (by GPS Activity Class)										
Road to Zero	6,286,152	3,074,771	3,743,571	4,730,000	$0	170,000	0	6,837,800	4,342,200	23,966,000
Walking and Cycling Improvements	581,667	581,667	581,667	581,667	581,667	581,667	581,667	581,667	581,667	581,667
State Highway Improvements	1,000,000	1,270,000	1,290,400	1,061,208	1,082,432	1,104,081	1,126,162	1,148,686	1,171,659	1,195,093
State Highway Maintenance	40,969,560	41,666,043	42,374,366	43,221,853	44,086,290	44,968,016	45,867,376	46,784,724	47,720,418	48,674,827
Total expenditure	$48,837,379	$46,592,481	$47,990,004	$49,594,128	$45,750,389	$46,823,764	$47,575,205	$55,352,877	$53,815,944	$74,417,587
Revenue for subsidised activities										
Approved Organisation Revenue										
NLTF Revenue	$48,837,379	$46,592,481	$47,990,004	$49,594,128	$45,750,389	$46,823,764	$47,575,205	$55,352,877	53,815,944	74,417,587
Other Revenue	0	0	0	0	0	0	0	0	0	0
Total revenue	$48,837,379	$46,592,481	$47,990,004	$49,594,128	$45,750,389	$46,823,764	$47,575,205	$55,352,877	$53,815,944	$74,417,587

Future Activities Not Necessarily at Funding Request Stage

Activities RTC Members would like to see in future RLTPs

Authority	Project	Funding Required (if known)
Queenstown Lakes District Council	Frankton Track Active Travel Network Improvement (100% FAR)	$6,000,000
Queenstown Lakes District Council	An additional bridge at Arthurs Point, Queenstown	N/A
Queenstown Lakes District Council	Extension of public transport services to both Wanaka in the Upper Clutha and Cromwell in Central Otago during the 2021–2024 period.	N/A
Dunedin City Council	Completion of Peninsula Connection East of Portobello	N/A
Waka Kotahi	Improvement to SH1: flood mitigation at Hilderthorpe	N/A
Waka Kotahi	Improvement to SH1: further erosion protection of Katiki Straight,	N/A
Waka Kotahi	Replacement of the Albert Town bridge, Queenstown Lakes District.	N/A
Waka Kotahi	Replacement of the one lane bridge at Riverton.	N/A
Waka Kotahi	Additional passing opportunities on tourist routes and State Highway 93	N/A
Invercargill City Council	Invercargill City Network Operating Framework Implementation.	N/A
Invercargill City Council	Invercargill City Network Operating Framework – Heavy Traffic Bypass Investigations	N/A

Appendix 1 – Terms and Abbreviations

AA	Automobile Association
ACC	Accident Compensation Corporation
Accessibility	Accessibility in relation to public transport means infrastructure, services and information is accessible to those with different access and mobility requirements.
Activity	Defined in the Land Transport Management Act 2003 as a land transport output or capital project, or both.
Activity class	Refers to a grouping of similar activities.
Active modes	Transport by walking, cycling or other methods which involve the direct application of kinetic energy by the person travelling.
AF8	Project AF8 is a risk scenario-based earthquake response planning project, informed by thorough earthquake source, expression, and consequences science. The focus of the project is New Zealand's South Island Alpine Fault.
AMP	Activity Management Plan.
AO	Approved Organisation. Organisations eligible to receive funding from the National Land Transport Fund. Approved organisations are defined in the Land Transport Management Act 2003 as regional councils, territorial authorities or a public organisation approved by the Governor-General by Order-in-Council.
Arterial road	A high-capacity urban road, the primary function of which is to deliver traffic from collector roads to motorways, or between urban centres, at the highest level of service possible. As such, many arterial roads have restrictions on private access.
ATP	Audio Tactile Profiled road markings. Also known by road users as rumble strips).
C funding	Crown (C) funding
CAS	Crash Analysis System. The police use this system to record traffic crashes and injuries.
CBD	Central business district
CLOS	Customer level of service. A term used in the One Network Road Classification scheme.
Committed activity	Project or activity for which Waka Kotahi has already approved funding
Crash	Includes both motorised and non-motorised incidents, including incidents such as tripping or falling down bus stairs (crashes are sometimes referred to as accidents, particularly when no motorised vehicle is involved).
DC	District council
DoC	Department of Conservation
dTims	Deighton Total Infrastructure Management System tool

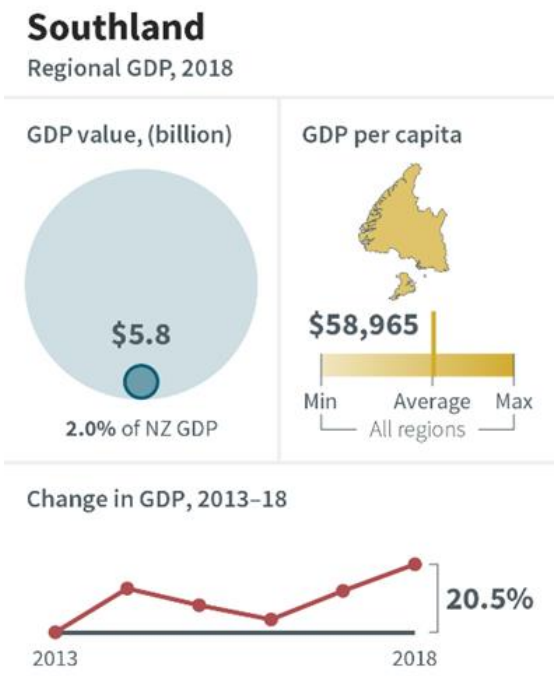
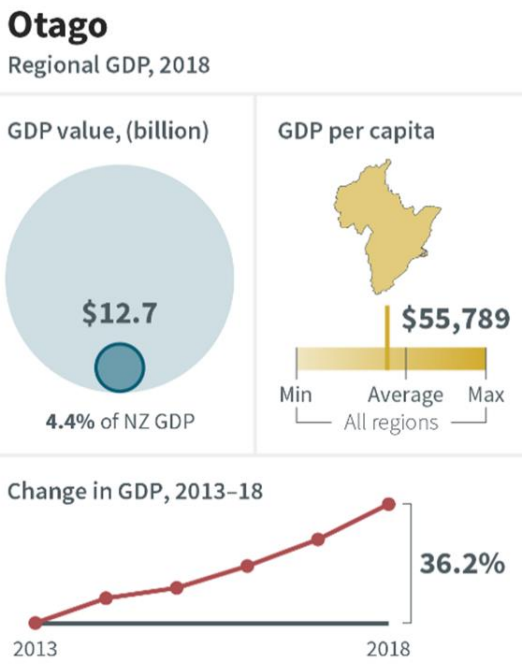
ENP	Economic network plan. A new type of geo-spatial modelling which models the flow of products and sometimes tourists.
Excluded service	Excluded passenger service means a service for that transports passengers for hire or reward and: (a) is contracted or funded by the Ministry of Education for the sole or primary purpose of transporting school children to and from school; (b) is not available to the public generally, and is operated for the sole or primary purpose of transporting to or from a predetermined event all the passengers carried by the service; (c) is not available to the public generally, and is operated for the sole or primary purpose of tourism; or (d) does not fall within any of paragraphs (a) to (c), and is not operated to a schedule. (s 5 LTMA).
Exempt service	A public transport service that is exempt under Section 130(2) of the LTMAor deemed exempt under Section 153(2) of the LTMA. (s 5 LTMA).
FAR	Funding Assistance Rate
Fuel excise duty	A tax imposed by the Government on fuel and used to fund land transport activities.
GPS	Government Policy Statement on Land Transport
HCV	Heavy commercial vehicle
HPMV	High productivity motor vehicle. A class of heavy vehicle that, with permit, is allowed to exceed standard length and mass limits.
ICT	Information and communication technologies
ILM	Intervention Logical Mapping. The RTCs used this technique to identify key problems and benefits facing Otago and Southland).
km	Kilometre
kph or km/hr	Kilometres per hour
Land transport revenue	Revenue paid into the National Land Transport Fund under the Land Transport Management Act 2003.
LED	Light emitting diode (lighting)
LOS	Level of service
LTP	Long-term Plan
LTMA	Land Transport Management Act 2003. The main act governing the land transport planning and funding system.
m	Metre
M	Million

Maintenance	Repairing a road so that it can deliver a defined level of service, while leaving the fundamental structure of the existing road intact.
MBIE	Ministry of Business, Innovation and Employment
mm	Millimetre
MoT	Ministry of Transport
Motor vehicle registration and licensing fees	Motor vehicle registration and licensing fees are defined as land transport revenue and are a charge paid by vehicle owners and operators. The Motor Vehicle Register established under the Transport (Vehicle and Driver Registration and Licensing) Act 1986, which is continued under Part 17 of the Land Transport Act 1998. It records the details of vehicles that are registered to operate on the road.
N/A	Not applicable
National road	Category of road classification in the One Network Road classification scheme.
N funding	National (N) funding
NLTF	National Land Transport Fund. The set of resources, including land transport revenue, available for land transport activities under the National Land Transport Programme.
NMM	Network management and maintenance (contract)
NLTP	National Land Transport Programme. A programme, prepared by NZTA, that sets out land transport activities likely to receive funding from the National Land Transport Fund. It is a three-yearly programme of investment in land transport infrastructure and services.
ONRC	One Network Road Classification
Otago RLTP	Otago Regional Land Transport Plan
PBC	Programme business case. This is the second stage of preparing a full business case, undertaken after completing the strategic case.
Primary collector road	Category of road classification in the One Network Road classification scheme.
PT	Public transport
PTOM	Public Transport Operating Model
TAG	Technical Advisory Group, comprising transport or roading staff from approved organisations in the region and chaired by a regional council. This group advises the RTC. Otago and Southland have a combined TAG.
R/A	Risk assessment.
Regional road	Category of road classification in the One Network Road classification scheme.

Reliability	The consistency of travel times that road users can expect, as defined in the One Network Road Classification scheme.
Resilience	Includes: • availability and restoration of each road when there is a weather or emergency event, whether there is an alternative route available and the road user information provided (One Network Road Classification) • resilience of the transport system when/if changes to oil prices and supply occur.
RLTP	Regional Land Transport Plan
RPS	Regional Policy Statement
RPTP	Regional Public Transport Plan
RMA	Resource Management Act
Road controlling authorities	Authorities and agencies which have control of the roads, including Waka Kotahi, territorial authorities, and the Department of Conservation.
Road user charges	Charges on diesel and heavy vehicles paid to the Government and used to fund land transport activity
RSAP	Road safety action plan. This is prepared by a road controlling authority.
RTC	Regional Transport Committee. A transport committee which must be established by every regional council or unitary authority for its region. The main function of a RTC is to prepare a Regional Land Transport Plan.
SDHB	Southern District Health Board
SH	State highway. A road operated by Waka Kotahi, as defined under the Land Transport Management Act 2003.
SHIP	State Highway Investment Plan
SPR	Special purpose road
SORDS	Southland Regional Development Strategy
TA	Territorial authority
AMP	Activity management plan
TIO	Transport investment online, the online database of project proposals and decisions operated by Waka Kotahi.
Total Mobility Scheme	Subsidised taxi services.
Transport-disadvantaged	People whom a local authority or Waka Kotahi considers are least able to get to basic community activities and services (e.g. work, education, health care, welfare and food shopping).
vpd	Vehicles per day

Vulnerable road users	Road users who are more likely than others to suffer a serious injury or to die if they are involved in an accident, including pedestrians, cyclists, motorcyclists, and horse users.
Yr	year
50MAX	A heavy vehicle with one more axle than conventional 44 tonne trucks, to spread a load further and reduce wear on roads. A permit is required, and they are only allowed on specified routes.

Appendix 2 – Otago and Southland GDP

Southland	Otago
From 2013–2018, Southland's economy increased 20.5% (national increase was 30.9%). Southland's share of national Gross Domestic Product (GDP) decreased from 2.2% to 2.0% over the period.	From 2013–2018, Otago's economy increased 36.2%. Otago's share of national GDP rose 0.1 percentage points to 4.4% over the period.
In 2018, Southland's GDP increased 7.1%, driven by increases in agriculture (primarily dairy cattle farming) and manufacturing.	In 2018, Otago's GDP increased 8.6%, the highest of all regional economies, outpacing the national increase of 5.5%. Largely driven by rises in rental, hiring, real estate services; construction; and agriculture.
	

Appendix 3 – Top Tourist Attractions

Southland
• Doubtful Sound, Eglinton Valley to Milford Sound, Milford Discovery Centre and Underwater Observatory, Te Anau Glowworm Caves, Lake Manapouri and the Manapouri Power Station. • there is an abundance of walking trails including five Great Walks (Rakiura Track, Kepler Track, Milford Track, Routeburn Track, and the soon to be opened Hump Ridge Track). • Lake Monowai, Lake Hauroko, Mavora Lakes Park, Piano Flat. • Around the Mountain Great Ride. • Colac Bay, Monkey Island, Gemstone Beach, Riverton. • Invercargill's Bill Richardson Transport World, Dig This, Burt Munroe Challenge, E Hayes and Sons - The World's Fastest Indian, Queens Gardens, Oreti Beach. • Sterling Point in Bluff, Stewart and Ulva Islands. • dark sky viewing of Aurora Australis and the Milky Way. • Catlins – Catlins Forest and Conservation Parks, Porpoise and Curio Bays, Slope Point, Waipapa Point • range of coastal wildlife, beaches, cliffs. • various other tramping/hiking tracks, lakes and rivers, waterfalls, 4WD/back country adventures, gardens, mountain biking, fishing, jet boating, kayaking, surfing, diving, horse trekking. • Mataura River Brown Trout Fishing. • John Money Art Collection Gore. • Mandeville Heritage Site.

Otago
• Wakatipu, Wanaka, and Hawea Lakes. • Queenstown, Glenorchy, Arrowtown, Wanaka, Alexandra, Clyde, Cromwell, Roxburgh, Skippers, Lindis Valley. • 4 Great Rides – Otago Central Rail Trail, Roxburgh Gorge Trail, Clutha Gold Trail, The Queenstown Trail • Hikes – Roys Peak Track, Routeburn Track, Silver Peaks Scenic Reserve. • Ski fields – Cardrona, Treble Cone. • Oamaru, Moeraki Boulders, Warrington, Dunedin, Otago Peninsula and the Albatross Colony, Brighton, Kaka and Nugget Points, Purakaunui Falls. • Central Otago vineyards, Forsyth Barr Stadium events. • Taierei George and Seasider Trains (currently mothballed due to COVID- 19). • Gold mining historic sites. • Range of coastal wildlife and wildlife viewing opportunities e.g. at the Albatross Colony, Penguin viewing sites, Orokonui Ecosancturary and wildlife cruises. • beaches, sea caves, cliffs, coast line and lighthouses. • various other tramping/hiking tracks, jet boating/river rafting, lakes and rivers, waterfalls, sky diving and bungee jumping, 4WD/back country adventures, gardens, adventure sports, fishing, surfing, diving, horse treks, mountain biking. • Otago Museums, Toitu Otago Settlers Museum, Dunedin Railway Station, Dunedin breweries and heritage sites.

Appendix 4 – Otago and Southland Rūnanga

There are seven rūnanga who are the kaitiaki (guardians) of the area stretching Southland and Otago:

- Te Runanga o Moeraki centres on Moeraki and extends from Waitaki to Waihemo and inland to the Main Divide;

- Kati Huirapa ki Puketeraki centres on Karitane and extends from Waihemo to Purehurehu and includes an interest in Dunedin (Otepoti) and the greater harbour of Otakou. The takiwa extends inland to the Main Divide, sharing an interest in the lakes and mountains to Whakatipu-Waitai with Runanga to the south;

- Te Runanga o Otakou centres on Otakou and extends from Purehurehu to Te Matau and inland, sharing an interest in the lakes and mountains to the western coast with Runanga to the north and to the south (includes the city of Dunedin);

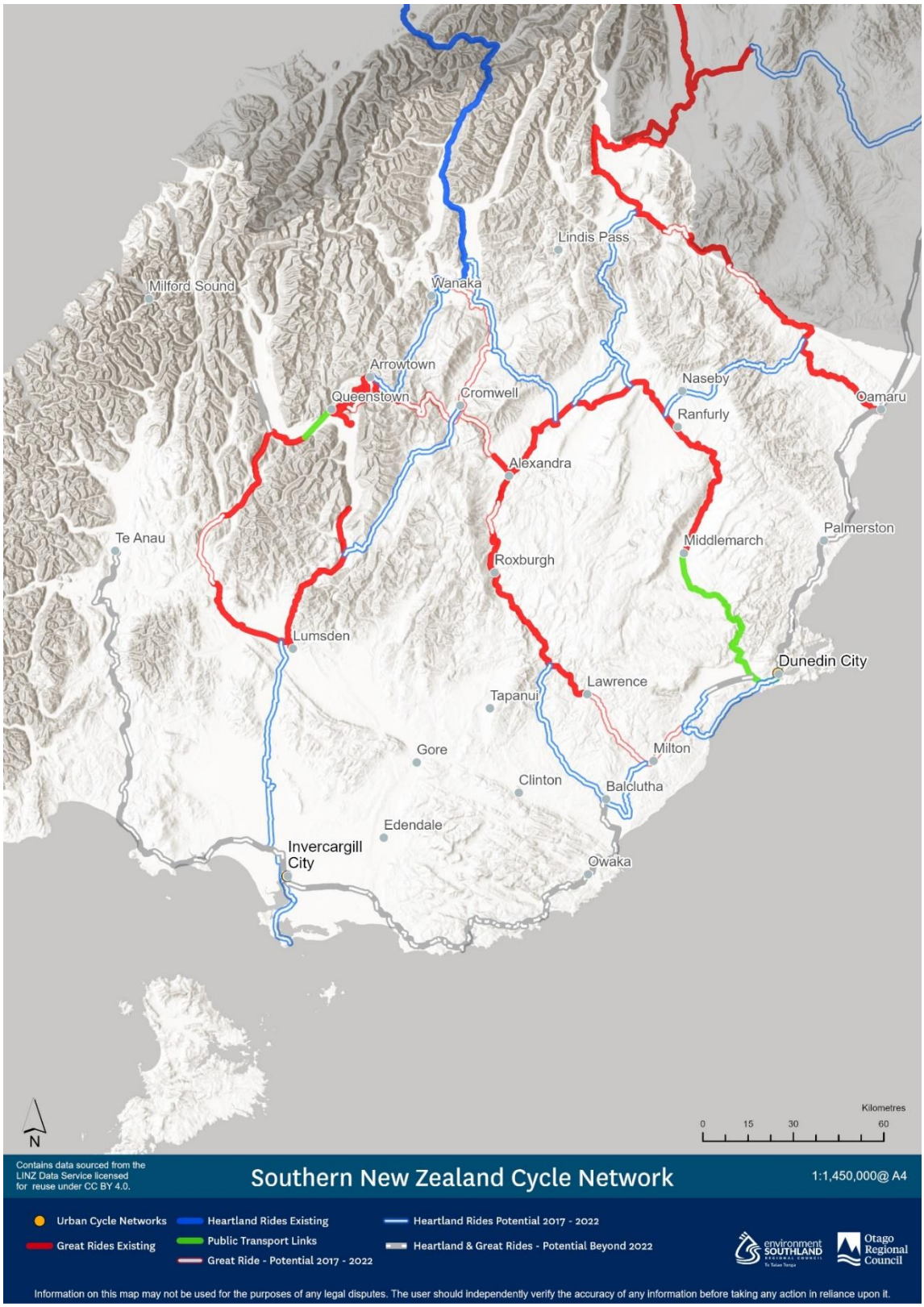
- Waihopai Runaka centres on Waihopai (Invercargill) and extends northwards to Te Matau sharing an interest in the lakes and mountains to the western coast with other Murihiku Runanga and those located from Waihemo (Dunback) southwards;

- Te Runanga o Awarua centres on Awarua and extends to the coasts and estuaries adjoining Waihopai sharing an interest in the lakes and mountains between Whakatipu-Waitai and Tawhititarere with other Murihiku Runanga and those located from Waihemo southwards;

- Te Runanga o Oraka Aparima centres on Oraka (Colac Bay) and extends from Waimatuku to Tawhititarere sharing an interest in the lakes and mountains from Whakatipu-Waitai to Tawhititarere with other Murihiku Runanga and those located from Waihemo southwards;

- Hokonui Runaka centres on the Hokonui region and includes a shared interest in the lakes and mountains between Whakatipu-Waitai and Tawhitarere with other Murihiku Runanga and those located from Waihemo southwards.

Appendix 5 – Otago Southland Cycling Network



Appendix 6 – Ports' Annual Plan results

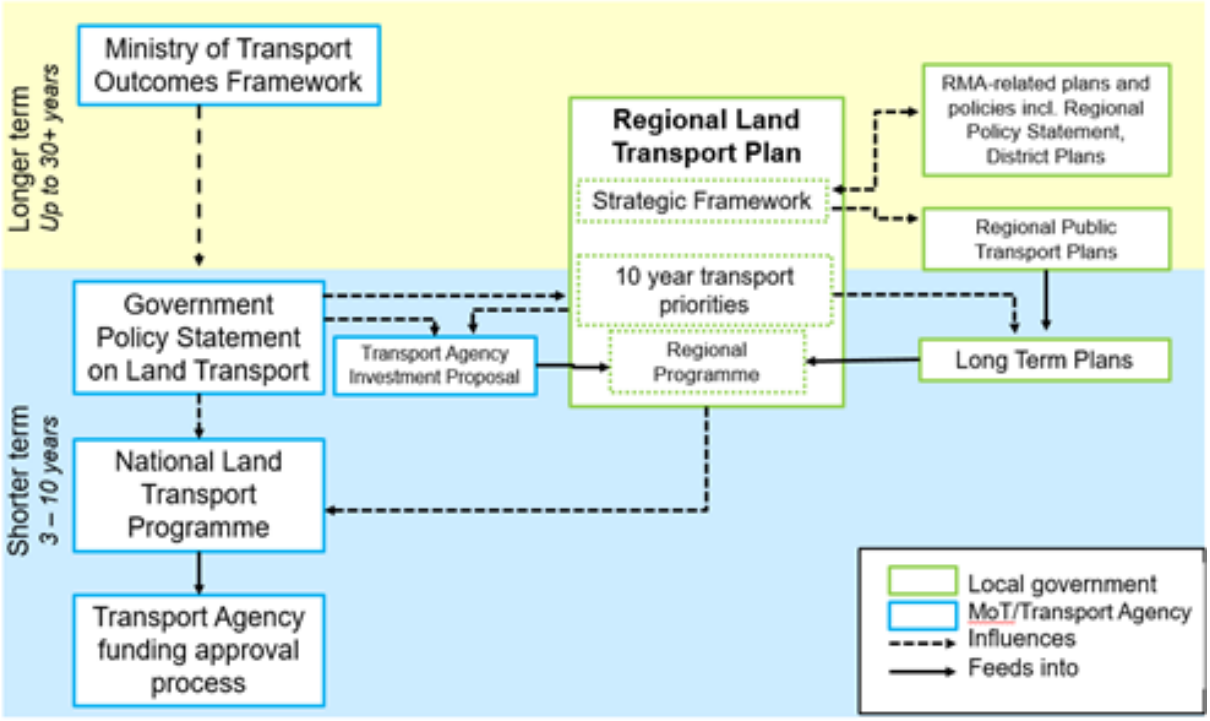
Port Otago 2019 Annual Report[26] highlights
• Freight task currently handled by Port is Otago is between 65 and 70% on rail. • Overall container volumes increased by 2% for the 2019 financial year. • Bulk cargo volumes (of 1.8 million tonnes) were up 5% on 2018. • Log volumes increased 8% to 1.15 million tonnes. • Container and bulk cargo vessel arrivals increased to 458 calls from 442 in 2018. • 115 cruise vessels visited in the 2018/19 season (up by 28 from the previous period) carrying an estimated 238,000 passengers. • 77 of the cruise vessels were piloted by Port Otago through Fiordland. • 130 cruise ship bookings had been received (at the time of the report) for the coming season, a 13% increase with approximately 275,000 passengers expected. • New facilities recently completed allow for the support of larger vessels and containers which enables increased utilisation from the cruise, log, and container trades. • Port Otago volumes are dominated by export cargos which rise and fall on the back of the farming sector in Otago and Southland and the growing season. • Container throughput for 2019/20 was 208,600 TEU, 1.9% higher than 2018/19 financial year. • Bulk cargo increased from 1.69m tonnes in 2018/19 financial year to 1.76m tonnes in 2019/20. • Log exports increased 8.5% from 2018/19 to 1.15m tonnes in 2019/20[27]. • Although cruise bookings had increased for the year ahead these have been impacted by the COVID-19 pandemic. • The Port of Otago has recently completed a $23million wharf extension project, as well as a $1million upgrade to the Dunedin log yard, resulting in an 8% increase in log volumes during the 2018/19 year[28]. This work will help facilitate future/continued expansion of the Ports capacity. 14.5% of the total national dairy products are exported Dunedin Seaport, similar export capacity to Lyttleton Seaport, which is second to Tauranga. Dunedin Seaport exported the most meat and meat products in 2017/18 with 215,700 tonne exported from Dunedin Seaport[29].

[26] Port Otago Annual Report 2019. Retrieved from https://www.portotago.co.nz/about/corporate-documents/financial-reports/
[27] New Zealand Ports and Freight Yearbook 2020 retrieved from https://www2.deloitte.com/content/dam/Deloitte/nz/Documents/icp/2020-ports-and-freight-yearbook-v2.pdf
[28] https://www.portotago.co.nz/assets/Uploads/Port-Otago-AR-2019-for-PDF.pdf
[29] https://www.transport.govt.nz/assets/Import/Uploads/Research/Documents/NFDS3-Final-Report-Oct2019-Rev1.pdf

South Port 2019 Annual Report [30] highlights
• A 2% increase in cargo flows to a total cargo volume of 3.52 million tonnes. • Bulk cargo equates to 87% of all volumes imported or exported across South Port. • 31% of total bulk cargo volume handled at the Port comes from forestry (logs totalled 700,000 tonne and woodchips 320,000 tonne). • One-third of the total South Port cargo was generated by the Tiwai Aluminium Smelter. • Container traffic was the standout performer increasing by 25% to 48,700 20-foot equivalent unit (TEU) • After the installation of a new blast freezer at the port, 2019 saw an impressive 50% increase in volumes handled through the freezing facilities. • The Marine department piloted 352 ship movements through the Port. • 30 pilotage movements were carried out in the Fiordland sounds. • Demands for warehousing of dairy produce increased over the past season and will do so again for the 2020/21 season. • Trade forecasts for the Port, with the exception of logs, remain steady; the forecasted farm-gate milk price for the coming season looks reasonably healthy which again bodes well for agricultural inputs that are shipped into the region annually • South Port looking at opportunities to attract ship calls into Bluff (along with Southland's new Regional Development Agency, Great South and Cruise New Zealand).

[30] South Port 2019 Annual Report. Retrieved from https://southport.co.nz/assets/reports/FINAL_-_SP_Annual_Report_2019.pdf

Appendix 7 – RLTP/National Policy Relationships



Appendix 8 - NPS on Urban Development

Under the National Policy Statement on Urban Development 2020[31] both Dunedin and Queenstown are listed as 'Tier 2' territorial authority areas. Policy 1 of the NPS UDC 2020 requires that:

> *'Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum: ….*
> *(c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and*
> *(e) support reductions in greenhouse gas emissions; and*
> *(f) are resilient to the likely current and future effects of climate change'.*

This places greater requirements on DCC and QLDC to plan for and respond to growth. The NPS UDC requires that every Tier 1 and 2 local authority prepares a Future Development Strategy every six years, timed to inform respective LTP and RLTP processes.

Tier 3 local authorities, those not specifically listed but with all or part of an urban environment within their district, are strongly encouraged to do the things that Tier 1 or 2 local authorities are obliged to do, in preparedness.

[31]https://www.mfe.govt.nz/sites/default/files/media/Towns%20and%20cities/AA%20Gazetted%20-%20NPSUD%2017.07.2020%20pdf.pdf

Appendix 9 – Key provisions of the Land Transport Management Act

The Land Transport Management Act (LTMA) guides the development and content of regional land transport plans. The key provisions of this act are set out below:

14 Core requirements of regional land transport plans

Before a regional transport committee submits a regional land transport plan to a regional council or Auckland Transport (as the case may be) for approval, the regional transport committee must—

(a) be satisfied that the regional land transport plan—
  (i) contributes to the purpose of this Act; and
  (ii) is consistent with the GPS on land transport; and

(b) have considered—
  (i) alternative regional land transport objectives that would contribute to the purpose of this Act; and

(ii) the feasibility and affordability of those alternative objectives; and

(c) have taken into account any—
  (i) national energy efficiency and conservation strategy; and
  (ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and
  (iii) likely funding from any source.

16 Form and content of regional land transport plans

(1) A regional land transport plan must set out the region's land transport objectives, policies, and measures for at least 10 financial years from the start of the regional land transport plan.

(2) A regional land transport plan must include—
  (a) a statement of transport priorities for the region for the 10 financial years from the start of the regional land transport plan; and
  (b) a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the regional land transport plan; and
  (c) all regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund during the 6 financial years from the start of the regional land transport plan; and
  (d) an identification of those activities (if any) that have inter-regional significance.

(3) For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain, for the first 6 financial years to which the plan relates, —
  (a) for regions other than Auckland, activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services; and
  (b) in the case of Auckland, activities proposed by Auckland Transport; and

(c) the following activities that the regional transport committee decides to include in the regional land transport plan:
    (i) activities proposed by approved organisations in the region or, in the case of Auckland, by the Auckland Council, other than those activities specified in paragraphs (a) and (b); and
    (ii) activities relating to State highways in the region that are proposed by the Agency; and
    (iii) activities, other than those relating to State highways, that the Agency may propose for the region and that the Agency wishes to see included in the regional land transport plan; and
(d) the order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b), and (c); and
(e) an assessment of each activity prepared by the organisation that proposes the activity under paragraph (a), (b), or (c) that includes—
    (i) the objective or policy to which the activity will contribute; and
    (ii) an estimate of the total cost and the cost for each year; and
    (iii) the expected duration of the activity; and
    (iv) any proposed sources of funding other than the national land transport fund (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties); and
    (v) any other relevant information; and
(f) the measures that will be used to monitor the performance of the activities.

(4) An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity.

(5) For the purpose of the inclusion of activities in a national land transport programme, —
(a) a regional land transport plan must be in the form and contain the detail that the Agency may prescribe in writing to regional transport committees; and
(b) the assessment under subsection (3)(e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the Agency under paragraph (a).

(6) A regional land transport plan must also include—
(a) an assessment of how the plan complies with section 14; and
(b) an assessment of the relationship of Police activities to the regional land transport plan; and
(c) a list of activities that have been approved under section 20 but are not yet completed; and
(d) an explanation of the proposed action, if it is proposed that an activity be varied, suspended, or abandoned; and
(e) a description of how monitoring will be undertaken to assess implementation of the regional land transport plan; and
(f) a summary of the consultation carried out in the preparation of the regional land transport plan; and
(g) a summary of the policy relating to significance adopted by the regional transport committee under section 106(2); and
(h) any other relevant matters.

(7) For the purposes of this section, existing public transport services means the level of public transport services in place in the financial year before the

commencement of the regional land transport plan, and any minor changes to those services.

18 Consultation requirements

(1) When preparing a regional land transport plan, a regional transport committee—
   (a) must consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002; and
   (b) may use the special consultative procedure specified in section 83 of the Local Government Act 2002.

(2) If consulting the Auckland Council, a regional land transport committee or Auckland Transport must consult both the governing body and each affected local board of the Council.

18G Separate consultation with Māori on particular activities

(1) An approved organisation, the Auckland Council, or the Agency (as the case may require) must do everything reasonably practicable to separately consult Māori affected by any activity proposed by the approved organisation, the Auckland Council, or the Agency that affects or is likely to affect—
   (a) Māori land; or
   (b) land subject to any Māori claims settlement Act; or
   (c) Māori historical, cultural, or spiritual interests.

(2) The relevant approved organisation, the Auckland Council, or the Agency (as the case may be) must consult the land holding trustee (as defined in section 7 of the Waikato Raupatu Claims Settlement Act 1995) about any proposed activity that affects or is likely to affect land registered in the name of Pootatau Te Wherowhero under section 19 of that Act.

35 Needs of transport-disadvantaged must be considered

In preparing any programme or plan under this Part, the Agency, the Commissioner, the Secretary, every local authority, Auckland Transport, and every approved public organisation must consider the needs of persons who are transport-disadvantaged.

Appendix 10 - Legislative Compliance

An RLTP must be assessed for compliance with the core requirements for RLTPs as set out in Section 14 of the Land Transport Management Act 2003 and subsequent amendments.

Table 10 Assessment of Compliance (S14, LTMA)

Section 14 requirements		Assessment of compliance
Section 14(a)(i)	These RLTPs contribute to the purpose of this Act: "To contribute to an effective, efficient, and safe land transport system in the public interest."	**Complies**: Section 3 of the Plans provides the strategic framework for the plan, including long-term goals, desired results, and policies. This strategy, together with the programme component of the plan, has been designed to provide a land transport system in Otago and Southland that is effective, efficient, and safe.
Section 14 (a)(ii)	These RLTPs are consistent with the GPS on land transport.	**Complies**: The current GPS 2021-2027 has shaped the development of these RLTPs. This is evident in the alignment of the strategic section and main project objectives with the GPS's strategic priorities, objectives and long-term results. Consistent with the GPS strategic priorities: • Safety; • Better Travel Options; • Improving Freight Connections; and • Climate Change. The focus of these plans is emphasized in the 10-year priorities adopted: • Addressing Network Deficiencies – Safety and Resilience; • Target High Risk Areas; • Invest to create genuine mode choice. These RLTPs include the opportunity to take a South-Island wide approach to transport: • for mode integration and mode shift; • to support tourism and the regional dispersal of tourism benefits; • to create a network of cycle rides and cycling facilities; • to a step change reduction in serious road trauma. This focus aligns well with GPS 2020.
Section 14(b)(i) and (ii)	The RTCs have considered alternative regional land transport objectives that would contribute to the purpose of this Act, and the feasibility and affordability of those alternative objectives.	**Complies**: The strategic direction of the two regions included in the 2018 review of the 2015-2021 RLTP provided the starting point for the strategic framework included in this RLTP. An assessment and synthesis of existing transport strategy documents from Otago and Southland was undertaken, drawing also on other regional and district planning documents including the regions' RPS (draft RPS in the case of Otago. Obstacles and issues were identified, objectives and policies were developed and challenged, and the feasibility and affordability of alternative objectives were debated.

Section 14 requirements		Assessment of compliance
Section 14(c)(i)	RTCs have taken into account any National Energy Efficiency and Conservation Strategy	**Complies**: The NZEECS has been taken into account in the development of these plans. Energy efficiency considerations principally relate to supporting efficient freight movement, and promoting less energy-intensive modes of transport, such as public transport, walking and cycling and ride share have been taken into account.

Section 14 requirements		Assessment of compliance
Section 14(c)(ii)	RTCs have taken into account relevant national and regional policy statements or plans under the Resource Management Act 1991	**Complies**: When developing the strategic framework, each Committee has taken into account transport-related provisions in their region's Regional Policy Statements. Each local authority has confirmed that it has taken into account the pertinent district plan and regional plans when submitting activities for inclusion in its draft RLTPs. NZTA has also confirmed this.
Section 14(c)(ii)	RTCs have taken into account any likely funding from any source	**Complies:** The Committees considered various sources of funding, including the possibility of development contributions, cost sharing by landowners, and Government funding outside of the NLTF e.g. funding for cycle ways, and the Provincial Growth Fund.

Appendix 11 – Police Activities

Road policing is fully paid for from the NLTF. The LTMA requires an assessment of the relationship of Police activities to these plans be included in the plans.

The 2018-2021 Road Policing Framework contains examples of where the Police can be involved in management of land transport, including:

- when local authorities and Waka Kotahi develop business cases at regional and local level;
- in the regional advisory (staff) groups operated by the territorial authorities and regional councils;
- in the preparation of RLTPs;
- negotiation of Police activities with Waka Kotahi for investment in road safety, freight and moving people efficiencies;
- road safety action planning in our two regions;
- planning and delivery of the One Network Journey approach, with Waka Kotahi, local authorities and KiwiRail.

The RTCs consider that Police involvement in these mechanisms is an appropriate way to integrate Police activities in Otago Southland with the activities proposed in these RLTPs.

Appendix 12 – Approach to Significant Project Prioritisation (Projects over $2 million)

The Transport Special Interest Group (TSIG) in conjunction with Waka Kotahi have been working on a consistent approach to the development and preparation of Regional Land Transport Plans (RLTPs). This note specifically applies to the prioritisation approach to be used by Regional Transport Committees (RTCs) to prioritise improvement projects included in these RLTPs.

These RLTPs are not just a list of activities and projects that seeks inclusion in the National Land Transport Plan by Waka Kotahi. These RLTPs consist of two distinct sections that fulfil differing purposes. RLTPs provide the regional context, setting out the problems, and how the proposed investment would address them at a regional level.

The front section of these RLTPs set the strategic context for transport activities in the region with a 30-year horizon. The strategic section is linked to the Ministry of Transport Outcomes Framework. The RLTP provides the strategic framework for an Approved Organisation (AO) activity management plans (AMP) and the AMP provides the background detail that supports maintenance, renewals and improvement projects to be included in these RLTPs.

The back section of these RLTPs includes the programme of activities that AOs are proposing for funding from the National Land Transport Fund. These RLTPs are prepared by the RTCs who must set the regions' priority for the significant improvement projects AOs have proposed.

Prioritisation allows the region to tell their unique story on the outcomes that really matter and how investment in projects included in the various improvement activities will contribute to these RLTPs' desired outcomes, their individual community outcomes and the direction provided by the Government Policy Statement on land transport.

This document proposes a prioritisation approach based on principles that regions are encouraged to adopt when developing their RLTP 2021-2024. The TSIG/Waka Kotahi working group encourages regions and unitary authorities to use this proposed approach as it will allow Waka Kotahi to consider activities and projects in one region alongside activities and projects of similar priority in other regions. Currently, unique approaches taken by different regions to prioritise their activities and projects make it difficult to draw comparisons.

Projects and activities defined as having a 'high' regional priority may or may not also have high alignment with the GPS priorities. The priority given using the proposed methodology will provide a methodical way for Waka Kotahi to recognise regional importance when confirming projects for inclusion in the NLTP.

Value Proposition

Using the prioritisation principles will give credibility to an activity or projects regional priorities in the RLTP. This will allow Waka Kotahi to recognise regional priorities when administering funding.

The regional priorities can also be used to support applications for investment for projects/packages from PGF and other Crown funding sources. RTCs may utilise the regional priorities to support advocacy for projects in their respective region.

Prioritisation Approach

The prioritisation approach is recommended by the TSIG/Waka Kotahi working group for Improvement Activities of more than $2 million. Projects to be prioritised must show strong alignment with the strategic 'front end' of these RLTPs. Rather than recommend a detailed process the working group are recommending a principles-based approach that will allow regions a little more flexibility in their prioritisation process but still provide Waka Kotahi with confidence that a consistent approach has been taken across the sector.

Principles to be applied

The base principles are:

- road maintenance and renewal, Public transport existing services and road safety promotion are considered as "continuous programs" and are being captured as part of the Activity Management Plan (AMP) or Regional Public Transport Plan (RPTP). All continuous programmes are eligible for NLTF funding within the relevant activity class. The allocation of NLTF funds to continuous programs will take account of cost-effective levels of investment to maintain an appropriate customer level of service when considering the distribution of available funds. These should be listed, and any inter-dependencies specified. These activities do not require prioritisation at a regional level;
- low cost, low risk (LCLR) activities are being assessed at the programme level. There should be a strong linkage between the AMP and RLTPs that provides insight to the quality and value proposition of these programmes. These should be listed, and any inter-dependencies specified. These do not require to be prioritised at a regional level;
- activities being developed, in a Programme Business Case, Indicative Business Case or Detailed Business Case stage, may be prioritised to demonstrate their importance to the region but under normal circumstances would not be prioritised;
- activities including business cases that are part of a package are prioritised as part of the package and not as an individual item;
- activities with contracts signed and funding allocated from any source (e.g. property, pre-implementation and implementation), are considered as "committed". These should be listed, and any inter-dependencies specified. These do not require to be prioritised on a regional level.

The above is a guide but is not intended to omit any activity or project from being in the priority list by the RTCs. It will be each RTC's choice whether to include activities or projects that they deem are significant at a regional level. The inclusion of an activity in the priority list would also provide additional visibility along the process, provide RTC an opportunity to elevate its importance.

The principles are developed in alignment with Waka Kotahi's guidance on developing regional land transport plans and should be updated as required.

Statutory Context

According to the Land Transport Management Act (LTMA) 2003, a regional programme should include:

- outline of funding sources, e.g. NLTF, local rate contributions, central government (PGF, NZUP etc;
- list of region's 'significant' activities proposed for funding over the next 3 to 6 years in priority order;
- list of inter-regionally 'significant' transport activities;

- a 10-year financial forecast.

Section 16 (3)(d) of the Land Transport Management Act 2003 (Act) requires significant activities to be ranked by priority. 'Significant' activities are not defined in the Act, and RTCs are responsible for defining 'significant' activities for prioritisation.

A suggested definition of 'significant' activities' is provided in Table 11, and it could be adapted to reflect each region's requirements as defined by the RLTP strategic 'front end'.

Table 11: Definition of Significant Activities

Significant Activities		
Section 16 (3)(d)	Significant activities - to be presented in order of priority	All new improvement activities in the region where funding from the National Land Transport Fund is required within the first three years of the Regional Land Transport Plan **other than**: • maintenance, operations and renewal programmes; • public transport programmes (existing services); • low cost/low risk programmes; • road safety promotion programmes; • investment management activities, including transport planning and modelling; • business cases that are not part of a package.
Significant inter-regional activities		
Section 16 (2)(d)	Activities that have inter-regional significance	Any significant activity (see above): • that has implications for connectivity with other regions; and /or • for which cooperation with other regions is required; or • any nationally significant activity identified in the Government Policy Statement on Land Transport *Note:* *Regions should connect with their neighbours to identify activities or programmes that connect to and/or depend on each other to be successful. This can also inform the prioritisation process. For example, a region may wish to adjust the priority of an activity to the same level as that of a connecting activity in a neighbouring region to maximise them being considered in combination rather than separately.*
Significant expenditure funded from other sources		
Section 16 (2)(c)	Significant expenditure on land transport activities to be funded from sources other than the National Land Transport Fund	Any expenditure on individual transport activities, whether the activities are included in the Regional Land Transport Plan or not from: • approved organisations (where there is no National Land Transport Fund share); • Crown appropriations; • other funds administered by the Crown.

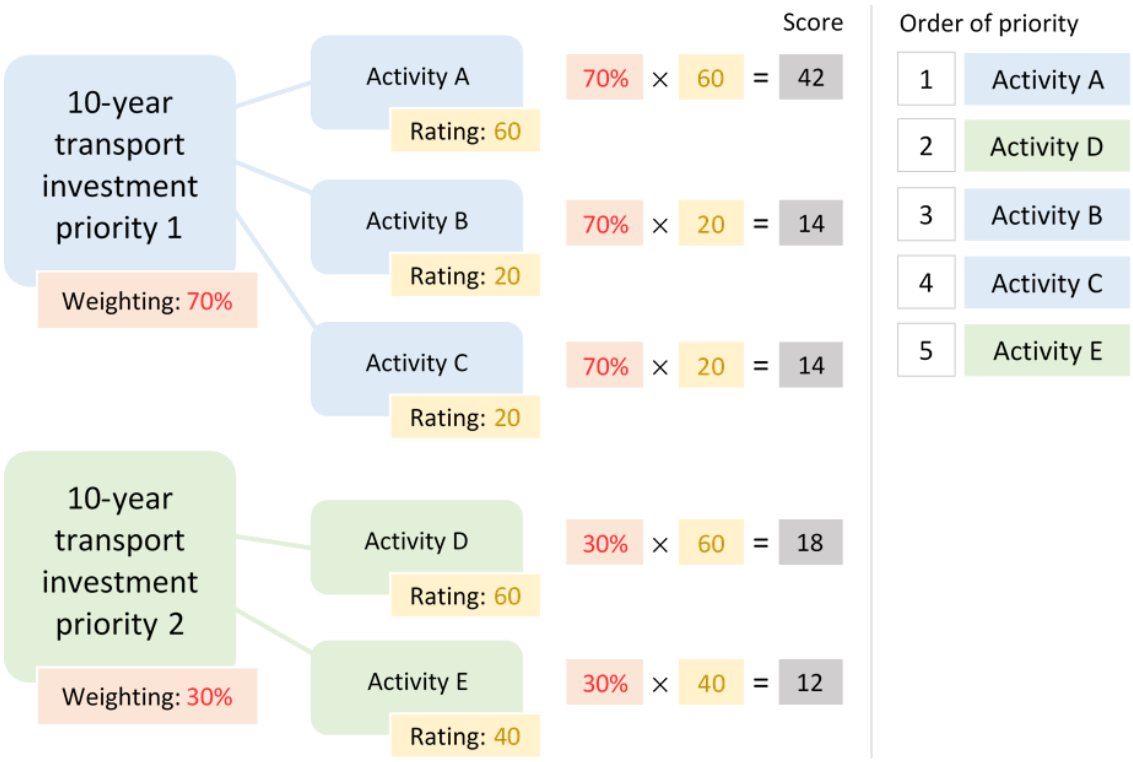
Prioritisation Approach

- To link the strategic 'front end' with the 'Improvement Activities >$2 million' requires AOs to align their projects with the 'most fitting' investment priority agreed by the RTC.
- In most regions, there will not be many Improvement Activities >$2 million included in the RLTP. *(Note: The low cost/low risk threshold has been increased to $2 million per project)*.
- If more than one project aligns with an investment priority, the RTCs technical officers advisory group will need to achieve consensus on each project's contribution to the investment priority using their professional expertise.

Example Scenario

In this scenario, there are only five activities that meet the definition of significant activity for the two investment priorities.

For the prioritisation, the TOG used their technical expertise and local knowledge to achieve an agreed contribution distribution or the two activities.



- The raw score for Activity A is 42, calculated as 60% of 70, i.e. 0.6 x 70 = 42.
- The raw score for Activity D is 18, calculated as 30% of 60, i.e. 0.3 x 60 = 18.
- On this basis, Activity A would be priority 1 in the RLTP and Activity D, priority 2. This reflects the technical position of the prioritisation approach and is a recommendation of the TOG.
- RTCs may decide to elevate Activity D to priority 1, to promote its importance to the regions, and the provision of a reason for such event is recommended.

Appendix 13 – Policy On Significance in Relation to RLTP Variations

Background

The Regional Transport Special Interest Group have developed a consistent approach to determining the significance of a project that maybe proposed for inclusion in the RLTP during the currency of the RLTP. The following will guide the decisions of the RTCs in their consideration of any variation proposals.

Why is there a need for a policy about variations to the Plan?

The complex nature of the activities involved in the programme component of an RLTP means that they continue evolving after the Plan has been published. Indeed, the programme tables are really a snapshot in time, as activities or projects can change, be abandoned or be added over the duration of the Plan, as more information becomes available or the situation changes.

The RLTP can therefore be varied at any time once it is operative, in accordance with s18D of the LTMA. The vast majority of such variations to the activities in the submitted Plan will not be substantial, and will involve simple changes within Waka Kotahi's TIO system. Some will be substantial enough to require a formal variation be made to the Plan. Some changes may be so 'significant' that consultation will be required. Each RTC, under s106(2)b of the LTMA, must adopt a policy that determines what will be significant in respect of variations made to the RLTP under s18D.

Consultation is only required for variations that are considered 'significant' under this policy.

A proposed change to the RLTP raises two core questions for the RTC:

1. Does the proposed change require a formal variation to the Plan?
2. Is the variation to the Plan 'significant' enough to require public consultation?

If a variation is necessary, and is seen to be of significance, then consultation must be considered (s18 of the LTMA). The relative costs and benefits of consultation are especially important.

Set out below is a two-step process for the application of the significance policy in relation to RLTP variations, including decision-making criteria.

Step One: Consider the nature and scope of the variation

General guidance on whether a variation is *likely* to be considered significant is provided below —

Not 'significant' and usually no formal variation or public consultation required	May be 'significant'
• Activities that are in the urgent interests of public safety. • New activities involving preventative maintenance and emergency reinstatement. • Changes to or new 'automatically included' activities of local road maintenance, local road minor capital works, existing public transport services, low cost/ low risk programmes, road safety promotion programmes, statutory planning (RLTPs, RPTPs, AMPs). • A scope change that does not significantly alter the original objectives of the project. • Changes to national level programmes, including the Road Policing programme • Delegated transfers of funds between activities within groups. • Supplementary allocations, or end of year carryover of allocations. • Replacing one project with another project within a group of generic projects.	• The addition of a new significant activity (one that would usually require prioritisation – refer Appendix 12 that is not in the urgent interest of public safety, or emergency reinstatement. • Any change that impacts on the overall integrity of the RLTP, including its overall affordability.

Not 'significant' and usually no formal variation or public consultation required	May be 'significant'
• Variations to timing, cash flow or total cost for improvement projects where the total cost impact is *less than 20%* of the estimated cost. [32] • Addition of an activity or activities that have previously been consulted on in accordance with s18 and s18A of the LTMA and which the RTC considers complies with the provisions for funding approval in accordance with s20 of that Act. • A change of responsibility for implementing an approved activity from one agency to another.	• Has a moderate impact on a large number of residents, or a major impact on a small number of residents where these impacts have not been mitigated through previous consultation or change to the proposed activity.

Step Two: Consider the effect of the variation

The RTC has adopted the following matters to guide when a requested variation to the RLTP is significant enough to need public consultation.

Significance policy in relation to Plan variations

Where a variation to the RLTP is required, the significance of that variation will always be determined on a case-by-case basis. The variation will be considered in relation to its impact on the RLTP as a whole, rather than as a standalone change.

When determining the significance of a variation to the RLTP, consideration must be given to the extent to which the variation would:

- materially change the balance of strategic investment in a programme or project;
- impact on the contribution to the LTMA purpose, Government objectives and/or GPS objectives and priorities;
- impact on the community; and
- affect the integrity of the RLTP, including its overall affordability.

Whether or not further consultation is desirable is also relevant to determining whether a variation is significant. Therefore, consideration must also be given to the following matters:

- the balance between the need for public input/consultation on the variation, and the likely costs of a consultative process (including any time delays or cost from running a consultative process, and likely impacts on public safety and economic, social, cultural and environmental wellbeing);
- the extent to which, and manner in which, the matter has already been consulted on; and
- whether it is likely, in the opinion of the Committee, to have the majority support of the regional community.

[32] Where committed improvement projects have scope or cost adjustments *greater than 20%* of the original approved funding level, the RTC must be advised, but these do not require further consultation.