Regional Transport Committees Membership

Otago	**Southland**
Cr Kate Wilson (ORC, Chairman)	Cr Jeremy McPhail (ES) – **Meeting Chair**
Cr Alexa Forbes (ORC, Deputy Chair)	Cr Phil Morrison (ES)
Cr Bruce Graham (CDC)	Cr Christine Menzies (SDC)
Cr Stuart Duncan (CODC)	Cr Ria Bond (ICC)
Cr Jim O'Malley (DCC)	Cr Joe Stringer (GDC)
Cr Quentin Smith (QLDC)	Mr James Caygill (NZTA)
Cr Jim Thomson (WDC)	Chairman Nicol Horrell (ES) – ex officio
Mr James Caygill (NZTA)	

Meeting of Otago and Southland Regional Transport Committees

12 May 2023

Clutha District Council Chambers
1 Rosebank Terrace, Balclutha
and via Teams link:
Click here to join the meeting

10.15 am
Morning tea from 10.00 am

A G E N D A
Rarangi Take

1. Welcome | Haere mai Karakia

2. Apologies | Ngā Pa Pouri

3. Public Forum, Petitions and Deputations | He Huinga tuku korero

4. Confirmation of Minutes | Whakau korero – 3 March 2023 (attached)

5. Actions Arising from the Minutes of 3 March 2023

6. Notification of Extraordinary and Urgent Business | He Panui Autaia hei Totoia Pakihi
   - 6.1 Supplementary Reports
   - 6.2 Other

7. Questions | Patai

8. Chairman's Report | Ngā pūrongo ā Tumuaki

9. Staff Report - 23/RTC/30

10. Extraordinary and Urgent Business Panui Autaia hei Totoia Pakihi

11. Public Excluded Business He hui Pakihi e hara mote iwi

12. Karakia

Pim Borren
Interim Chief Executive

Lucy Hicks
General Manager, Policy & Government Reform

Confirmation of Minutes

- **Otago Southland Regional Transport Committees – 3 March 2023**

Minutes of the Otago and Southland Regional Transport Committees meeting held at Balclutha City Council on Friday 3 March 2023 at 10:00

Regional Transport Committees Membership:

Otago:	**Southland:**
Cr Kate Wilson (ORC, RTC Chair-) – **Meeting Chair** Cr Alexa Forbes (ORC, RTC Deputy Chair) Cr Bruce Graham (CDC) Cr Stuart Duncan (CODC) Cr Jim O'Malley (DCC) Cr Quentin Smith (QLDC) Cr Jim Thomson (WDC) Mr James Caygill (NZTA)	Cr Jeremy McPhail (ES, RTC Chair) Cr Phil Morrison (ES, RTC Deputy Chair) Cr Christine Menzies (SDC) Cr Ria Bond (ICC) Cr Joe Stringer (GDC) Mr James Caygill (NZTA) Chairman Nicol Horrell (ES) – ex officio

In attendance:

Cr Kevin Gilbert (DCC) – On-line
Cr Paul Duffy (SDC Alternate)
Mr Peter Brown (Waka Kotahi Alternate)

Mr Russell Hawkes (ES)
Ms Lorraine Cheyne (ORC)
Ms Laura Faulkner (ORC – Minute-taker)

Mr Chris Bopp (CDC)

Ms Stacey Hitchcock (DCC)
Ms Jeanine Benson (DCC)
Mr Kevin (alternate)
Mr Doug Rodgers (ORC)
Mr Chad Barker (NZTA)
Mr Chris Baker (NZTA)
Mr Tony Pickard (QLDC)
Mr Stacey Hitchcock (DCC)
Mr Murray Hasler (GDC)
Mr Hartley Hare (SDC)
Mr Mike Harrison (WDC)
Mr Dean Lowry (ES)
Ms Lesley McCory (ICC)
Mr Quinton Penniall (CODC)

1. Welcome

Cr Kate Wilson welcomed all to this meeting at 10:00am

2. Apologies

Resolution: Cr Kate Wilson Moved. Cr Jim O'Malley Seconded

Apologies for absence were recorded for Cr Alexa Forbes, Cr Christine Menzies, Cr Jo Stringer, Cr Ria Bond, and James Caygill (NZTA).

MOTION CARRIED

3. Public Forum, Petitions and Deputations

No Public forum, petitions and deputations were held.

4. Confirmation of Minutes

Resolutions: Cr Wilson Moved, Cr O'Malley Seconded

Resolution: That the minutes of the meeting held 15 July 2022 be received and confirmed as a true and accurate record.

MOTION CARRIED

5. Actions from Minutes of 15 July 2022

The actions from minutes from 15 July 2022 were reviewed.

6. Notification of Extraordinary and Urgent Business

6.1 Supplementary reports

There were no supplementary reports tabled for inclusion on the agenda.

7. Questions

Cr Jim O'Malley asked that previously requested data regarding traffic accidents, deaths, and serious injury is sent through. Yet to be supplied, AADT for two stretches of SH 1 from Christchurch south will be supplied with circulation of minutes.

FW_ AADT numbers
for SH 1 South - RTC

Item 1 - Induction Briefing Otago Southland Regional Transport Committees

Mr Hawkes introduced the paper outlining the legal framework committee works under. Framework from Land Transport Management Act 2003. Intended to be sufficient information for new members of the Committee. Chair Cr Kate Wilson spoke to the Committee about the challenges of funding, climate change and resilience and the need for the RLTC to be future-focussed and plan for something that may be different from what we have now.

Resolution: Cr Wilson Moved. Cr O'Malley Seconded

That the Regional Transport Committees receive the report and provide comment or direction on further information or actions the Committees require.

MOTION CARRIED

Item 2 – Review of Combined RTC Terms of Reference

Query as to whether the ToR have been updated for requirement of 2022 Speed Management Rule/ Regional Speed Management Plans**.** While each Regional council has to prepare a speed management plan, Rule allows for each Road Controlling Authority (RCA) to prepare its own Speed Management Plan, then all become part of the regional plan. Chair Cr Kate Wilson suggested that there may be some benefit of each Regional Councils bringing its plan to joint RTC to look at consistency. Staff to come back regarding further terms-of-reference and how this works.

Resolution: Cr Kate Wilson Moved. Cr Jim Thomson Seconded

That the Regional Transport Committees receive the report and:

1. *provide direction on changes or further development of the Regional Transport Committee Terms of Reference;*
2. *provide direction on changes or further development of the Technical Advisory Group Terms of Reference.*

MOTION CARRIED

Item 3 – Mid-Term Review of the 2021-2031 Regional Land Transport Plan

Chair Cr Kate Wilson advised that the Otago Regional Council Public and Active transport Committee will be doing KPI's for public and active transport. Noted that Queenstown Lakes District needs 40% mode shift required, and the question was raised of who is keeping track of how these Transport objectives are being measured. Is this data being collected and who is holding it. Cr Stuart Duncan queried what happens if key targets aren't met, noting that mode shift is tough. Recognition that there is room for improvement in reporting on monitoring of RLTP.

Chair Cr Kate Wilson noted the need for the Committee to work collaboratively then report to TA's. Plan on how we plan and report around our RLTP goals.

In general discussion on the review the Committee was advised that it was possible to start the plan afresh as a new Committee, but timeframes are now very tight. The last meeting of the Committee

determined the overall direction of the plan. Noted that RCAs are preparing their activity management plans to be signed off mid-September. Draft RLTP to go out for consultation end of September. Short time to make any big changes.

Query around scope (of "land transport), noted the definition in LTMA is:

land transport—

(a) means—

(i) transport on land by any means:

(ii) the infrastructure, goods, and services facilitating that transport; and

(b) includes—

(i) coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure:

(ii) the infrastructure, goods, and services (including education and enforcement), the primary purpose of which is to improve public safety in relation to the kinds of transport described in paragraph (a)(i)

Acknowledgment that it is a land transport plan not road transport plan, thinking is now beyond just roads. Staff to go back to the documents to see what can be strengthened and re-framed to meet carbon reduction targets/aspirations. Also noted substantially less funding and further impacts on budget due to recent climate events. RLTP will have to "do more with less"

Resolution: Cr Kate Wilson Moved. Cr Stu Duncan Seconded

That the combined Regional Transport Committees note the report:

1. *adopt the approach recommended for the Regional Land Transport Plan with updates to reflect a greater emphasis on transport options and resilience;*

2. *note the Regional Land Transport Plan development programme proposed.*

MOTION CARRIED

Item 4 – Request for External Membership on the Regional Transport Committees

General discussion and consensus on Chair Cr Kate Wilson for committee to welcome members of Transporting New Zealand to attend public forums, but not membership of Committee. Membership to be kept to specific technical advisors. Staff to consider other groups to attend in public forum, eg presentation to understand Hydrogen as a potential option and the supply chain of this.

Resolution: Cr Kate Wilson Moved. Cr Phil Morrison Seconded

That the Regional that the that Committees receive the report and:

1. *that Transporting NZ are welcome to address the committee at public forums but not as members of the committee, which is not a matter delegated to the committee*

MOTION CARRIED

Item 5 – Waka Kotahi NZ Transport Agency Update

Considerable work being done in Waka Kotahi to recover from Cyclone Gabrielle and other extreme weather events, while delivering the business-as-usual work from Waka Kotahi. In summary:

- Maintenance and operations on State highways in the South Island Programme is on-track and contractors have benefited from the dry conditions in the South.
- The Interim SH Speed Management Plan is being developed, with the focus on stage speed reduction at schools, marae and high-risk areas.
- One Network framework (ONF) to replace One Network Classification
- Beaumont bridge: Excellent progress with only minor traffic management issues on weekends.

Chair Cr Wilson noted the Beaumont Bridge work it will be a be dramatic improvement for SH, important connectivity for everyone in Otago. Cr Jim O'Malley noted that the bridge is being constructed as two-lane due to RTC. General discussion on maintenance repairs versus more permanent fixes/rehabilitation of pavement; and level of push-back on speed reductions due to loss of productivity. However, school routes, maraes etc, it can be a difficult conversation in rural areas.

Resolution: Cr Jeremy McPhail Moved. Cr Jim Thomson Seconded

That the Regional that the Committees note the report

MOTION CARRIED

Items to Action

Action:

- Bring back advice regarding new Speed Management Rule for next meeting
- Bring RLTP monitoring framework back to next meeting
- To note the introduction and three-year goals of committee members in order to bring out future-focus of the Committees.
- Circulate AADT information with minutes - Table supplied by Waka Kotahi below.

- **AADT for State Highway 1 (South)**

Location	**AADT**	**% Heavy**
Christchurch (at SH1)	25,000	11
Christchurch (SH76)	14,500	6
Rolleston (SH1)	21,700	11
Mosgiel (north of interchange)	11,200	5
Mosgiel (south of interchange)	10,200	7
Airport turn-off (just north)	9,200	19
Airport turn-off (just south)	6,800	12
Waihola	6,800	12
Milton	7,000	11
Balclutha	10,300	20

Actions arising from the Minutes

Item 1 Regional Land Transport Plan Mid-term Review – Strategic Section

Report to: Otago Southland RTCs	**Meeting Date: 12 May 2023**
ES File: -	**Strategic Direction:** All
Report by: Russell Hawkes, Lead Transport Planner, ES and Lorraine Cheyne, Manager Transport, ORC	**Approved by:** Lucy Hicks – General Manager Policy & Government Reform - ES. Pim Borren –Interim CE - ORC
Executive Approval:	

Purpose

The purpose of this report is to provide the Committees with the opportunity to review the strategic section of the Regional Land Transport Plan 2021-2027 as part of the mid-term review.

Summary

The 2021-2027 Otago Southland Regional Land Transport Plan is currently undergoing the required mid-term review. The Committees have previously considered the strategic direction of the Plan as not requiring change. However, since the Plan was developed in 2020 a number of additional Government requirements have been released. As a result, the Committees further reviewed the problem statements included in the Plan and these have been updated resulting in changes to the 10-year priorities that will guide potential projects and funding requests yet to be included in the Plan.

Further guidance and direction is now requested on the Draft Regional Land Transport Plan strategic section to allow work to continue with inclusion of the Programme and Funding section once the Government Policy Statement on Land Transport is released.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. **note the report;**

2. **provide feedback on the possible change to problem statement two;**

3. **provide feedback and direction on the strategic section of the Draft 2021-2027 Otago Southland Regional Land Transport Plan, as presented.**

Report

Background

The Combined Regional Transport Committees received a report at the inaugural meeting indicating the reasons and timeframes for the current review of the 2021-2027 Regional Land Transport Plan. Every six years a Regional Transport Committee must prepare a Regional Land Transport Plan and the current six-year Plan was adopted in June 2021. There is a statutory requirement for the Plan to be reviewed within the six months prior to the mid-term point of the Plan. The 2021-2027 Plan must therefore be

reviewed and adopted by the Committees by the end of April 2024. The timeframes are set by Waka Kotahi as a step in the timetable for producing the 2024-2027 National Land Transport Programme.

Mid-term Review

In July 2022, the Committees agreed that the strategic section of the Regional Land Transport Plan required more than a cursory review. The driver behind this decision was the significant amount of Government direction that was released in the period that followed consultation on the Plan.

At the 3 March 2023 Combined Regional Transport Committees meeting an update report was considered that outlined further background material and the proposed timetable for the review and required Committee decisions. To assist in the review, the Committees took part in an Investment Logic Mapping workshop to review the base problem statements that the 10-year priorities are based on. The final version of the resulting map showing the problems, benefits of addressing the problems, potential responses and solutions is attached.

The second problem statement in the attachment "Deficient transport systems & user behaviors results in reduced resilience, poor health, harm, serious injury, and deaths" has been further considered by staff and a suggestion made that for direction on funding decisions an earlier version may be more succinct. The wording in the version from the first workshop was "Integrated transport system deficiencies increase the level of risk to users resulting in reduced resiliency, poor health, harm, serious injury, and deaths". At the present time, the draft Regional Land Transport Plan incorporates the latter version. The Committees are asked to provide further direction on the potential suggested change.

Other changes incorporated into the Draft Regional Land Transport Plan and further changes required include:

- the content has been reduced and reviewed;
- Policy 4.4 has been added;
- updated data and references;
- incorporated vehicle kilometre travelled (VKT) requirements from the various Government requirements;
- incorporated Climate Response as set out by the Government;
- updated 10-year priorities to reflect the revised problem statements;
- adjustment to the Mode Shift headline target;
- updated wording to reflect the latest indications from the Ministry of Transport on the likely contents of the Government Policy Statement on Land Transport (GPS);
- further input will be required from the territorial authorities once their forward plans are known
- the graphs and data will be updated to reflect the latest data available for consultation;
- updated wording to reflect the shift in overarching theme for the GPS from Emissions Reduction to Climate Response allowing resilience to be a focus of potential work programmes;
- formatting of the RLTP will be finalised once all feedback and updates have been incorporated.

The draft GPS is expected to be released in June with consultation to follow. Should there be unexpected changes included in the GPS then some further revision of the Regional Land Transport Plan may be required. Any further change required will be incorporated into the Draft Plan for the Committees to consider when the Programme and Funding section is added.

At this stage in the review process, and until the GPS is released, the programme and funding section of the Regional Land Transport Plan cannot be finalised. The GPS will provide details on the various Activity Classes that project funding will be assigned to and the overall funding ranges that Waka Kotahi must operate within for the National Land Transport Programme. The road controlling authorities need the GPS information to finalise the programmes and projects they will be proposing for funding through the Regional Land Transport Plan where from the National Land Transport Fund or other Government appropriations.

A complicating factor for the 2024-2027 National Land Transport Plan is a shortfall in revenue that is being addressed as part of the GPS. How any potential external funding is to be handled is unknown but will influence the Programme and Funding section of the Regional Land Transport Plan.

At this stage, the expectation is still that the Draft Regional Land Transport Plan will be available for the Committees to consider and recommend for consultation in late November 2023.

The Committees are asked to provide comment and further direction on the Draft Otago Southland Regional Land Transport Plan 2024-2027 (enclosed separately).

Views of Affected Parties

The draft RLTP will be approved by the Committees for consultation during the review period. Separate discussions are being held with stakeholders as part of the review.

Legal Compliance

There are no legal issues identified within the report.

Consistency with Council's LTP/Annual Plan/Policy/Strategy

The contents of this report are consistent with Environment Southland's and Otago Regional Council's planning requirements.

Financial and Resource Implications

There are no current financial or resource implications for Environment Southland or Otago Regional Council contained in this report.

Attachments

1. ILM – Problem Statements
2. Draft 2021-2027 Otago Southland Regional Land Transport Plan – Mid-term Review (enclosed separately)

Otago & Southland
Regional Land Transport Plan

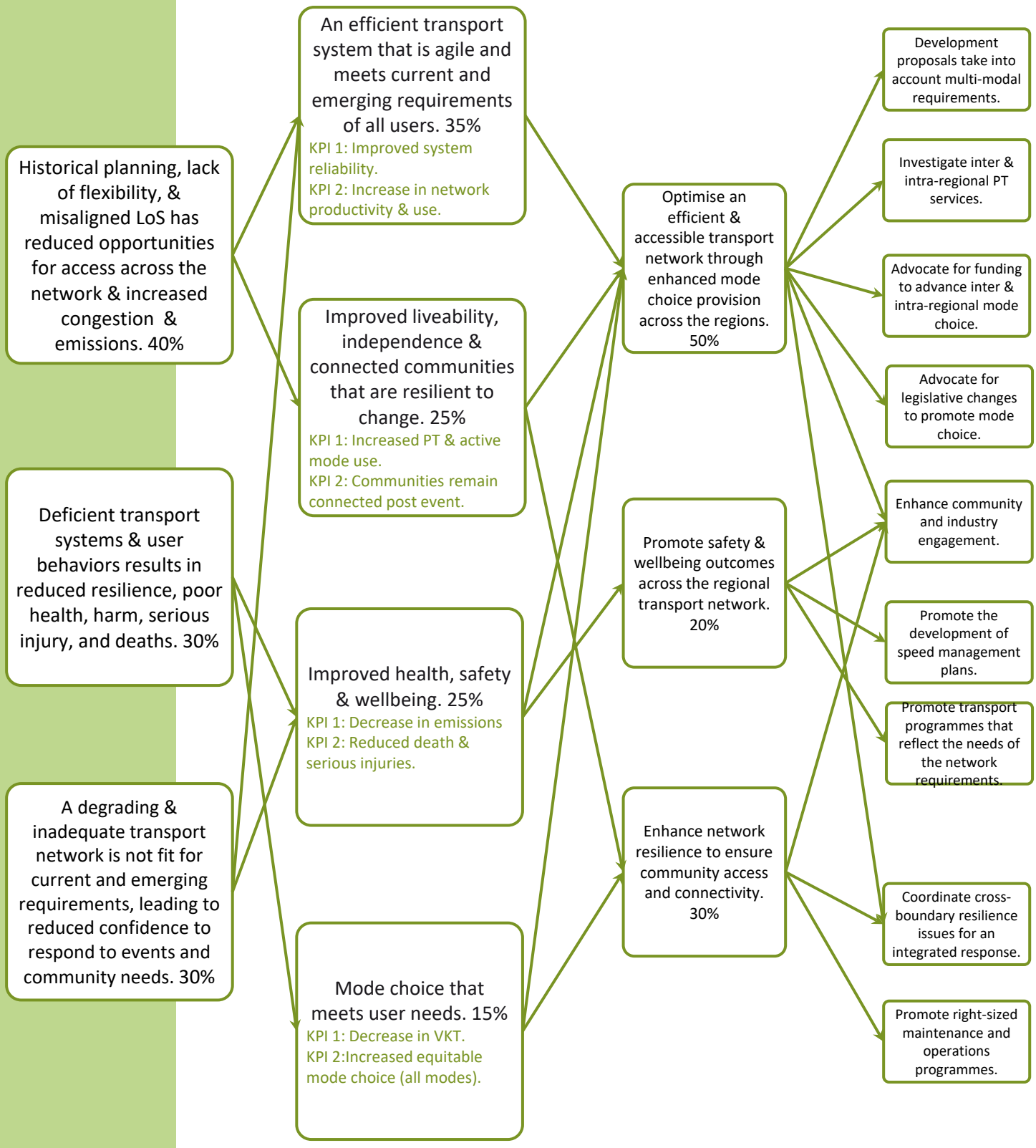
A transport system providing integrated, quality choices that are safe, environmentally sustainable and support the region's wellbeing and prosperity.

INVESTMENT LOGIC MAP

Initiative

PROBLEM | **BENEFIT** | **RESPONSE** | **SOLUTIONS**

CHANGES ASSETS



Item 2 Waka Kotahi NZ Transport Agency Update

Report to: Otago Southland RTCs	**Meeting Date: 12 May 2023**
ES File: -	**Strategic Direction:** All
Report by: Russell Hawkes, Lead Transport Planner, ES and Lorraine Cheyne, Manager Transport, ORC	**Approved by:** Lucy Hicks – General Manager Policy & Government Reform - ES. Pim Borren –Interim CE - ORC
Executive Approval: Lucy Hicks – General Manager Policy & Government Reform - ES. Pim Borren –Interim CE - ORC	

Purpose

The purpose of this report is to provide Waka Kotahi (the NZ Transport Agency) with the opportunity to provide the Committees with a verbal update on its activities.

Summary

Waka Kotahi will provide a presentation and verbal update on the activities currently being undertaken by the Transport Agency. The topics will include an update on State Highway Projects along with State Highway speed management proposals.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. **note the report;**

2. **provide any feedback to Waka Kotahi NZ Transport Agency on the topics included in the presentation.**

Report

Background

Waka Kotahi wishes to update the Committees on several of the topics it is currently working on. This will be a verbal update with additional information included in a presentation provided on the day.

Topics expected to be covered in the presentation are:

- State Highway Programme Update;
- Bitumen Supply Chain Review;
- Road Safety Week 2023;
- Arataki – refer to Item 3 of the agenda;
- Speed Management Planning – refer also to Item 5 of the agenda;
- Regulatory Funding and Fees;
- Vehicle Kilometres Travelled (VKT) Reduction Programmes

Views of affected parties

There are no matters in this report which require consideration under this heading.

Compliance with Significance and Engagement Policy

There are no issues within this report which trigger matters in this policy.

Considerations

Financial implications

Current budget
There are no budget implications included in this report.

Future implications
There are no future financial implications included in this report.

Legal implications
There are no legal implications contained in this report.

Attachments

1. Waka Kotahi Presentation

Regional Transport Committee

Otago

12 May 2023

WAKA KOTAHI
NZ TRANSPORT AGENCY

New Zealand Government

Bitumen supply chain review

- Waka Kotahi recently completed the review of the bitumen supply chain
- The review indicates the import market is operating well
- Findings suggest it will continue to operate well following Z Energy's exit from the market later this year
- Waka Kotahi is working to finalise the pricing adjustment mechanism, which needs to move from the Z Energy price list to another international index
- Further engagement with the industry is underway to finalise details of its updated pricing adjustment mechanism.

Road Safety Week 2023

- This year's Road Safety Week – coordinated by road safety charity Brake and sponsored by Waka Kotahi and Beca – is from 15 to 21 May.
- The theme is Road Safety Heroes - celebrating all those working to make our roads safer from road safety professionals and emergency services, to transport planners and engineers, road workers and school crossing patrols.
- The week also supports Road to Zero and highlights how everyone who uses roads can take responsibility for their own safety and the safety of others.
- Please support by promoting Road Safety Week and getting involved in the activities being run in your region.

Arataki: 30-Year Plan

- Arataki is live
- It's being developed as a shared sector view of how we need to plan, develop, and invest in the land transport system during the next 30 years
- This version provides a strong foundation for ongoing conversations with our partners and others to co-create the plan
- Arataki provides the direction that guides how we work together during the next 30 years to deliver the future land transport system needed to keep Aotearoa New Zealand moving
- Moving forward, the plan will be developed further with our partners, iwi/Māori, local government, and the wider transport sector. The next version is expected to be released in October 2024
- You're encouraged to get in contact with the Arataki team to discuss – in particular your regional direction - arataki@nzta.govt.nz

Speed Management Planning

Waka Kotahi has set deadlines for full speed management plan (SMP) activities as per the Rule. Please note that these are **default** dates.

The new deadlines or full speed management plans:

- **5 Oct 2023** – Final date for the publication of **any consultation draft** SMP
- **29 Mar 2024** – Final date for submitting the **final draft SMPs for certification**

What do these deadlines mean for RCAs?

- Earliest default date RCAs could publish a consultation draft territorial authority SMP was 5 April 2023.
- RCAs and RCs planning to consult outside these default dates can ask for a 'specific' date that better suits their needs.

The default dates are based on the Rule assumption that consultation on regional SMPs would be completed before consultation on RLTPs begins to avoid the need for public hearings. **We expect these deadlines will suit most RCAs and RCs.**

State Highway Speed Management Plans

- We continue to work through what impact the Government's reprioritisation announcement has on the certification of the Interim State Highway Speed Management Plan 2023-2024 and the development of the State Highway Speed Management Plan 2024-2027.
- Waka Kotahi remains committed to ongoing engagement with councils, and sharing information as early as possible.
- When the Interim Plan has been certified by the Director of Land Transport, we'll provide an update. We anticipate this taking place mid-2023.

Regulatory Funding and Fees

- Consultation on proposed changes to regulatory funding, fees and charges closed in May 2022.
- Feedback was analysed, and used to inform recommendations to Ministers and Cabinet.
- Proposal 1 in the consultation document recommended allocation of land transport revenue to fund some regulatory functions.
- The Minister of Finance and Minister of Transport approved this allocation in accordance with section 9(1A) of the Land Transport Management Act 2003.
- Other changes to fees and charges, including charging councils per access of the Motor Vehicle Register, were approved by Cabinet in early April, and will be implemented from October 2023.

VKT Reduction Programme

Key Milestones & Activity

- **June 2023** - National VKT Reduction Plan (Waka Kotahi)
  - Tier 1 and 2 councils invited to provide feedback on the draft national plan

- **June 2023** - VKT reduction sub-national targets confirmed (Te Manatū Waka Ministry of Transport)
  - MoT planning engagement on the VKT reduction targets for Tier 1 cities throughout May
  - MoT also leading engagement with councils on the draft GPS on land transport 2024-34 (GPS 24) which will include aspects related to VKT reduction

- **December 2023** - Urban VKT Reduction Programmes (Tier 1)
  - Expressions of Interest for funding applications and reviews has happened
  - Partnering programme with Tier 1 in place, Community of Practice planning in progress

- **December 2024** - Urban VKT Reduction Programmes (Tier 2)

VKT Reduction Programme

Focus on Tier 1 Councils in 2023

- Government has announced changes to initially focus sub-national targets for reducing light vehicle use on just Tier 1 urban areas.
- This is where 85% of VKT reduction will come from to achieve the national target.
- Waka Kotahi is focused on working with the five main Tier 1 cities: Auckland, Hamilton, Tauranga, Wellington, and Christchurch – to develop VKT plans.
- This does not mean future public transport improvements will only occur in Tier 1 areas (as per some media reports).VKT reduction targets and programmes are currently being prioritised in Tier 1 areas for now.
- ***Waka Kotahi will continue to work with all Tier 1 and 2 councils to include VKT reduction programmes and activities into the next round of RLTPs, to enable councils to attract funding from multiple sources from mid 2024.***
- ***Waka Kotahi will provide a recommendation on targeted activities for inclusion in RLTPs by August 2023.***

VKT Reduction Programme

- The Minister has provided further clarity to Tier 2 Councils following the Government announcement
- While optional for Tier 2 councils to work with central government to set a VKT reduction target by June 2023, MoT will support setting a target if desired
- Targets also set the bar for Urban VKT Reduction Programmes to improve transport options and reduce vehicle traffic in urban areas - Waka Kotahi will partner with Tier 2 councils to develop these programmes next year
- Funding is available to assist Tier 2 councils with developing these programmes, with an Expressions of Interest (EOI) funding process opening later this year

Hei konā mai

WAKA KOTAHI
NZ TRANSPORT AGENCY

New Zealand Government

Item 3 Arataki – Our 30 Year Plan – Waka Kotahi

Report to: Otago Southland RTCs	**Meeting Date: 12 May 2023**
ES File: -	**Strategic Direction:** All
Report by: Russell Hawkes, Lead Transport Planner, ES and Lorraine Cheyne, Manager Transport, ORC	**Approved by:** Lucy Hicks – General Manager Policy & Government Reform - ES. Pim Borren – Interim CE - ORC
Executive Approval: Lucy Hicks – General Manager Policy & Government Reform - ES. Pim Borren –Interim CE - ORC	

Purpose

The purpose of this report is to provide Waka Kotahi (the NZ Transport Agency) with the opportunity to update the Committees on the 2023 version of Arataki the Waka Kotahi view of what the New Zealand Transport system could look like in 30 years' time.

Summary

Waka Kotahi will present Version 3 of its Arataki the Waka Kotahi view of the New Zealand transport network in 30 years' time. The presentation will include details of its views for each of Otago and Southland. Waka Kotahi is looking for comment and/or questions on the current document contents following the presentation.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. **note the report;**

2. **provide feedback to Waka Kotahi on the presentation and contents of Arataki Version 3.**

Report

Background

Arataki was first published in 2019. It identified the significant shifts, known as step changes, needed to meet the Government's short-term priorities and long-term outcomes for the land transport system over a 10-year period. It also considered how Waka Kotahi should focus its efforts in each region.

Arataki Version Two was published in 2020. Version Two reflected the initial impact of COVID-19 on the land transport system and was used to support the Waka Kotahi response to the global pandemic.

The current version of Arataki was released in March 2023 and now has a 30-year horizon. The full version of Arataki can be found on this link https://www.nzta.govt.nz/assets/Uploads/Final-Arataki.pdf

Arataki also includes Regional Direction Reports for Otago and Southland. The Regional Directions can be found on the following links.
https://www.nzta.govt.nz/planning-and-investment/planning/arataki/national-and-regional-directions/regional-directions/otago/
https://www.nzta.govt.nz/planning-and-investment/planning/arataki/national-and-regional-directions/regional-directions/southland/

Copies of the Arataki Regional Directions are attached.

Waka Kotahi will introduce Arataki Version 3 to the Committees and will be looking for discussion and questions on the content.

Views of affected parties

There are no matters in this report which require consideration under this heading.

Compliance with Significance and Engagement Policy

There are no issues within this report which trigger matters in this policy.

Considerations

Financial implications

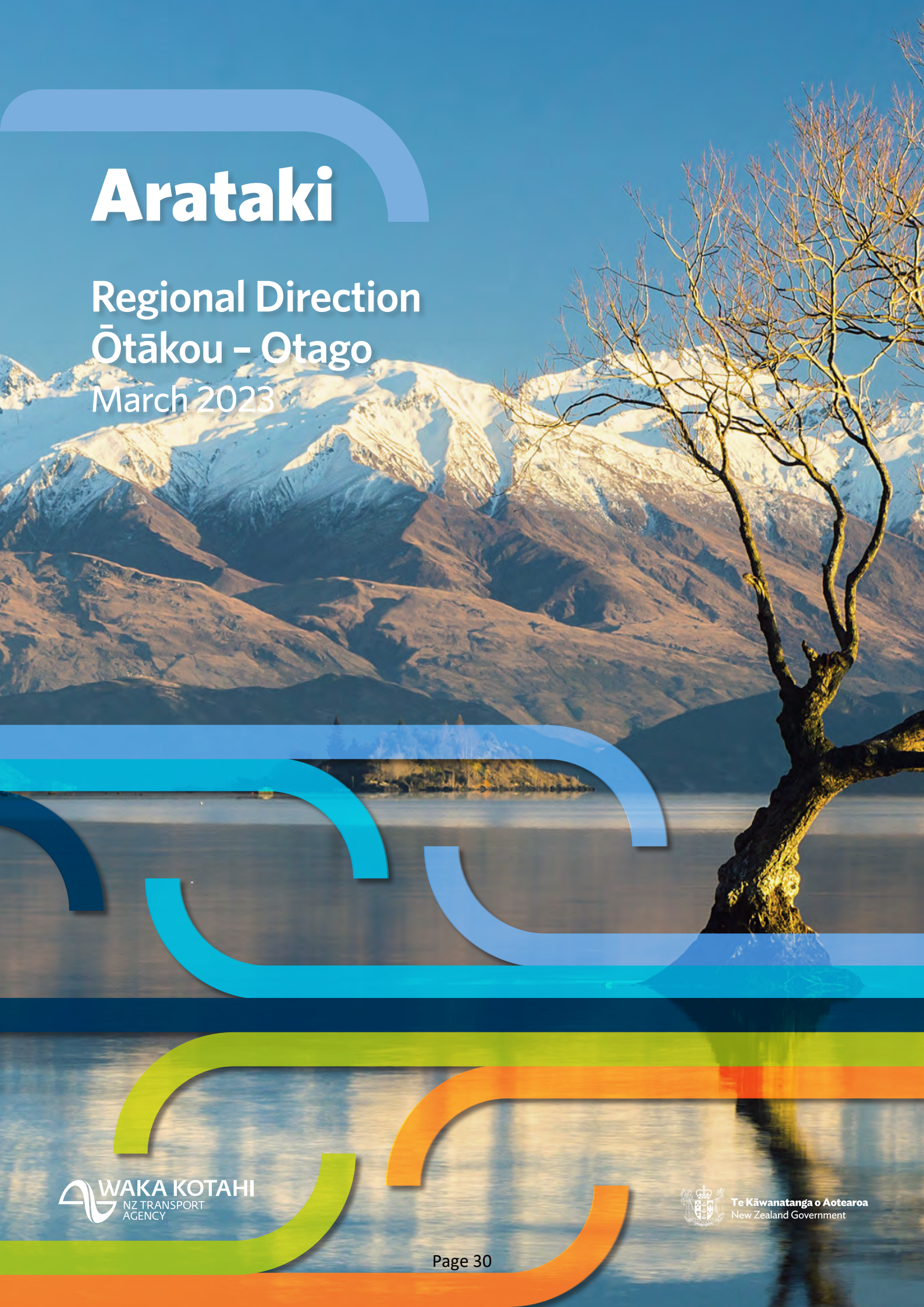
Current budget
There are no budget implications included in this report.

Future implications
There are no future financial implications included in this report.

Legal implications
There are no legal implications contained in this report.

Attachments

1. Otago Report Regional Directions.
2. Southland Regional Directions Report.



Arataki

Regional Direction
Ōtākou – Otago
March 2023

WAKA KOTAHI
NZ TRANSPORT AGENCY

Te Kāwanatanga o Aotearoa
New Zealand Government

At a glance

Ōtākou is the country's second largest region by land area. It has a population of just under 250,000 and is expected to grow to about 282,000 by 2048.[1] Ōtepoti Dunedin is the region's largest urban centre, but Tāhuna Queenstown is the fastest growing area.

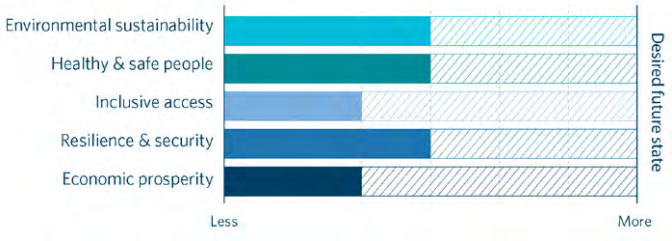
The economy of Ōtākou is dominated by the accommodation, food service, and education sectors; this reflects the importance of regional tourism and Ōtepoti as a tertiary centre of excellence. Safe and reliable access to Port Otago and the airports in Ōtepoti and Tāhuna is important for the economies of Ōtākou and Murihiku Southland.

The region's transport network has enough capacity to meet current and future demand, although the scale of growth in Tāhuna means transformational change is needed in coming decades. While public transport use has grown in Ōtepoti and Tāhuna, private vehicles still dominate across the region.

The number of deaths and serious injuries in Ōtākou is high, with issues on high-risk rural roads, at high-risk urban intersections, and in urban areas with many deaths and serious injuries involving pedestrians and cyclists.[2]

Resilience also needs to be a focus, with coastal flooding expected to increase in the southern parts of Ōtepoti and other coastal areas.

Scale of effort to deliver outcomes in Ōtākou – Otago

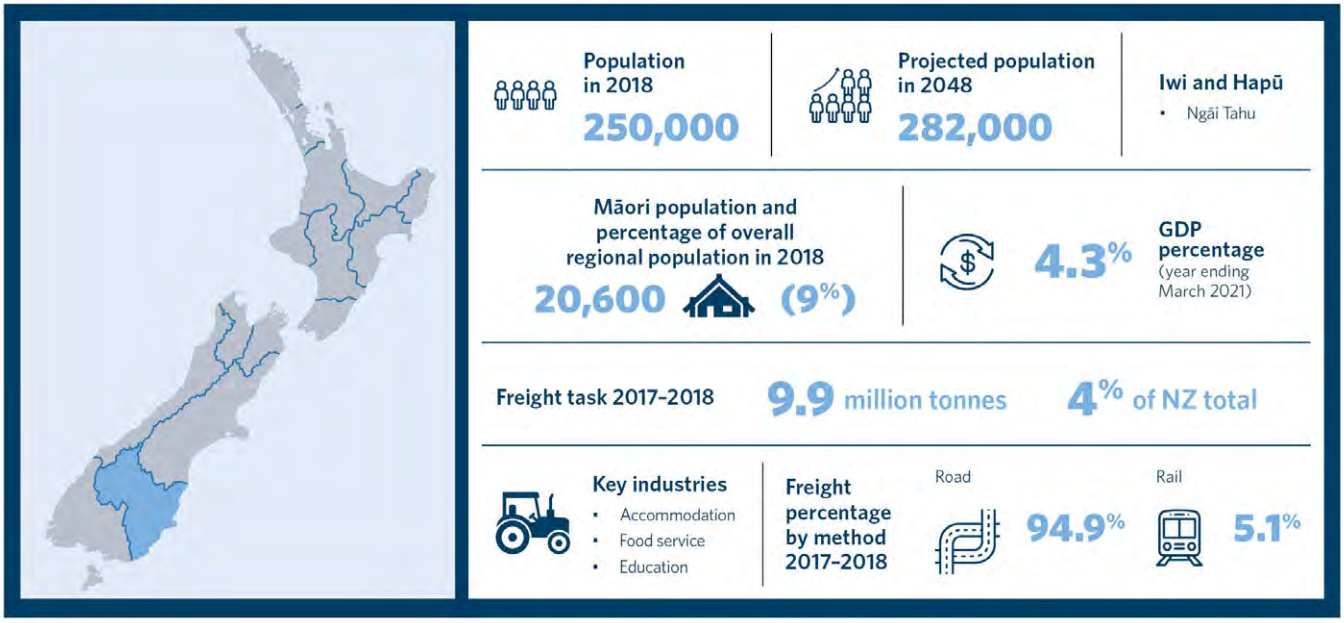


The regional ratings show how Waka Kotahi has assessed the potential scale of effort required in each region to achieve the future desired state for each outcome over the next 10 years. The ratings in each region indicate where effort can be best focused and inform conversations with partners about priority outcomes in each region.

The rating assessments are based on evidence using system-levels metrics. Further details are captured in the methodology document.

Context

Ōtākou – Otago



The population in Ōtākou is expected to grow from just under 250,000 to about 282,000 by 2048, or 5% of the country's population.[3] Ōtepoti Dunedin, the region's largest urban centre, has about 133,000 residents.[4] Tāhuna Queenstown is a nationally significant tourism destination with a relatively small resident population of 28,000.[5] The town grew a lot in the years before COVID-19 travel restrictions, with rising numbers of domestic and international visitors.

In 2018, 20,600 Māori lived in Ōtākou, making up 9% of the region's population.[6] This is lower than the national rate of 16.5%.[7] Most Māori live in Ōtepoti, where they make up 9% of the city's population.[8] The iwi in the Ōtākou region is Ngāi Tahu.[9]

Te Ōhanga Māori - The Māori Economy 2018 notes the asset base in this rohe is valued at $9.3 billion.[10] The primary sector and property are both important.[11]

The Waitaha rohe, which includes Ōtākou, Waitaha Canterbury, Te Tai o Poutini West Coast, and Murihiku Southland, has the highest number of Māori self-employed (13%) and employers (17%).[12]

The key interregional journeys in Ōtākou are:

- along the north and south road and rail connections to Waitaha and Murihiku
- the road corridors that link Tāhuna to Piopiotahi Milford Sound and other key tourist destinations across the South Island.

In rural areas, sheep and beef farming, along with fruit growing, will likely remain important contributors to the regional economy. The main employment growth areas in Ōtepoti, Tāhuna, and other urban centres are expected to be public services, electricity, manufacturing, healthcare, service industries, education institutes, and construction.

The freight task in Ōtākou in 2017–2018 was 9.9 million tonnes, or about 4% of the country's total.[13] A total of 94.9% of the freight task tonnage in Ōtākou was moved by road and 5.1% by rail.[14]

Ōtākou – Otago: Outlook

Over the next 30 years, the transport system of Ōtākou will need to change, particularly in Ōtepoti Dunedin and Tāhuna Queenstown, to address the challenges and make progress on the key transport outcomes.

Future growth in Ōtepoti is expected to be concentrated within the existing urban area. The city centre is undergoing a renewal, with ongoing expansion of Te Whare Wānanga o Ōtākou Otago University and the construction of a new hospital. This extended period of construction will create traffic management challenges and mode-shift opportunities in the central city.

While private vehicle use is dominant in Ōtepoti, trips by public transport, walking, and cycling make up a significant contribution in some locations, particularly the city centre and northern Ōtepoti.[15] Ōtepoti has a relatively young demographic with university students contributing to a high level of walking in the inner city.

The new hospital in Ōtepoti, investment in Te Whare Wānanga o Ōtākou infrastructure, and the central city upgrade will:

- support renewal of the central city
- influence transport connections and travel in the wider urban area.

The geographical layout of Tāhuna has limited the size of the main centre and access roads. Limited transport options have created a heavy dependency on private vehicles. This means increasingly restricted access to the town centre and difficulties moving freight along SH6/6A. Ensuring the effective movement of people and goods in and around Tāhuna is important to the region and Aotearoa New Zealand.

International tourism has dropped sharply and visitor numbers are likely to remain low in the near future.[16] However, Tāhuna remains an internationally renowned tourist destination and visitor numbers are expected to rebound over time.[17] The population of permanent residents is expected to keep growing.

It will be challenging to fund the new infrastructure and services required to keep pace with expected growth in Ōtākou. Low incomes in parts of the region, combined with climate change, will make it harder for local government to maintain existing networks.

Steps to make progress towards transport outcomes in a more efficient and cost-effective way include:

- renewing the focus projects relating to small-scale and area-wide safety, public transport, and active travel, along with getting more from existing infrastructure
- reallocating existing road space and making temporary or lower-cost improvements to reflect the One Network Framework approach
- delivering current mode shift programmes – for example, bus priority upgrades to SH6 at Ladies Mile in Tāhuna, to serve an existing employment hub and new development
- influencing travel behaviour, particularly through parking management plans
- focusing on urban outcomes, such as progressing priority development areas identified in the Queenstown Lakes Spatial Plan.[18]

Even with these steps, more investment from a wider range of finance and funding sources, is required to achieve key goals. New sources should be investigated, especially where these incentivise growth or transport outcomes.

This section uses the *Transport Outcomes Framework* from Te Manatū Waka Ministry of Transport to support a 'decide and provide' approach to proactively plan the desired future state we want to achieve. Key challenges and opportunities are identified and discussed. Then we highlight the most important actions to be taken to make progress on each outcome.

Environmental sustainability

Challenges and opportunities

Ōtākou will need to contribute to reducing transport emissions, to reach the 2035 targets set in the government's *Emissions Reduction Plan* and net-zero emissions by 2050.[19]

To meet national emissions targets, Ōtākou will need to reduce light vehicle kilometres travelled (VKT) by 16% in Ōtepoti Dunedin, and 12% in Tāhuna Queenstown.[20] While this is a relatively modest reduction, it requires a significant change to how people travel.

In Ōtepoti and Tāhuna, private vehicle use dominates travel, with low but growing public transport usage. In these cities, there are opportunities to:

- deliver greater travel choice
- support increased use of public transport, walking and cycling
- move away from travel by single-occupancy vehicles.

We need to reduce freight transport carbon through:

- adopting lower-emitting fuels
- increasing mode share for rail and coastal shipping.

We must also reduce the impact of the region's transport system on the local environment, especially its impacts on air pollution, waterways, and ecological systems. Contaminated stormwater runoff from roads must be treated before entering waterways. The impact of new and improved transport infrastructure on the natural environment must be appropriately managed.

Making progress

Subnational VKT reduction targets for light vehicles will be confirmed by mid-2023. As Tier 2 urban centres, Ōtepoti and Tāhuna will be required to develop urban VKT reduction programmes by mid-2024. These will outline how the areas will achieve sub-national VKT targets. This work will inform future planning and investment decision-making.

Key actions over the next 10 years to make progress on this outcome are:

- planning work to encourage compact, mixed-use urban form that reduces trip length and car dependency, particularly through implementing the Queenstown Lakes Spatial Plan
- planning what interventions, activities, and investments are needed to achieve VKT reduction and emissions targets set out in national and regional plans
- making changes to the allocation of space on existing roads and streets to enable and encourage mode shift to public transport, walking, and cycling
- continuing the expansion of the cycleway network in Ōtepoti through delivery of its active travel network by completing separated cycling lanes on SH1, making improvements to walking and cycling, and improving crossing facilities in Tāhuna
- completing public transport projects in Tāhuna, on SH6 between Ladies Mile and Kawarau Falls Bridge and SH6A
- making improvements to public transport hubs in Te Kirikiri Frankton and Tāhuna
- improving safety and access at key intersections for all modes
- exploring ways to use technology to deliver better services at lower costs
- more actively managing carparking at major destinations and employment areas to increase use of public transport, walking, and cycling for trips to these locations
- ensuring appropriate standards, policies, and regulations are in place to reduce the impact of the transport system on the local environment
- supporting the implementation of key policies, such as vehicle fleet transformation.

We must also reduce the impact of the region's transport system on the local environment, especially its impacts on air pollution, waterways, and ecological systems.

Healthy and safe people

Challenges and opportunities

During the past three years, the roads of Ōtākou have had around 140 annual deaths and serious injuries.[21] Crashes in the region highlight the need to focus on:

- Ōtepoti Dunedin and surrounding townships
- Tāhuna Queenstown and Wānaka
- SH1 between Ōtepoti and Oamaru
- high-risk rural roads.[22]

Efforts to improve road safety are guided by the *Road to Zero: New Zealand's Road Safety Strategy 2020–2030* and associated *Action Plan 2020–2022*, and regional safety strategies.[23]

There is a significant opportunity, and need, to increase walking and cycling rates in Ōtākou, especially in Ōtepoti and Tāhuna. Active mode use has fallen substantially in recent decades, contributing to many health problems around lack of physical activity. These health issues, like obesity and diabetes, disproportionately affect some demographics. The harmful impacts of vehicle tailpipe pollutants on health, especially on the respiratory systems of our youngest, oldest, and most vulnerable, are much greater than previously realised.[24]

Significant progress on the healthy and safe people outcome will support environmental sustainability and inclusive access. Providing extensive networks of safe walking and cycling facilities will encourage more people to use these healthy and sustainable travel options. Similarly, a focus on reducing deaths and serious injuries for vulnerable road users will also encourage more people to walk and cycle.

Making progress

Continuing to realise safety plans and supporting dramatic changes to encourage walking and cycling will help the urban areas of Ōtākou. New approaches to planning, design, and delivery, along with significant investment, are needed to accelerate progress.

Key actions over the next 10 years to make progress on this outcome are:

- completing safety improvements, notably on SH1, with an initial focus between Oamaru and Ōtepoti
- completing intersection upgrades to address safety issues on SH6 and SH8B in Tīrau Cromwell
- rapidly rolling out well-connected, separated cycling networks in Ōtepoti, Tāhuna, and other towns across the region, predominantly through reallocating existing street space
- requiring high-quality active mode infrastructure to be part of new developments
- encouraging and implementing regulatory changes that reduce harmful vehicle emissions and encourage the use of zero-emissions vehicles
- continuing to manage transport system noise through planning and mitigation
- targeting road policing and behaviour change programmes with a focus on alcohol and drug impairment, speeding, and people not wearing seatbelts
- managing safe and appropriate speeds on high-risk rural roads – this includes targeted use of safety cameras to reduce speeding
- advocating for robust mobile network coverage in rural and regional areas.

Continuing to realise safety plans and supporting dramatic changes to encourage walking and cycling will help the urban areas of Ōtākou.

Inclusive access

Challenges and opportunities

The Ōtākou transport system struggles to provide for people of all ages, abilities, and income levels with safe, sustainable, and reliable access to a variety of social and economic opportunities.

A high reliance on private vehicles creates several access challenges, including:

- creating difficulties for those without easy access to, and use of, a private vehicle to fully participate in society
- placing significant pressure on household budgets to meet the high costs of car ownership and use
- limiting people's ability to travel in a way that best meets their needs because of poor travel choice.

Rural communities need improved connections to centres such as Tāhuna Queenstown and Ōtepoti Dunedin. Young people need access to education and increased employment opportunities. Older residents need access to physical and social activities, as well as health and social services.

Emerging technologies, such as on-demand shuttles, could provide a shared-transport option. These would help people get around smaller centres and improve access to services in Ōtepoti and Tāhuna. Improved access to high-quality data and information will allow better management of the transport system to get the most out of existing infrastructure. The growing popularity of online purchasing and home delivery will impact on-demand travel, including the movement of freight.

In Tāhuna, a range of travel choices are needed to help tourists of all abilities get to where they're going, without using a private vehicle.

Making progress

Improving inclusive access will often align with making progress on other outcomes, especially where travel choice is improved, and car dependency reduced. However, there may be challenging trade-offs to consider, such as balancing increased travel costs to reduce emissions while ensuring lower-income families aren't unfairly impacted.

Key actions over the next 10 years to make progress on this outcome are:

- working with urban developers to shape planning rules and decision-making to encourage more people to live in areas with better existing access to social and economic opportunities, especially in Ōtepoti and Tāhuna
- improving public transport services, and expanding on-demand services where appropriate
- exploring opportunities to improve the affordability of public transport for lower-income households
- expanding and improving walking and cycling, so low cost, sustainable, healthy travel options are safe and attractive for more journeys – this includes the completion of cycling networks in Ōtepoti and Tāhuna, and improved active-mode facilities in smaller towns
- ensuring transport infrastructure and services are designed and provided to meet the needs of people of all ages and abilities
- improving access to opportunities for iwi Māori, including access to sites of cultural significance
- exploring opportunities to support the mobile or digital delivery of essential services.

Rural communities need improved connections to centres such as Tāhuna Queenstown and Ōtepoti Dunedin.

Economic prosperity

Challenges and opportunities

The region's economy is dominated by the accommodation, food service, and education sectors. This reflects the importance of tourism and the role of Ōtepoti Dunedin as a tertiary centre of excellence. The Te Whare Wānanga o Ōtākou Otago University contributes around 15% of the city's GDP.[25]

In rural areas, primary production and processing continue as key economic drivers. Ōtākou region has the second highest tourism spend in the country, with 55% total spend from international visitors, rising to 63% in Tāhuna Queenstown Lakes District.[26]

International travel restrictions during the COVID-19 pandemic had a significant impact on the economy of Tāhuna, because of its dependence on international tourism.

The key interregional journeys in Ōtākou are:

- along the north and south road and rail connections to Waitaha Canterbury and Murihiku Southland
- road corridors that link Tāhuna to Piopiotahi Milford Sound and other key tourist destinations across the South Island.

An increasing number of residents on fixed incomes will likely make it harder to:

- maintain existing infrastructure
- fund new infrastructure
- provide appropriate services.

Technological change is also likely to have significant impacts on the region's economy and on travel demand, in the coming decades. The COVID-19 pandemic has accelerated working from home, while future developments in artificial intelligence and increased automation could have profound implications for the type and location of work people undertake. Transport planning will need to respond to these changes, recognising high levels of uncertainty around the nature and location of future jobs and the impact of this on travel patterns.

Making progress

Economic productivity and business competitiveness in the region can be improved by a transport system that provides:

- a range of travel options with wide capacity
- reliable journey times
- safe and low-cost ways of getting around.

Key actions over the next 10 years to make progress on this outcome are:

- improving access to social and economic opportunities, especially by public transport, walking, and cycling in Ōtepoti, Tāhuna, and other regional towns
- supporting resilient, reliable, and efficient freight travel around key parts of the network, especially around interregional road and rail connections to Ōtautahi Christchurch and Waihōpai Invercargill, to Port Otago, and airports in Ōtepoti and Tāhuna
- exploring opportunities to move to a more multimodal freight system with greater use of rail and coastal shipping
- managing increased transport costs in a way that doesn't negatively impact economic activity
- supporting the continued development of key economic centres by improving access and amenity (attractiveness) for residents
- improving accessibility in local and town centres to allow these areas to flourish and better provide for the needs of residents.

The region's economy is dominated by the accommodation, food service, and education sectors.

Resilience and security

Challenges and opportunities

Ōtākou faces a range of effects from climate change and natural hazards. The most significant natural hazard risks, especially along state highways 6, 8, and 88, are:

- rockfall
- landslips
- flooding
- ice and snow.

The region's steep and unstable terrain also creates significant risk when hazards happen.

Sections of the interregional coastal corridor are at risk from the impacts of climate change. This corridor contains major rail line and state highway connections to the north and south of Ōtepoti Dunedin. The southern part of Ōtepoti, the most densely populated part of Ōtepoti, is particularly at risk of rising sea and groundwater levels. Surface flooding is also expected to increase around Dunedin International Airport.

More than ever, there must be a greater focus on maintaining existing assets at current levels of access and connectivity. There is a major opportunity to progress multiple outcomes by investing in maintenance and renewals, but this requires changes to current practices and increased funding.

To be resilient, the region's transport system must be able to adapt to uncertainty and rapid change. For example, in recent years the introduction of e-scooters in Ōtepoti and then the need for social distancing during the COVID-19 pandemic highlighted:

- a need for more adaptable approaches to road space management
- unexpected benefits from past improvements to walking and cycling facilities.

Rapidly fluctuating fuel prices throughout 2022, caused by international events, also emphasised the need to reduce dependency on fossil fuel.

Making progress

The transport system needs an ongoing focus on maintaining existing assets along with targeted improvements to reduce risks. We also need to expand our understanding of resilience in urban environments, to ensure planning work is flexible and adaptable to change.

Key actions over the next 10 years to make progress on this outcome are:

- continuing design and planning work to identify and prioritise responses to natural hazards in high-risk areas – this includes working with communities to identify plans for when to defend, accommodate, or retreat
- better understanding routes that provide critical connections, the conditions of these, the pressures, and the level of investment needed to address impacts – this includes identifying priorities for network resilience
- engaging in local planning processes to avoid infrastructure and development in areas at risk of natural hazards and climate change
- seeking continuous improvement in network resilience through maintenance, renewals, and 'low cost/low risk' investments
- improving operational responses to events to support quick recovery following disruption to the land transport system
- shifting to more adaptable 'scenarios-based' planning
- improving personal security for people using the region's transport system.

To be resilient, the region's transport system must be able to adapt to uncertainty and rapid change.

Ōtākou – Otago: Focusing our efforts

For efficient and effective progress, transport challenges in Ōtākou must be tackled in a cohesive way.

The directions below identify the most important issues to be resolved over the next 10 years to make progress towards transport outcomes.

- Begin to reduce vehicle kilometres travelled, focusing on Tāhuna Queenstown and Ōtepoti Dunedin, in a way that's equitable and improves people's quality of life.
- Plan and deliver growth and urban development, especially in rapidly growing Tāhuna, in an affordable and cost-effective way that aligns with emissions-reduction goals.
- Maintain and improve the resilience and efficiency of road and rail connections to surrounding regions and the Port Otago.
- Improve access to social and economic opportunities, especially by public transport, walking, and cycling.
- Provide better access for tourists in Tāhuna and opportunities created by the new Dunedin Hospital.
- Significantly reduce the harm caused by the transport system of Ōtākou, especially through improved road safety and reduced pollutants dangerous to health.
- Encourage growth and development in areas that already have good travel choices and shorter average trip lengths, like working with Queenstown Lakes District Council (QLDC) and central government to implement the *Queenstown Lakes Spatial Plan*.
- Rapidly accelerate the delivery of walking and cycling networks, predominantly through reshaping existing streets, to make these options safe and attractive.
- Improve and expand public transport services, including exploring the potential for new and emerging technologies, such as on-demand services, to improve access to social and economic opportunities.
- Better understand the impact of future economic transformation on travel patterns and freight volumes.
- Explore opportunities to move to a multimodal freight system with greater use of rail and coastal shipping.
- Continue involvement in the Milford Opportunities Project to encourage resilience, tourism, safety, and mode shift for the Milford corridor, and surrounding region.
- Confirm how resilience risks will be addressed over time, and work with communities to plan for when to defend, accommodate, or retreat.
- Continue to implement road safety plans and programmes including those focused for iwi Māori.
- Improve or maintain, as appropriate, physical access to marae, papakāinga wāhi tapu, and wāhi taonga.

These will be updated over time to focus effort on the most critical matters.

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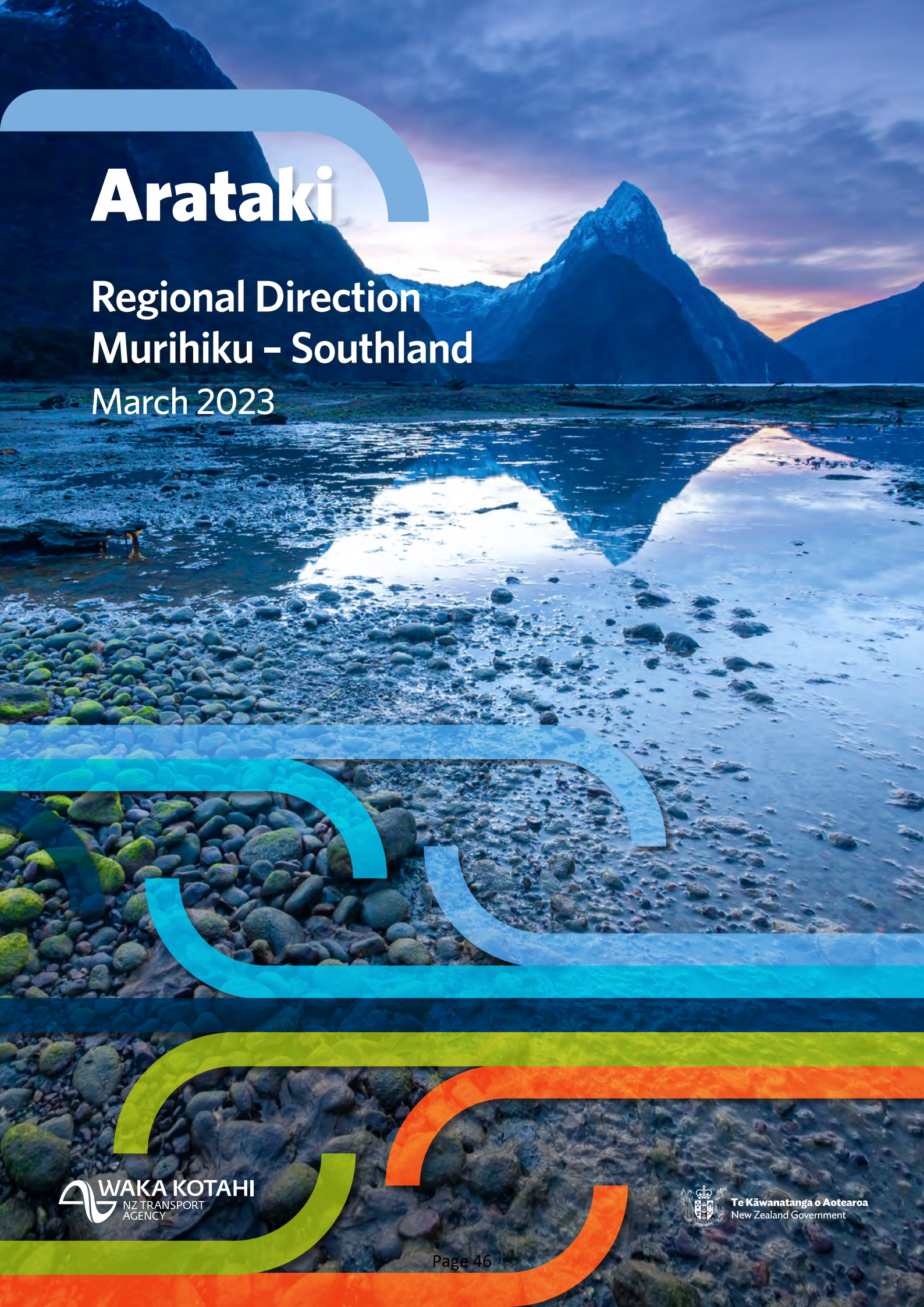


Arataki

Regional Direction
Murihiku – Southland

March 2023

WAKA KOTAHI
NZ TRANSPORT AGENCY

Te Kāwanatanga o Aotearoa
New Zealand Government

At a glance

Murihiku is the southern-most region of Aotearoa New Zealand with just over 97,000 residents.[1] As the largest urban centre, Waihōpai Invercargill provides most core services for the wider region, including the main hospital and tertiary education.

Low population growth is projected for the whole region up to 2043. There's unlikely to be pressure on urban development in Waihōpai or the wider Murihiku region.

The region relies heavily on its extensive road networks to support rural production and tourist movement around the region.

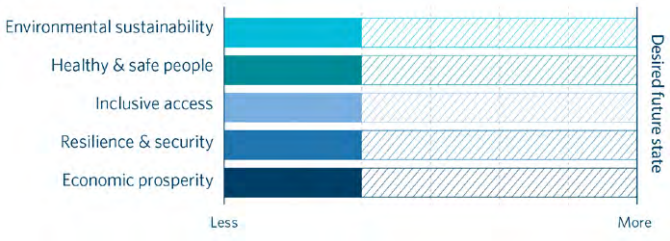
There is good capacity on the existing network and opportunities for increased rail freight. In some areas, ageing infrastructure, especially bridges, may impact network efficiency and reliability.

The region will be increasingly affected by flooding and erosion along coastal roads and low-lying areas around Motupōhue Bluff. Inland routes, including the road to Piopiotahi Milford Sound, will be affected by extreme weather events like increased rainfall and rockfall from reduced snow falls. There are also significant natural hazards risks, such as the Alpine Fault.

There is a high reliance on private vehicles for most travel needs across the region. There is a significant opportunity to build on below average rates of walking and cycling in Waihōpai, supported by ongoing investment in safe and attractive facilities. Active modes are likely to be the primary way to reduce vehicle kilometres travelled (VKT). Increasing the share of freight moved by rail and coastal shipping will also have an important role to play in reducing emissions.

Other critical transport challenges facing the region over the next three decades include safety, resilience, and supporting the transition to a low-carbon economy.

Scale of effort to deliver outcomes in Murihiku – Southland

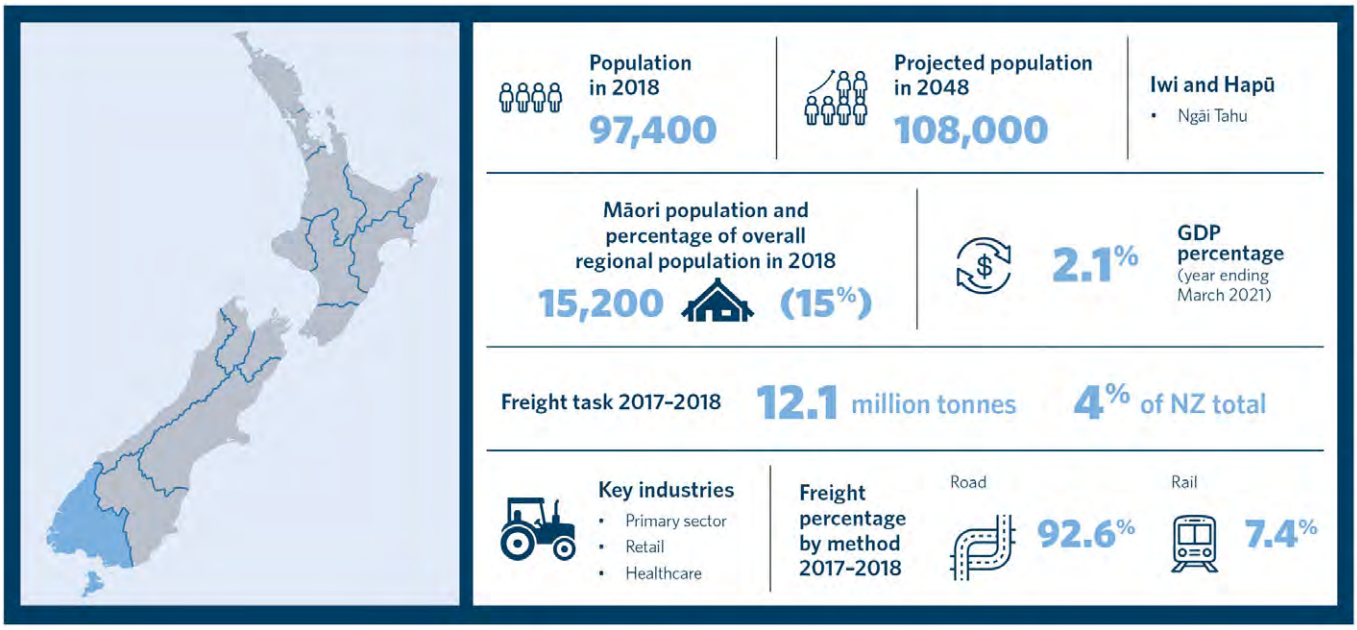


The regional ratings show how Waka Kotahi has assessed the potential scale of effort required in each region to achieve the future desired state for each outcome over the next 10 years. The ratings in each region indicate where effort can be best focused and inform conversations with partners about priority outcomes in each region.

The rating assessments are based on evidence using system-levels metrics. Further details are captured in the methodology document.

Context

Murihiku – Southland



The population of Murihiku is projected to grow from 97,400 to about 108,000 by 2048, or 2% of the country's population.[2] Low population growth means there is unlikely to be urban development pressure in Waihōpai or the wider Murihiku district.

By 2048, residents aged over 65 are projected to make up 27% of the Murihiku, higher than the national average of 23%.[3] Providing good access for residents over 65 will be important to ensure they remain socially connected, active, and able to participate in their communities.

In 2018, 15,200 Māori lived in Murihiku, making up 15% of the region's population.[4] This is lower than the national rate of 16.5%.[5] Most Māori live in Waihōpai, where they make up 18% of the city's population.[6] The iwi in the Murihiku region is Ngāi Tahu.[7]

Te Ōhanga Māori - The Māori Economy 2018 includes information for the Waitaha rohe, which relates to Ōtākou, Waitaha Canterbury, Te Tai o Poutini West Coast, and Murihiku Southland regions. It notes the asset base in this rohe is valued at $9.3 billion.[8] The primary sector and property are both important.[9] The Waitaha rohe has the highest number of Māori self-employed (13%) and employers (17%).[10]

Murihiku has an extensive network of state highways and local roads, as well as a rail freight connection linking Waihōpai and Ōtepoti Dunedin. As a rural-based economy, these networks are critical for moving goods to production centres and on to domestic and international markets.

Two key connections in and out of the region are the:

- freight movement north to Ōtepoti/Koputai Port Chalmers
- tourist connection to Tāhuna Queenstown.

The realignment of SH1 at Edendale in Murihiku provides safer and improved access for the community.

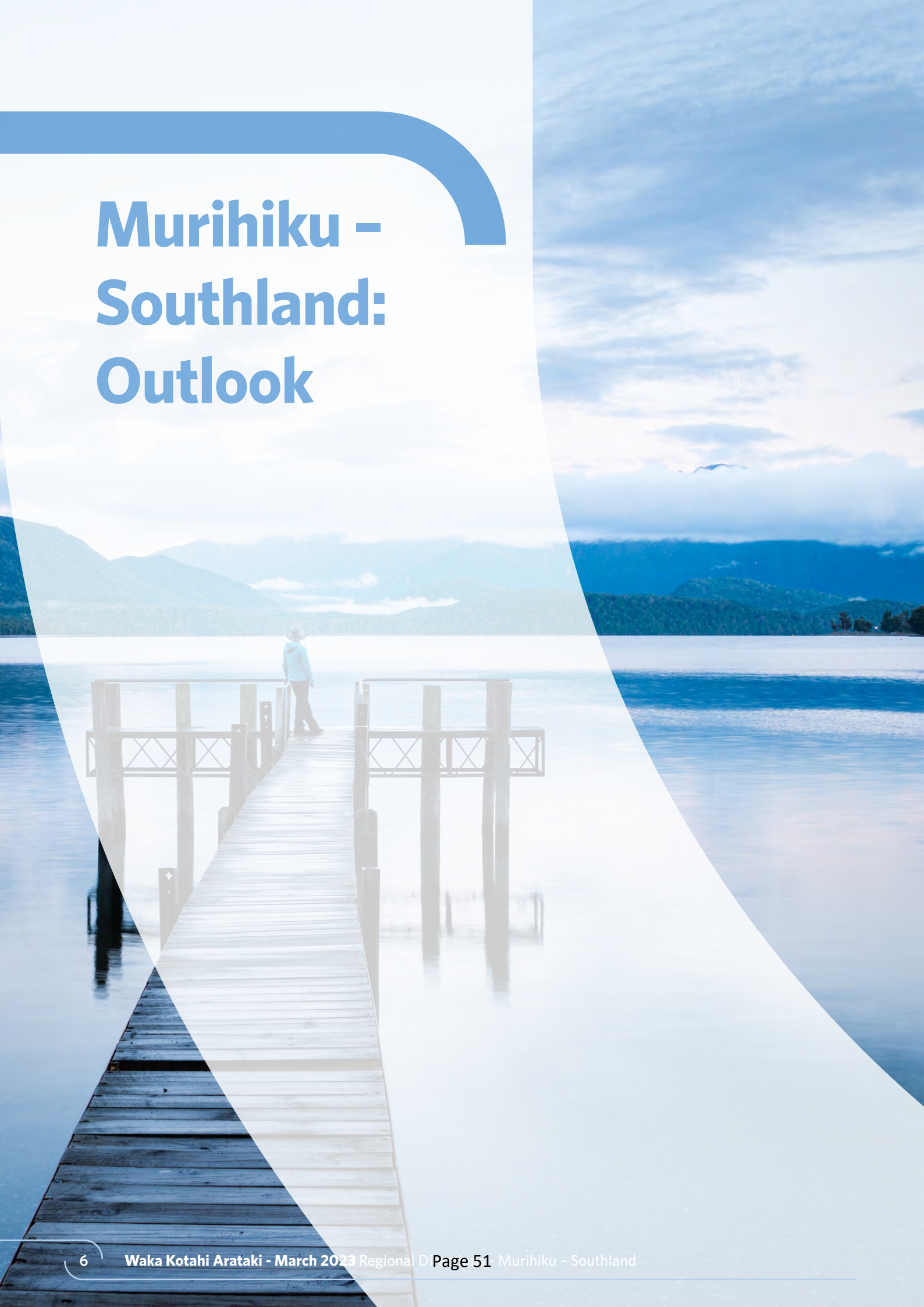
Employment growth in the region's core primary sectors is expected to continue through to 2030. Retail and healthcare are also expected to remain important employers. As a result, access for freight and the transport connection to South Port will continue to be important.

As the largest urban centre in the region, Waihōpai provides most of the core services for the wider region, including the main hospital and tertiary education. South Port in Motupōhue Bluff is the country's seventh largest port by volume, primarily handling bulk, non-containerised goods.[11] It also provides an important tourist gateway to Rakiura Stewart Island.

The freight task in Murihiku in 2017–2018 was 12.1 million tonnes, or around 4% of the country's total.[12] A total of 92.6% of the freight task tonnage in Murihiku was moved by road and 7.4% by rail.[13] Primary sector commodities produced in Murihiku, representing 5% of more of the country's total in 2017–2018, were:

- Coal – 571,300 tonnes, or 17.6% of the country's coal production
- Meat – 120,000 tonnes, or 10.5% of the country's meat and meat products production
- Milk – 2.7 billion litres, or 12.8% of the country's milk production
- Wool – 20,301 tonnes, or 14.5% of the country's wool production.[14]

Murihiku – Southland: Outlook



While there is expected to be little population growth in Murihiku, its economy is likely to shift significantly as Aotearoa New Zealand transitions to a low-carbon future.

Over the next three decades, key changes to Murihiku are:

- supporting the country's economic transformation
- making improvements to safety
- maintaining journey reliability
- improving accessibility for an ageing population.

The ageing population and higher proportion of residents on fixed incomes is likely to put pressure on the region's ability to:

- maintain existing networks
- fund new infrastructure
- provide appropriate services.

Climate change will make this even harder.

Steps to make progress towards transport outcomes in a more efficient and cost-effective way include:

- renewing the focus on small-scale projects and getting more from existing infrastructure
- reallocating existing road space and making temporary or low-cost improvements
- applying a better understanding of climate adaptation to transport assets – this will help manage risks and uncertainty, and support communities to adapt.

Even with these steps, more investment from a wider range of finance and funding sources, is required to achieve key goals. New sources should be investigated, especially where these incentivise growth or transport outcomes.

This section uses the *Transport Outcomes Framework* from Te Manatū Waka Ministry of Transport to support a 'decide and provide' approach to proactively plan the desired future state we want to achieve. Key challenges and opportunities are identified and discussed. Then we highlight the most important actions to be taken to make progress on each outcome.

Environmental sustainability

Challenges and opportunities

Murihiku will need to contribute to reducing transport emissions, to reach the 2035 targets set in the government's *Emissions Reduction Plan* and net-zero emissions by 2050.[15]

To meet national emission targets, Murihiku must make a modest but important contribution by reducing light vehicle kilometres travelled (VKT) by around 5%.[16] This requires an increased focus on effective integration of land-use and transport to:

- reduce the need to travel
- shorten trip lengths
- support mode shift to reduce emissions.

Achieving this goal will require changes to how people travel, in an area with an urban form and transport system that supports high-car use.

We need to reduce freight transport carbon through:

- adopting lower-emitting fuels
- increasing mode share for rail and coastal shipping.

We must also reduce the impact of the region's transport system on the local environment, especially its impacts on air pollution, waterways, and ecological systems. Contaminated stormwater runoff from roads must be treated before entering waterways. The impact of new and improved transport infrastructure on the natural environment must be appropriately managed.

Making progress

No urban areas in Murihiku are classified Tier 1 or 2, so preparation of a reduction programme isn't required. However, work should still be done to:

- examine opportunities to reduce VKT
- contribute to emissions reductions.

Key actions over the next 10 years to make progress on this outcome are:

- ensuring appropriate standards, policies, and regulations are put in place to reduce the impact of the transport system on the local environment
- encouraging growth and development that supports compact, mixed-use urban form, reduces trip length, and lessens car dependency
- focusing transport planning towards interventions and investments that support emissions-reduction goals
- investigating changes to the allocation of space on existing roads and streets to enable and increase mode shift to public transport, walking, and cycling
- continuing to improve public transport services; this includes exploring the potential for on-demand services and ways technology can help deliver better services at lower costs
- more actively managing carparking at major destinations and employment areas to increase use of public transport, walking, and cycling for trips to these locations
- identifying opportunities for smaller projects that can improve system outcomes, like getting the most from the existing network.

To meet national emission targets, Murihiku must make a modest but important contribution by reducing light vehicle kilometres travelled (VKT) by around 5%.

Healthy and safe people

Challenges and opportunities

Crashes in the region highlight the need to focus on Waihōpai Invercargill and surrounding areas and high-risk rural roads.[17] Murihiku has safety issues around:

- run-off road and head-on crashes
- crashes at intersections
- speeding
- crashes involving vulnerable users, like people cycling or walking.[18]

Efforts to improve road safety are guided by the *Road to Zero: New Zealand's Road Safety Strategy 2020–2030* and associated Action Plan 2020–2022, and regional safety strategies.[19]

Murihiku has low rates of walking and cycling because of incomplete networks. Lack of physical activity contributes to many health problems, like obesity and diabetes. These problems disproportionately impact some demographics. The harmful impacts of vehicle tailpipe pollutants on health, especially on the respiratory systems of our youngest, oldest, and most vulnerable, are much greater than previously realised.[20]

Significant progress on the healthy and safe people outcome will support environmental sustainability and inclusive access. Providing extensive networks of safe walking and cycling facilities will encourage more people to use these healthy and sustainable travel options. Similarly, a focus on reducing deaths and serious injuries for vulnerable road users will also encourage more people to walk and cycle.

Continuing to realise safety plans and supporting dramatic changes to encourage walking and cycling will help the urban areas of Murihiku.

Making progress

Continuing to realise safety plans and supporting dramatic changes to encourage walking and cycling will help the urban areas of Murihiku. New approaches to planning, design, and delivery, along with significant investment, are needed to accelerate progress.

Key actions over the next 10 years to make progress on this outcome are:

- continuing safety improvements targeting high-risk intersections, run-off road crashes, and head-on crashes on high-risk rural roads
- rapidly rolling out a well-connected, separated cycling network predominantly through the reallocation of existing street space
- requiring high-quality active mode infrastructure to be part of new developments
- encouraging and implementing regulatory changes that reduce harmful vehicle emissions and encourage the use of zero-emissions vehicles
- continuing to manage transport system noise through planning and mitigation
- targeting road policing and behaviour change programmes with a focus on alcohol and drug impairment, speeding, and people not wearing seatbelts
- managing safe and appropriate speeds on high-risk rural roads – this includes targeted use of safety cameras to reduce speeding
- improving safety for visiting drivers, like improved signage and markings, and providing safe journeys through to Piopiotahi Milford Sound
- advocating for robust mobile network coverage in rural and regional areas.

Inclusive access

Challenges and opportunities

The region's transport system struggles to provide people of all ages, abilities, and income levels with safe, sustainable, and reliable access to a wide variety of social and economic opportunities.

A high reliance on private vehicles creates several access challenges, including:

- creating difficulties for those without easy access to, and use of, a private vehicle to fully participate in society
- placing significant pressure on household budgets to meet the high costs of car ownership and use
- limiting people's ability to travel in a way that best meets their needs because of poor travel choice.

Regional and rural communities need to access key centres, such as Waihōpai Invercargill and Ōtepoti Dunedin, for education, employment, and essential services. As the population of Murihiku ages, travel needs will change; there will be a greater need to access health services, and less need to access education and employment.

Emerging technologies, such as on-demand shuttles, could provide a shared-transport option. These would help people get around smaller towns and rural communities, and improve access to services in Waihōpai and Ōtepoti.

Improved access to high-quality data and information will allow better management of the transport system to get the most out of existing infrastructure.

The region's transport system struggles to provide people of all ages, abilities, and income levels with safe, sustainable, and reliable access a wide variety of social and economic opportunities.

Making progress

Improving inclusive access will often align with making progress on other outcomes, especially where travel choice is improved, and car dependency reduced. However, there may be challenging trade-offs to consider, such as balancing increased travel costs to reduce emissions while ensuring lower-income families aren't unfairly impacted.

Key actions over the next 10 years to make progress on this outcome are:

- shaping planning rules to enable and encourage more people to live in areas with better existing access to social and economic opportunities
- improving public transport services, and expanding on-demand services where appropriate
- exploring opportunities to improve the affordability of public transport for lower-income households
- expanding and improving walking and cycling facilities, so low cost, sustainable, healthy travel options are safe and attractive for more journeys
- ensuring transport infrastructure and services are designed and provided to meet the needs of people of all ages and abilities
- improving access to opportunities for iwi Māori, including access to sites of cultural significance
- exploring opportunities to support the mobile or digital delivery of essential services.

Economic prosperity

Challenges and opportunities

There is uncertainty regarding future trends, particularly the number of international visitors to the region. However, access to Piopiotahi Milford Sound and Tāhuna Queenstown will likely remain a focus.

The Milford Opportunities Project is a multi-agency approach to look at how future visitors are managed at Piopiotahi and along the Milford Road corridor.

Access for freight and the transport connections to South Port will continue to be important.

The *Southland Regional Development Strategy Action Plan* identifies where transport can support economic growth in the region with a focus on two key areas:

- supporting the tourist industry through enhanced visitor experiences, corridor improvements, and increased visitor information
- providing safe and reliable connections within the region, and north to Tāhuna and Ōtepoti Dunedin.[21]

Over the next three decades, the transition to a low-emissions economy in line with the Climate Change Response (Zero Carbon) Amendment Act will mean significant change to the region's economy. Transport has a role to support this change. It must also be flexible to the evolving nature and direction of freight movement.

The region's large network is important for freight, but its ability to afford this will depend to a degree on the performance of primary industries. There will be greater pressure on local government to maintain infrastructure and provide services because of projected slow regional growth and an increasing number of people living on fixed incomes. Looking to 2030, councils in the region will face increased maintenance and renewal of assets, such as ageing bridges. The increasing impacts of climate change will make this even harder.

Technological change will have significant impacts on demand for travel and on the economy of Murihiku. The COVID-19 pandemic accelerated working from home, while future developments, like artificial intelligence and automation, could have an impact on the type and location of work people do.

Transport planning will need to be flexible in response to these changes, recognising high levels of uncertainty around the nature and location of future jobs and the impact of this on travel patterns.

Making progress

Economic productivity and business competitiveness in the region can be improved by a transport system that provides:

- a range of travel options with wide capacity
- reliable journey times
- safe and low-cost ways of getting around.

Key actions over the next 10 years to make progress on this outcome are:

- improving access to social and economic opportunities, especially by walking and cycling, in Waihōpai Invercargill and other regional towns
- supporting resilient, reliable, and efficient freight and business travel around key parts of the network, especially around interregional connections, and to key freight and industrial hubs
- exploring opportunities to move to a more multimodal freight system with greater use of rail and coastal shipping
- managing increased transport costs in a way that doesn't negatively impact economic activity
- supporting the continued development of key economic centres by improving access and amenity (attractiveness)
- supporting improved accessibility in local and town centres to allow these areas to flourish and better provide for the needs of residents.

There is uncertainty regarding future trends, particularly the number of international visitors to the region. However, access to Piopiotahi Milford Sound and Tāhuna Queenstown will likely remain a focus.

Resilience and security

Challenges and opportunities

The next 30 years will see a growing risk of damage to road and rail networks because of increased rain and storm intensity, coastal and soil erosion, sea level rise, flooding, slips, and storm surges.[22] The region will see increased flooding and erosion along coastal roads and low-lying areas around Motupōhue Bluff. However, compared to other regions, Murihiku only has a small number of significant resilience issues.

The biggest challenge relates to a coastal section of SH1 where flooding at high tide can result in traffic lanes submerged by over 70 millimetres; this affects all traffic, but especially freight access to South Port.

Inland routes, such as the road to Piopiotahi Milford Sound, will be affected by more extreme weather events like heavier rainfall, landslides, and increased rockfall from reduced snow falls. This is combined with significant natural hazard risks, including the Alpine Fault. The Milford Rockfall/Avalanche Protection Programme will investigate improved ways to reduce the risk of closure of one of the country's premier tourist corridors, SH94 between Te Anau and Piopiotahi Milford Sound.

More than ever, there must be a greater focus on maintaining existing assets at current levels of access and connectivity. There is a major opportunity to progress multiple outcomes by investing in maintenance and renewals, but this requires changes to current practices and increased funding.

To be resilient, the region's transport system must be able to adapt to uncertainty and rapid change. For example, in recent years the popularity of e-bikes and then the need for social distancing during the COVID-19 pandemic highlighted:

- a need for more adaptable approaches to road space management
- unexpected benefits from past improvements to walking and cycling facilities.

Rapidly fluctuating fuel prices throughout 2022, caused by international events, also emphasised the need to reduce dependency on fossil fuel.

Making progress

The transport system needs an ongoing focus on maintaining existing assets along with targeted improvements to reduce risks. We also need to expand our understanding of resilience in urban environments, to ensure planning work is flexible and adaptable to change.

Key actions over the next 10 years to make progress on this outcome are:

- continuing design and planning work to identify and prioritise responses to natural hazards in high-risk areas – this includes working with communities to identify plans for when to defend, accommodate, or retreat
- continuing work to better understand routes that provide critical connections, the conditions of these, the pressures, and the level of investment needed to address impacts – this includes identifying priorities for network resilience
- engaging in local planning processes to avoid infrastructure and development in areas at risk of natural hazards and climate change
- seeking continuous improvement in network resilience through maintenance, renewals, and 'low cost/low risk' investments
- improving operational responses to events to support quick recovery following disruption to the land transport system
- shifting to more adaptable 'scenarios-based' planning
- improving the safety and resilience of Homer Tunnel and investigating a long-term solution.

Inland routes, such as the road to Piopiotahi Milford Sound, will be affected by more extreme weather events like heavier rainfall, landslides, and increased rockfall from reduced snow falls.

Murihiku – Southland: Focusing our efforts

For efficient and effective progress, transport challenges in the region must be tackled in a cohesive way. The directions below identify the most important issues to be resolved over the next 10 years to make progress towards transport outcomes.

- Begin to reduce vehicle kilometres travelled (VKT), focusing on Waihōpai Invercargill, in a way that's fair, equitable, and improves quality of life.
- Enable and support the transition to a low-carbon economy.
- Maintain and improve the resilience and efficiency of interregional connections to the north and south.
- Improve access to social and economic opportunities, especially by public transport, walking, and cycling.
- Significantly reduce the harm caused by the transport system, especially through improved road safety and reduced pollutants dangerous to health.
- Support, enable, and encourage growth and development in areas that already have good travel choices and shorter average trip lengths.
- Rapidly accelerate the delivery of walking and cycling networks, predominantly through reshaping existing streets, to make these options safe and attractive.
- Explore the potential for new and emerging technologies, such as on-demand services, to improve access to social and economic opportunities.
- Better understand the impact of future economic transformation on travel patterns and freight volumes.
- Explore opportunities to move to a more multimodal freight system with greater use of rail and coastal shipping.
- Continue involvement in the Milford Opportunities Project to encourage resilience, tourism, safety, and mode shift for the Milford corridor, and surrounding region.
- Confirm how resilience risks will be addressed over time, and work with communities to plan for when to defend, accommodate, or retreat.
- Continue to implement road safety plans and programmes including those focused for iwi Māori.
- Improve or maintain, as appropriate, physical access to marae, papakāinga wāhi tapu, and wāhi taonga.

These will be updated over time to focus effort on the most critical matters.

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Item 4 Otago Southland Road Safety Update

Report to: Otago Southland RTCs	**Meeting Date: 12 May 2023**
ES File:	**Strategic Direction:** All
Report by: - Russell Hawkes, Lead Transport Planner, ES and Lorraine Cheyne, Manager Transport, ORC	**Approved by:** Lucy Hicks – General Manager Policy & Government Reform - ES. Pim Borren –Interim CE - ORC
Executive Approval: Lucy Hicks – General Manager Policy & Government Reform - ES. Pim Borren –Interim CE - ORC	

Purpose

The purpose of this report is to provide an update to the Combined Otago Southland Regional Transport Committees on the management of Road Safety programmes and current statistics related deaths and serious injuries on the Regions roads.

Summary

There has been little road safety reporting to the Combined Reginal Transport Committees since the "Any Number is Too Many" project funding was halted in 2018. This report provides some detail on the differences in management of road safety promotions between the two regions and also some current death and serious injury statistics.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. **note the report;**

2. **provide feedback and direction of future Road Safety Reporting to the Committees.**

Report

Background

The activities of the combined regions' road safety promotions activities have not been reported to the Otago Southland Regional Transport Committees for some time. This report will provide some background for the Committees and also the latest data on deaths and serious injuries on the network.

The Otago and Southland Regional Transport Committees were active in the promotion of a major road safety response in 2017/18. This collaborative project was funded by Waka Kotahi for the Otago and Southland regions to encourage community engagement and conversations on road safety issues and outcomes. Release of the Road to Zero Strategy resulted in funding for the project being withdrawn at a time when the results were starting to be shown. The Committees have taken a low-key approach since with road safety activities being funded and managed by the road controlling authorities.

Road Safety Promotion Management

Road safety promotion within the two regions is handled in different manners.

Otago's territorial authorities include road safety promotions as an item in their approved roading programmes funded through the National Land Transport Fund. They each take responsibility for developing and delivery of their own programmes using either in-house or contacted delivery agents.

Southland territorial authorities have a memorandum of understanding between them and have a shared service called Road Safety Southland to manage and deliver the promotion programmes. Funding is currently provided for in the Invercargill City Council Roading Programme, with the local share being contributed to by each party.

This report does not aim to suggest one system is better or worse than the other but just to advise the Committees on how Road Safety Promotions are currently being handled in their regions.

Road Safety Statistics

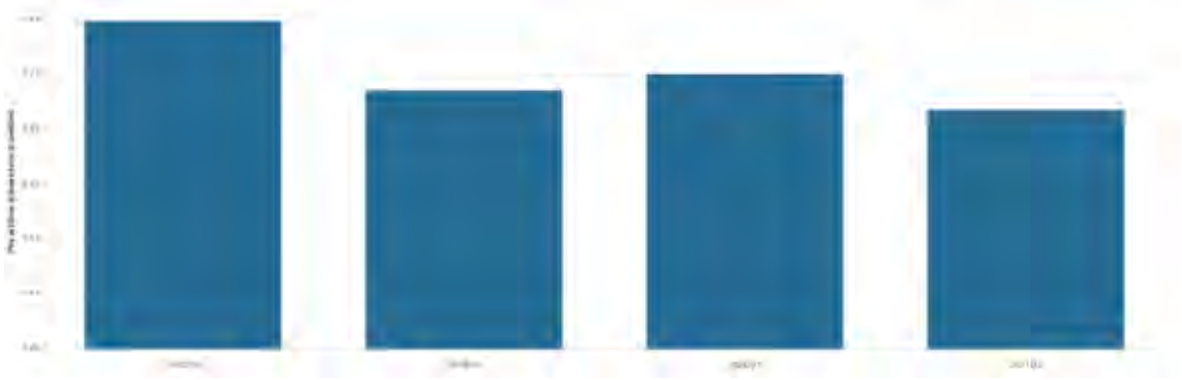
At the end of April, the Ministry of Transport records show the following details regarding deaths on the regions' roads for 2023 year-to-date.

2023 YTD	Total	Drivers	Passengers	SH 100 kph	SH 80 kph	SH 70 kph	SH 50 kph	LR 100 kph
Otago	7	5	1	3	0	1	1	2
Southland	6	3	3	2	1	0	0	3

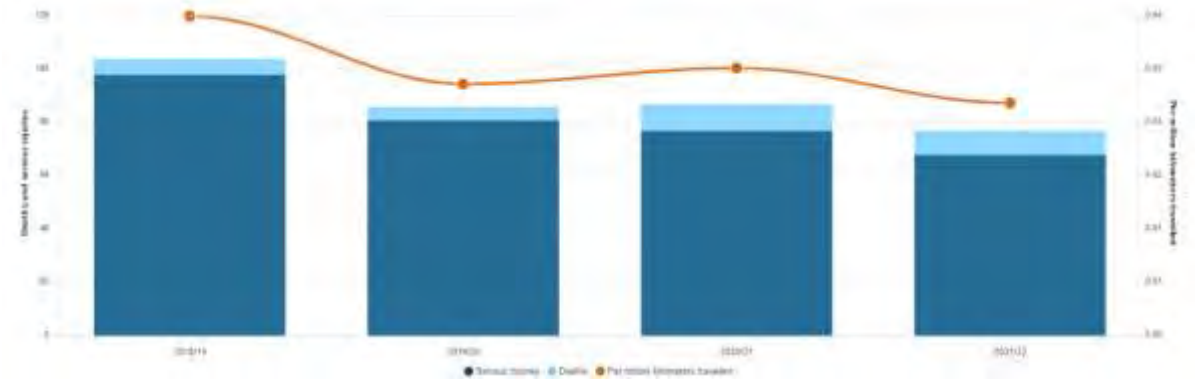
Serious injury figures are not available.

A different method of comparing regions would relate the deaths and serious injuries to the vehicle kilometres travelled (VKT) on the network. The following graphs illustrate the two regions record over the 2018 to 2022 period.

Otago Injuries per million kilometres travelled

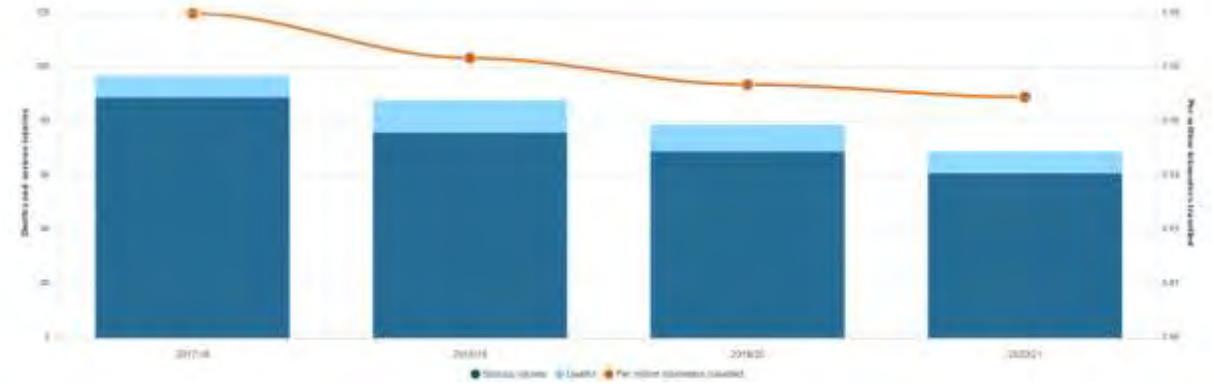


Otago deaths and serious injuries per million kilometres travelled



Southland Injuries per million kilometres travelled

Southland deaths and serious injuries per million kilometres travelled



The graphs shown above are from the Te Ringa Maimoa (REG) "Transport Insights" project that presents data used by the territorial authorities and is being upgraded to present regional data for use in future RLTPs.

Summary

The Committees may wish to have more regular reporting of both the road safety promotions activities and statistics in the future. Advice on the frequency and types of information to be reported would assist when staff are preparing future agendas.

Views of affected parties

There are no matters in this report which require consideration under this heading.

Compliance with Significance and Engagement Policy

There are no issues within this report which trigger matters in this policy.

Considerations

Financial implications

Current budget
There are no budget implications included in this report.

Future implications
There are no future financial implications included in this report.

Legal implications
There are no legal implications contained in this report.

Attachments

None

Item 5 Regional Speed Management Plan Update

Report to: Otago Southland RTCs	**Meeting Date: 12 May 2023**
ES File: -	**Strategic Direction:** All
Report by: Russell Hawkes, Lead Transport Planner, ES and Lorraine Cheyne, Manager Transport, ORC	**Approved by:** Lucy Hicks – General Manager Policy & Government Reform - ES. Pim Borren –Interim CE - ORC
Executive Approval: Lucy Hicks – General Manager Policy & Government Reform - ES. Pim Borren –Interim CE - ORC	

Purpose

The purpose of this report is to provide the Combined Otago Southland Regional Transport Committees with the latest information available and progress on the development of the combined regions' Regional Speed Management Plan.

Summary

The Land Transport Setting of Speed Limits Rule requires Regional Transport Committees to prepare a Regional Speed Management Plan. This report summarises the requirements of the rule and the methods currently underway to meet those requirements. Each road controlling authority is preparing and will consult on their own speed management plan, with the resulting plans being incorporated into the Regional Speed Management Plan to be submitted to Waka Kotahi by 29 March 2024.

All parties are currently underway in preparing their plans and are expected to meet the deadlines set by Waka Kotahi.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. **note the report;**

2. **provide any comment or direction they require in respect to the Regional Speed Management Plan.**

Report

Background

The Land Transport Rule "Setting of Speed Limits 2022" came into effect in May 2022. Details of the rule and its implications are shown below:

- the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) forms the regulatory framework designed to improve how road controlling authorities plan for, consult on and implement speed management changes;

- with respect to the functions of the Regional Transport Committees (RTCs) and Regional Councils (RCs), the Rule:
  - requires RTCs to co-ordinate input from road controlling authorities in their region to create a Regional Speed Management Plan (RSMP), aligning with the Regional Land Transport Plan (RLTP) process; and
  - requires RTCs to facilitate the administrative function of regional consultation on SMPs;
- this new approach to speed management planning supports the New Zealand's Road Safety Strategy, Road to Zero;
- the first full speed management planning period for which the RTCs will be required to prepare a regional speed management plan is 1 July 2024 to 30 June 2027.

At the Combined Committees meeting held on 15 July 2022, options for the development of a Regional Speed Management Plan were considered. A decision was made to not prepare an Interim Regional Speed Management Plan but to draft a Regional Speed Management Plan strategic section to guide the development of speed management plans of each of the road controlling authorities. Each road controlling authority is preparing and consulting on the proposed speed limit changes under the rule with their own communities. The resulting Plan will become an appendix to the Regional Plan.

Development timeframes for all plans were to be set by Waka Kotahi.

Waka Kotahi has now confirmed the default deadlines for delivery of the respective speed management plans as below.

Default Deadlines		**Deadline Description**
Deadline 1	5 October 2023	The final date for the publication of any consultation draft speed management plan.
Deadline 2	29 March 2024	The final date for submitting the final draft speed management plan for certification.

The combined regions' road controlling authorities have been working on their respective speed management plans and will now need to meet the 5 October 2023 date for publication of their consultation draft plans. When consultation is complete, any revisions to the plans will be incorporated and the final plans will be available to be included in the Regional Speed Management Plan that will be submitted to Waka Kotahi for approval.

At the present time, indications are that the individual speed management plans will be available for consultation by the due date and the Regional Plan is on track for approval by the Regional Transport Committees to be submitted by 29 March 2024.

Further updates on progress will be provided at future meetings of the Committees in the lead up to submission approval be requested.

Views of affected parties

There are no matters in this report which require consideration under this heading.

Compliance with Significance and Engagement Policy

There are no issues within this report which trigger matters in this policy.

Considerations

Financial implications

Current budget
There are no budget implications included in this report.

Future implications
There are no future financial implications included in this report.

Legal implications
There are no legal implications contained in this report.

Attachments

1. Waka Kotahi Speed Management Plan deadline letter.

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5 April 2023

Kia ora koutou,

Re: Deadlines for preparing speed management plans

I would like to acknowledge the trauma that many families and councils are experiencing as a result of Cyclone Gabrielle, on top of your already challenging timelines and workloads. The top priority for Waka Kotahi currently is restoring access to isolated communities as soon as possible and we also continue our efforts to build and maintain safe roads.

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule), which came into effect in May last year, empowers Waka Kotahi to set deadlines for preparing speed management plans (s3.6(1) refers). I am writing to let you know that, in my capacity as Director of Land Transport, I have set the deadlines shown below.

In setting these deadlines I have been mindful that some road controlling authorities are dealing with extraordinary events and issues, including the impacts of Cyclone Gabrielle, and others are positioned to push ahead with their speed management ambitions. The approach that I have taken is to provide certainty for those who are able to move faster in their planning, and to be pragmatic and flexible for those who find themselves dealing with extraordinary events. To that end, I have

- set **default** deadlines that enable road controlling authorities who can progress faster to do so, and
- enabled a process for those road controlling authorities dealing with extraordinary events to request **'specific'** deadlines.

Default deadlines		**Deadline description**
Deadline 1	5 Oct 2023	The final date for the publication of any consultation draft speed management plan.
Deadline 2	29 Mar 2024	The final date for submitting the final draft speed management plan for certification.

If you are concerned you won't be able to meet these default deadlines, and require a 'specific' deadline instead, please get in touch with your Area Programme Manager or the Director of Regional Relationships for guidance and support. Following a discussion with your Area Programme Manager or Director of Regional Relationships requesting a 'specific' deadline will be straightforward, based on an email request (including your proposed 'specific' deadline) to speedmanagementplanning@nzta.govt.nz.

Requirements for setting deadlines
The new Rule intends that Waka Kotahi as road controlling authority works collaboratively with other road controlling authorities, sharing its state highway speed management plan early to enable alignment of local road speed changes, and alignment of consultation on state highway and local road speed management plans where possible.

To support this collaboration, the Rule allows Waka Kotahi (as regulator) to set deadlines for starting or finishing activities relating to speed management plan preparation. Waka Kotahi can also set different deadlines for different plans and different road controlling authorities. Road controlling authorities, regional transport committees and regional councils must prepare, or assist with preparing, speed management plans in accordance with any deadlines set by Waka Kotahi. In setting the default deadlines above, Waka Kotahi has considered timeframes for creating regional land transport plans as required under the Rule.

Continuing engagement with local authorities
We acknowledge the challenges for all of us working with a new speed management planning process – there is no expectation of perfection for this first iteration of speed management planning. As well as impacts of weather events, Waka Kotahi is also working through a late change in government policy priorities. While this recent change in government policy priorities has impacted the timeline for Waka Kotahi (as road controlling authority) to develop and share a draft state highway speed management plan, I am told that it has not impacted the speed planning team's commitment to continue engaging with their local authority partners. As road controlling authority for state highways, Waka Kotahi will continue to share as much information as possible between now and when the first draft state highway speed management plan is available, for example schools and marae.

We recognise that any delay in sharing the first draft state highway speed management plan will be at odds with the intention of the Rule for our local authority partners to align their speed limit changes to those on the state highway. If a road controlling authority receives the first draft state highway plan after it has finalised its consultation draft speed management plan, we do not expect that road controlling authority would attempt to retrofit the state highway speeds into its own plan.

Have questions or feedback, or need more support?
For more information on speed management please visit our website https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/
If you have any queries please email us on speedmanagementprogramme@nzta.govt.nz or contact your Area Programme Manager.

Ngā mihi nui,

Kane Patena
Director of Land Transport

Item 6 Next Meeting

It is proposed to hold the next meeting of the Otago and Southland Regional Transport Committees on 28 July 2023.

Recommendation

It is recommended that the next meeting of the Regional Transport Committees be held on 28 July 2023, with a venue to be confirmed, or, if required, earlier at the discretion of the respective Committee Chairs.