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Otago and Southland Regional Transport Committee Chairs Foreword

Joint Statement from the South Island Regional Transport Chairs

Executive Summary

The Ōtākou (Otago) and Murihiku (Southland) combined Regional Land Transport Plan (RLTP) represents two separate RLTPs for the two regions with a common front end but separate work programmes. This RLTP has been collaboratively prepared by the Regional Transport Committees (RTCs) for Otago and Southland. The RTCs are made up of representatives from all local councils, Otago and Southland regional councils, KiwiRail and Waka Kotahi.

This RLTP is the primary document guiding integrated land transport planning and investment within the regions. It sets out the current state of the transport networks, the challenges faced, and the priorities for future investment. Consistent with the Government Policy Statement on Land Transport 2024 (GPS 2024), this RLTP presents the activities of approved organisations and KiwiRail in a single coordinated three to six-year programme as a bid for funding from the National Land Transport Fund (NLTF).

This RLTP is developed with the shared understanding and common focus of the Otago and Southland transport networks existing as enablers of people and communities to meet and sustain them day-to-day and to move and supply the goods and services they need. The 2021 RLTP was prepared during the COVID-19 pandemic which created high levels of uncertainty for the transport sector. The pandemic also resulted in a reduction in transport funding that is likely to continue into future years.

The first Emissions Reduction Plan (ERP) for Aotearoa New Zealand was released in 2022. The ERP requires that transportation emissions are to be reduced considerably in order to satisfy emission budgets. This will be achieved through initiatives including better integration of land use and transport planning, reducing vehicle kilometres travelled (VKT) through VKT reduction programmes, implementing mode shift plans, and increasing the use of zero-emissions vehicles.

In addition, the first National Adaptation Plan (NAP) was released in 2022 in response to the National Climate Change Risk Assessment which outlines the present and future initiatives to aid in the development of New Zealand's climate resilience. Land transportation networks, ports, and airports are critical assets for social well-being and connecting New Zealand to the rest of the world. Coastal erosion, flooding, and severe weather occurrences are predicted to become more severe and occur more frequently as a result of climate change. The ERP and NAP will have an increasing amount of influence on transport planning and investment.

It is important to recognise that emissions targets cannot be achieved through transportation planning alone and emissions reduction targets present particular challenges to rural communities who are highly reliant on private vehicles. Dunedin and Queenstown have been designated as Tier 2 urban environments under the National Policy Statement on Urban Development 2020 (NPS-UD) and will require specific responses to address the requirements set by Government under the ERP and the NPS-UD. The NPS-UD sets out the objectives and policies for planning for well-functioning urban environments under the Resource Management Act 1991 (RMA).

On 15 November 2022 the Government introduced the Natural and Built Environment Bill and the Spatial Planning Bill. In the future with the implementation of the Natural and Built Environment Act

and the Spatial Planning Act it is anticipated that development and transportation planning will be significantly more integrated than they have been in the past under the RMA. This combined RLTP takes a long-term view of Otago and Southland's transportation networks and establishes the strategic objectives to achieve the desired future vision for the regions.

Ministry of Transport's Outcomes Framework

The Ministry of Transport's Outcomes Framework provides the overarching national direction with additional guidance being provided by the GPS 2024.

INCLUSIVE ACCESS	HEALTHY AND SAFE PEOPLE	ENVIRONMENTAL SUSTAINABILITY	RESILIENCE AND SECURITY	ECONOMIC PROSPERITY
Enabling all people to participate in society through access to social and economic opportunities, such as work, education, and healthcare.	Protecting people from transport-related injuries and harmful pollution, and making active travel an attractive option.	Transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality, and air quality.	Minimising and managing the risks from natural and human made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.	Encouraging economic activity via local, regional, and international connections, with efficient movements of people and product.

Otago and Southland's Regional Land Transport Plan Thirty-year vision

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

Thirty-year strategic objectives

The thirty-year strategic objectives describe what we want to accomplish in achieving our vision

Road Safety	Asset Condition	Connectivity & Choice	Environmental Sustainability	Future Focused
Prioritise high risk areas to create a safe transport system free of death or serious injury	Prioritise maintenance and renewal to ensure the road network is fit-for-purpose and resilient	Develop a range of travel choices that are used by communities and business to connect	Facilitate understanding and support responses that help meet environmental and emissions targets	Position the regions to ensure proactive responses to change and challenges

Ten-year headline targets

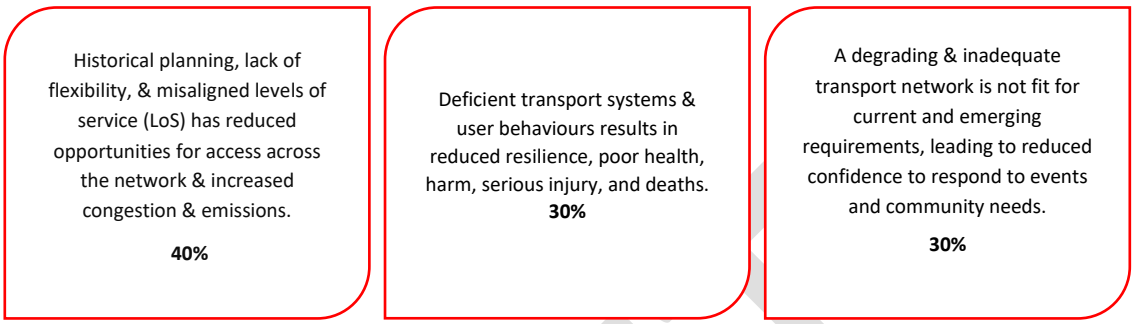
The ten-year headline targets are indicators of the scale of change sought in the short to medium-term to move towards our vision and strategic objectives.

Road Fatalities	Mode Shift	Network Resilience	Reduced Emissions	Proactive Response
Reduced seriousness and impact of road trauma	Increase in journey to work and school by public transport, walking and cycling	Reduced number and duration of closures on the strategic road network	Decreased transport emissions	Increase programme investment levels

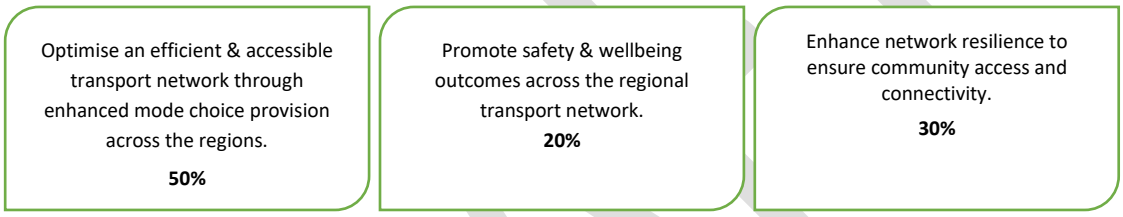
Ten-year transport investment priorities

The ten-year transport investment priorities are informed by clearly identifying the problems confronting the transport network which has been done through collaboration between the Otago and Southland RTCs through investment logic mapping (ILM).

Problems identified on the network



Transport investment priorities



In addition to tackling the most pressing issues affecting the transportation network and collaborating with the South Island Regional Transport Committee Chairs group, the Otago and Southland RTCs will explore the possibility to:

- take a South-Island wide approach to transport planning;
- support tourism and the regional dispersal of tourism benefits;
- advocate for additional funding for maintenance;
- advocate for funding to advance inter and intra-regional mode choice;
- encourage the creation of a network of cycling facilities throughout and between the regions;
- advocate for a change to the current activity class structure to ensure activities that address climate change goals are funded; and
- advocate for more freight to be moved by rail and coastal shipping.

Each territorial authority in the Otago and Southland regions as well as Waka Kotahi and the Department of Conservation have prepared programmes proposed for investment. The programmes respond to the challenges each authority respectively face, and collectively contribute to achieving the vision and objectives of this RLTP.

Introduction

This combined RLTP sets the strategic direction for Otago and Southland's transport networks for the next ten to thirty years. It sets out the long-term vision and identifies the short-to medium-term regional investment priorities.

This RLTP has been prepared as required by the Land Transport Management Act 2003 (LTMA) and is consistent with the Government Policy Statement on Land Transport 2021 (GPS 2024).

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

This RLTP:

- is owned collectively by the RTCs comprising all territorial authorities in the regions, Waka Kotahi, Department of Conservation and the two regional councils;
- sets the strategic transport direction to guide transport activities in Long-term Plans and identifies the agreed view of the regional transport priorities to inform the National Land Transport Programme (NLTP);
- establishes the long-term vision and strategic direction for Otago and Southland's land transport networks;
- presents the activities of approved organisations in a single co-ordinated three to six-year programme, as a bid for funding from the NLTF; and
- provides the basis for communication of Otago and Southland's transport priorities with stakeholders.

Taking a systems approach

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

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

To achieve a systems approach and inform integrated planning, a shared evidence base is important. Arataki, Waka Kotahi's view for New Zealand's land transport system gives a view of the changes needed for transport in each region.

This will be used to collaboratively identify the areas, corridors and programmes that need to be input into RLTPs. The programme should be aligned vertically with the region's strategy and horizontally through a consistent approach.

Covid-19 Pandemic

The 2021-2024 version of this RLTP was developed during the COVID-19 pandemic which created significant uncertainty. The pandemic resulted in a reduction in the NLTF revenue funding which is expected to continue into future years. In 2020, Waka Kotahi commissioned Martin Jenkins and Infometrics to research the potential impacts of the COVID-19 pandemic on New Zealand's economy, industries and regions in order to understand the potential impacts and opportunities for the land transport system.

The projections at the time suggested there would be a significant medium term impact on gross domestic product and employment across most industries and regions. In 2021 this research was updated illustrating the effects of COVID-19 on the domestic economy were smaller than were initially projected.[1] For more information on this research see the Final Report.

Outside the Queenstown Lakes and Central Otago districts, no significant changes were expected for transport demand over the medium to long-term in Otago[2] and Southland.[3]

Now that Covid-19 restrictions have been relaxed international visitors are returning to New Zealand. Free independent travellers are returning more strongly than expected, but fewer short-term bus tour travellers are returning, resulting in more rental cars and motorhomes on the network.

Fully understanding the long term implications of the COVID-19 pandemic on the transport network is beyond the scope of this RLTP.

Emissions Reduction Plan

The New Zealand Government released the Emissions Reduction Plan (ERP) in 2022. The ERP sets out how Aotearoa New Zealand will reduce the country's impact on climate change. The actions in the ERP will enable New Zealand to meet its first emissions budget.[4]

The Government has set four transport targets which is approximately equivalent to a 41 percent reduction in transport emissions by 2035 from 2019 levels.

Targets:

- **Target 1** - Reduce the total kilometres travelled by the light fleet by 20 percent by 2035 through urban form and providing alternative travel options, particularly in our largest cities.
- **Target 2** - Increase zero-emissions vehicles to 30 percent of the light fleet by 2035.
- **Target 3** - Reduce emissions from freight transport by 35 percent by 2035.
- **Target 4** - Reduce the emissions intensity of transport fuel by 10 percent by 2035.

The GPS 2024 is anticipated to direct investment in line with the ERP.

National Adaptation Plan

The ERP focuses on the reduction of emissions, but New Zealand also needs to adapt to the impacts of climate change which are outlined in the National Adaptation Plan (NAP). The National Climate Change Risk Assessment for New Zealand – Technical report (Technical report) which supports the NAP provides greater context into the challenges facing transportation infrastructure in New Zealand.

According to the Technical report, more than 19,000 kilometres of New Zealand's road network is currently situated in inland flood hazard areas.[5] Canterbury is the most exposed, followed by Waikato

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[1] Stephen Knuckey and Gareth Kiernan, *Arataki – COVID-19 economic projections update – detailed report*, (MartinJenkins and Infometrics, 2021), accessed November 11, 2022, https://www.Waka Kotahi.govt.nz/assets/planning-and-investment/arataki/docs/arataki-covid-19-economic-projections-update-final-report-may-2021.pdf

[2] Waka Kotahi NZ Transport Agency (Waka Kotahi), *Arataki version 2 - Otago regional summary,* (Waka Kotahi NZ Transport Agency, 2020), accessed November 11, 2022, https://www.Waka Kotahi.govt.nz/assets/planning-and-investment/arataki/docs/regional-summary-otago-august-2020.pdf

[3] Waka Kotahi NZ Transport Agency, *Arataki version 2 - Southland regional summary* (Waka Kotahi NZ Transport Agency, 2020), accessed November 11, 2022, https://www.Waka Kotahi.govt.nz/assets/planning-and-investment/arataki/docs/regional-summary-southland-august-2020.pdf

[4] Ministry for the Environment (MfE), *Te hau mārohi ki anamata Towards a productive, sustainable and inclusive economy, Aotearoa New Zealand's first emissions reduction plan*, (Wellington: Ministry for the Environment, 2022), accessed November 11, 2022, https://environment.govt.nz/assets/publications/Aotearoa-New-Zealands-first-emissions-reduction-plan.pdf

[5] MfE, *National Climate Change Risk Assessment for New Zealand – Technical report, (Wellington: Ministry for the Environment, 2022), accessed November 11, 2022,* https://environment.govt.nz/assets/Publications/Files/national-climate-change-risk-assessment-technical-report.pdf

and then Southland. Over 1,500 kilometres of railway in New Zealand is also vulnerable to inland flood risks.[6] Furthermore, road and rail networks are vulnerable to coastal flooding, with around 1,400 kilometres of road already exposed.[7]

The regions' are highly dependent on the rest of the country's transport network for access to national and international supply chains. The effects of climate change is resulting in increases in natural hazards such as intense storms, flooding and slips and coastal erosion. Large areas of both Otago and Southland are low-lying and located within these areas are key transport corridors including State Highway 1 and the Main South Line (rail). Natural disasters have the ability to isolate communities, and alternate routes in many areas are either indirect, resulting in excessively long diversions, or are inappropriate for some vehicles, such as high-productivity motor vehicles (HPMVs).

Both Otago and Southland have programmes underway to understand and respond to climate change. The Otago Regional Council's Climate Change Risk Assessment provides comprehensive information for both current and future challenges facing the region.[8] Environment Southland and the region's territorial authorities also commissioned the Southland Climate Change Impact Assessment which was published in 2018.[9]

Understanding and acting to address resilience deficiencies across the regions will reduce exposure of the transport network.

Cyclone Gabrielle

Cyclone Gabrielle caused significant damage to road and rail infrastructure as well as loss of power and loss of communications. Damage to roads meant that people did not have access to essential services and goods. The impacts of this extreme weather event has highlighted resilience issues on the transport networks. Although the Otago and Southland regions were not affected by Cyclone Gabrielle the required infrastructure rebuild is likely to put pressure on funding for projects in the lower south for some years to come. GPS 2024 is likely to provide guidance on how these effects can be mitigated.

[6] MfE, *National Climate Change Risk Assessment for New Zealand – Technical report,* 161
[7] MfE, *National Climate Change Risk Assessment for New Zealand – Technical report,* 161
[8] Tonkin & Taylor Ltd, *Otago Climate Change Risk Assessment* (Tonkin & Taylor Ltd, 2021), accessed November 11, 2022, https://www.orc.govt.nz/managing-our-environment/climate-change/otago-climate-change-risk-assessment
[9] Environment Southland, *Climate change* (Invercargill: Environment Southland, n.d.), accessed November 11, 2022, https://www.es.govt.nz/environment/climate-change

Strategic Context

Our Regions

The Otago and Southland regions cover approximately 31,186 km² and 31,218 km² respectively (see Figure 1). The landscapes of Otago and Southland are renowned for their diversity, which includes rugged coastlines, fiords, snow-capped mountains, alpine lakes, rainforests, and lush farmlands. The stunning environment makes the regions popular destinations for both New Zealanders and international visitors.

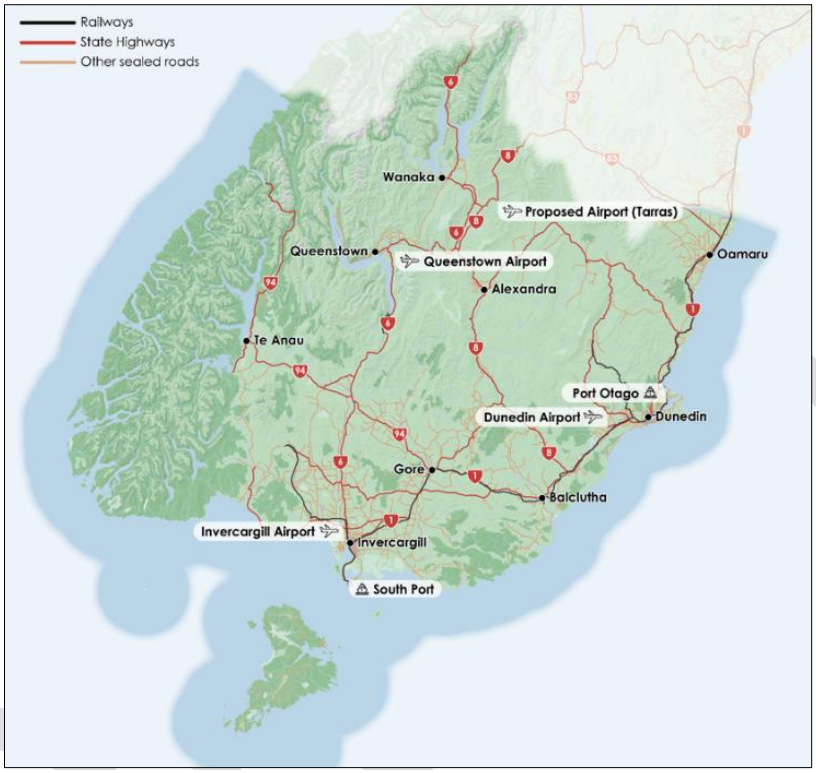


Figure 1: Map of the Otago and Southland Regions

The regions are predominantly rural and support primary production, including agriculture, forestry, and dairy and meat processing activities. The main urban centres are Dunedin, Queenstown and Invercargill. Towns and cities tend to either be some distance from each other or separated by significant landforms such as rivers, gorges or mountain ranges. The main urban centres provide access to tertiary education and research facilities, logistics, healthcare services and local government services. Tourism is also an important aspect for both regions.

The regions are managed by two regional councils and eight territorial authorities.

Economies

Otago's Economy

Otago is a medium-sized economy and contributed approximately 4.4 percent to New Zealand's Gross domestic product (GDP) in 2019. The top industries for Otago are owner-occupied property operations and construction, which made up around 18 percent of Otago's GDP in 2020 (see Figure 2). Rental, hiring, and real estate services; and education and training added almost a further 15 percent. [10]

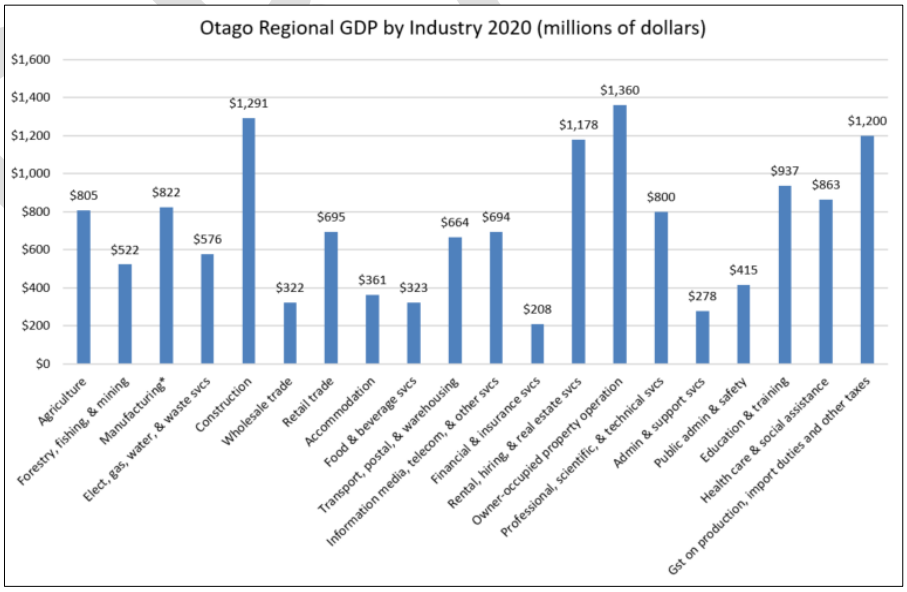


Figure 2: Otago Regional GDP by Industry

[10] Stats NZ, *Regional gross domestic product: Year ended March 2020*, (Wellington: Stats NZ, 2022), accessed March 31, 2022, https://www.stats.govt.nz/information-releases/regional-gross-domestic-product-year-ended-march-2021/ [11] Stats NZ, *Regional gross domestic product: Year ended March 2021*

Southland's Economy

Southland's economy is heavily dominated by agriculture (primarily dairy and sheep farming) and manufacturing. These two industries made up over 30 percent of Southland's GDP in 2020[11] (see Figure 3), making the regional economy susceptible to fluctuations in commodity prices. The aluminium smelter at Tiwai Point is an important contributor to Southland's manufacturing output.[12]

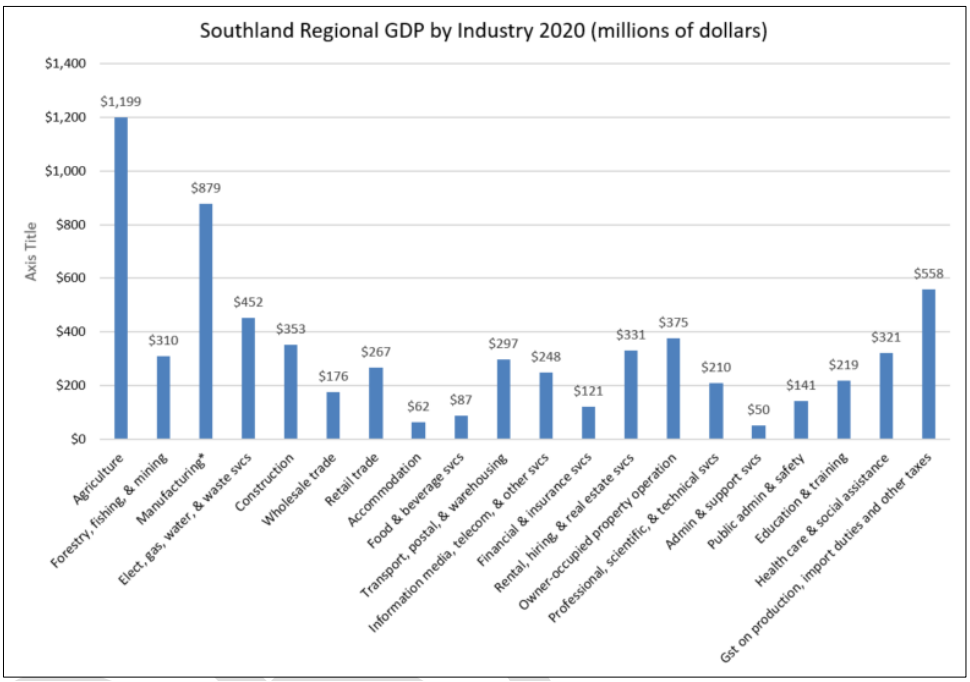


Figure 3: Southland Regional GDP by Industry

Both the Otago and Southland regions have seen good growth within their economies with the percentage change in Gross Domestic Product 2016-2021 being approximately 28 percent and 32 percent respectively.[13] For more information on economic performance please access the Ministry for Business, Innovation and Employment's Regional Economic Activity Web Tool. In terms of Transport, postal and warehousing's contribution to GDP see Figure 4.

[11] Stats NZ, *Regional gross domestic product: Year ended March 2021*

[12] Stats NZ, *Regional gross domestic product: Year ended March 2020*, (Wellington: Stats NZ, 2022), assessed November 28, 2022, https://www.stats.govt.nz/information-releases/regional-gross-domestic-product-year-ended-march-2020#southland

[13] Stats NZ, *Regional gross domestic product: Year ended March 2020*, (Wellington: Stats NZ, 2022), accessed November 28, 2022, https://www.stats.govt.nz/information-releases/regional-gross-domestic-product-year-ended-march-2020

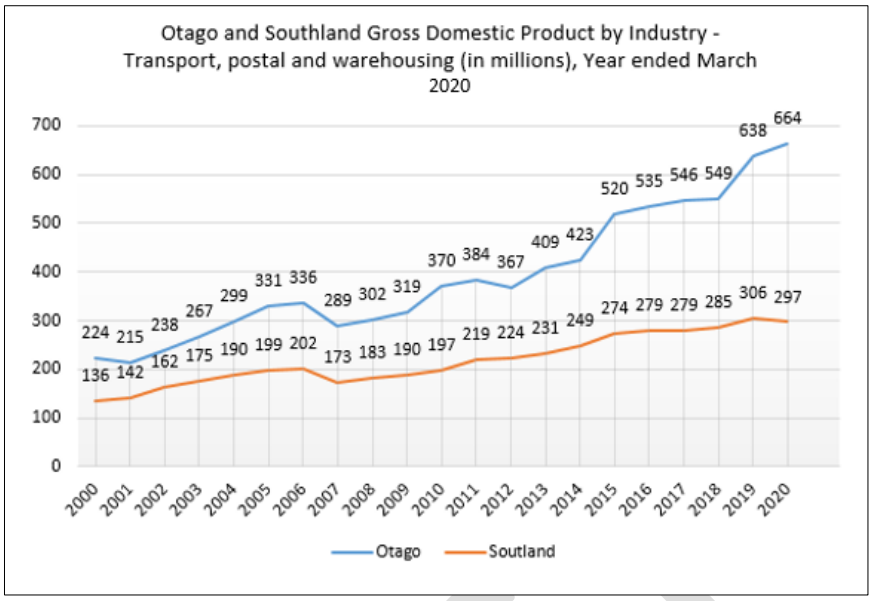


Figure 4: Otago and Southland GDP by Industry – Transport, postal and warehousing

Median incomes for the Otago and Southland regions are arranged by territorial authority (see Table 1).

Table 1: Median incomes by Territorial Authority, 2018 Census

Territorial Authority	Median income	% earning over $70,000
Waitaki District	$27,700	11.1%
Central Otago District	$33,300	14.9%
Queenstown-Lakes District	$40,600	19.9%
Dunedin City	$25,500	13.5%
Clutha District	$30,900	11.4%
Southland District	$36,300	15.3%
Gore District	$30,900	11.9%
Invercargill City	$29,900	13.7%
New Zealand	$31,800	17.2%

Our People

Otago and Southland have diverse and rich cultures. We value the relationships that have been formed and continue to be formed with tangata whenua. To promote early engagement and active participation of tangata whenua in the land transport system decisions, continued funding at regional and district levels is essential.

Ngāi Tahu are the tangata whenua that hold up the mana of Otago, Southland and further parts of the South Island. The Ngāi Tahu takiwā (tribal area) is the largest in New Zealand, and extends from White Bluffs / Te Parinui o Whiti (southeast of Blenheim), Mount Mahanga, and Kahurangi Point in the north to Stewart Island and the Subantarctic Islands in the south. Ngāi Tahu comprises of 18 rūnanga (governance areas) corresponding to traditional settlements. There are seven rūnanga who are the kaitiaki (guardians) of the area stretching across Southland and Otago (see Appendix 1).

Much of the Otago and Southland regions are made up of relatively small communities (see Table 2)[14] and some rural communities have to travel long distances to access essential services in the main urban centres.

Table 2: Subnational population estimates 2018-2021

Region	Territorial Authority	Population year				Average annual change in population 2018–2020	Population change, year ended 30 June 2021
		2018	2019	2020	2021	Percent %	Percent %
Otago	Waitaki District	22,900	23,200	23,600	23,800	1.5	0.7
	Central Otago District	22,200	23,000	24,200	24,800	4.4	2.4
	Queenstown-Lakes District	42,500	44,800	47,400	48,300	5.7	1.9
	Dunedin City	131,200	132,100	132,800	133,300	0.6	0.3
	Clutha District	18,050	18,150	18,400	18,500	1.0	0.4
Southland	Southland District	31,900	32,200	32,700	32,700	1.3	0.1
	Gore District	12,800	12,850	13,000	13,050	0.8	0.2
	Invercargill City	55,900	56,600	57,100	57,000	1.1	-0.3

[14] Stats NZ, *Subnational population estimates: At 30 June 2021 (provisional)*, (Stats NZ, 2022), accessed November 28, 2022, https://www.stats.govt.nz/information-releases/subnational-population-estimates-at-30-june-2021-provisional/

There is a greater percentage of people aged 65 and over in Otago and Southland compared to New Zealand on average (see Table 3).[15] Older people are particularly vulnerable to social isolation due to loss of health, mobility, income or support networks. In Southland, there is a large number of young people aged 14 years and under. This is the age group who are unable to drive, although current trends show that fewer young people are getting their licence when they turn 16, preferring to travel as a passenger. Otago has a high number of people aged 15 to 39. This is likely due to the large number of secondary and tertiary education institutions, which include extensive residential boarding facilities. This is the age group seeking independence through transport and are most likely to use micro-mobility and alternatives modes of transport.

Table 3: Estimated resident population by broad age group

Region	Year	Population by age group (years)				Median age (years)
		0–14	15–39	40–64	65+	
		Percent %				
Otago region	2021	15.8	36.5	30.6	17.1	38.1
Southland region	2021	19.0	30.9	32.2	17.8	40.0
New Zealand	2021	18.9	34.1	31.0	16.0	37.7

In the 2018 census, Stats NZ asked whether people had difficulty performing any of six basic universal activities (walking, seeing, hearing, cognition, self-care, and communication) to understand 'activity limitations'. Understanding the limitations communities face is important in transport planning. Table 4 shows the activity limitations information for the territorial authorities within the Otago and Southland regions. However, Stats NZ outlines this variable is new and has a high rate of missing responses, so caution is advised.[16]

Table 4: Activity limitations by Territorial Authority, 2018 Census

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

[15] Stats NZ, *Subnational population estimates: At 30 June 2021*, (Stats NZ, 2022), assessed November 28, 2022, https://www.stats.govt.nz/information-releases/subnational-population-estimates-at-30-june-2021-provisional/

[16] Stats NZ, *Activity limitations (information about this variable and its quality)*, (Wellington: Stats NZ, 2022), assessed November 28, 2022, https://datainfoplus.stats.govt.nz/Item/nz.govt.stats/83ca312b-bd72-4a13-bdcf-14c570710700

Our Transport System

The people of Otago and Southland require a transport system that enables them to meet their travel needs while also being able to effectively move freight. The transport system provides access to important community places including schools, hospitals, town centres and tourist attractions.

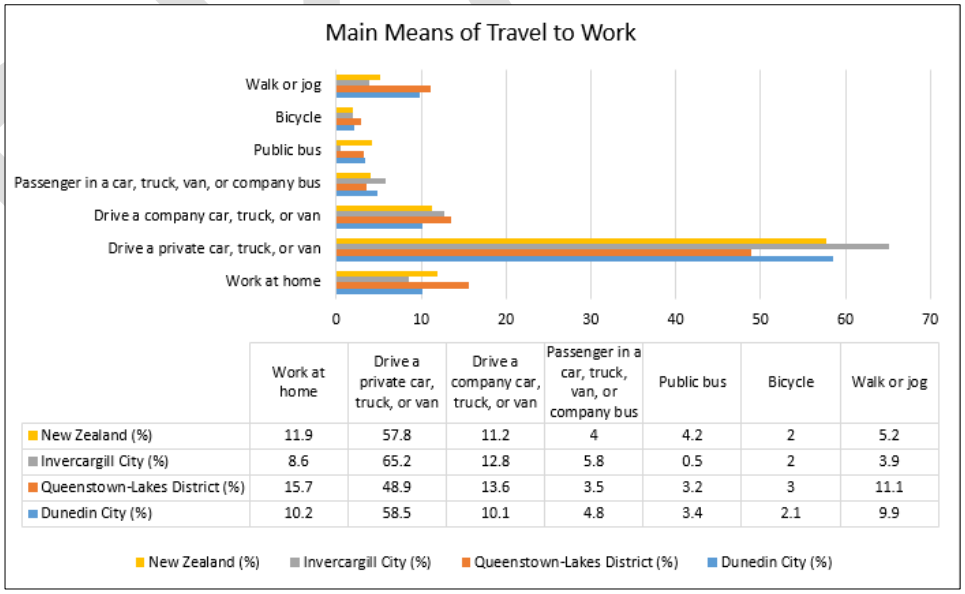
Otago and Southland's roading network lengths are approximately 9,314 kilometres and 6,455 kilometres respectively.[17] Approximately 59 percent of Otago's network is unsealed and for Southland approximately 56 percent is unsealed.[18].

To be effective, transportation networks must have the capacity to support alternative modes including walking, cycling, electric cycles, scooters and public transport. Integrated walking and cycling networks are becoming more important to the overall transport system. There is currently a gap in the roles and responsibilities for co-ordination of regional walking and cycling networks.

Due to the rural nature of the Otago and Southland regions, in a lot of areas it is difficult to reduce dependency on personal automobiles and this is unlikely to change in the near future as there are currently no feasible alternative modes for everyday transport. Additionally, on rural roads high capacity trucks and over dimension agricultural vehicles typically move at slower speeds, contributing to network hazards that are difficult to mitigate.

Currently In terms of emissions the main urban areas within the regions will generate the greatest benefits due to higher population densities. There is also a difference in the levels of service in urban and rural areas due to the differences in the levels of funding available. In rural areas fewer journeys, ridesharing and the adoption of fuel efficient vehicles will be encouraged.

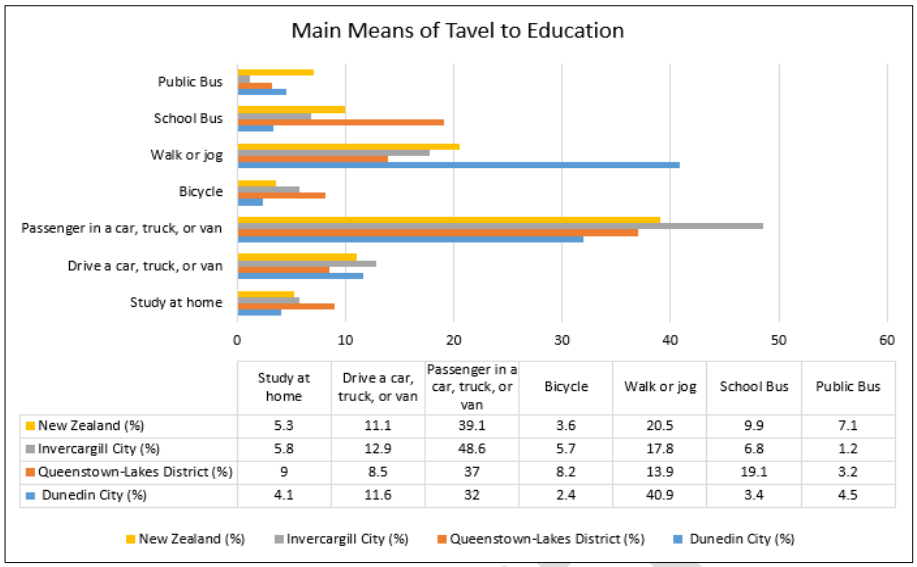
New Zealand's 2018 census journey to work data shows the main means of travel to work and education for main urban centres of Otago and Southland are somewhat in line with the rest New Zealand, but public bus rates remain comparatively low especially in Invercargill (see Figures 5 and 6).



	Work at home	Drive a private car, truck, or van	Drive a company car, truck, or van	Passenger in a car, truck, van, or company bus	Public bus	Bicycle	Walk or jog
New Zealand (%)	11.9	57.8	11.2	4	4.2	2	5.2
Invercargill City (%)	8.6	65.2	12.8	5.8	0.5	2	3.9
Queenstown-Lakes District (%)	15.7	48.9	13.6	3.5	3.2	3	11.1
Dunedin City (%)	10.2	58.5	10.1	4.8	3.4	2.1	9.9

Figure 5: Main means of travel to work for people in the major urban areas of the Otago and Southland regions

[17] Te Ringa Maimoa - Transport Insights, *Network Characteristics*, accessed March 23 2023, https://portal.transportinsights.nz/home
[18] Te Ringa Maimoa - Transport Insights, *Network Characteristics*

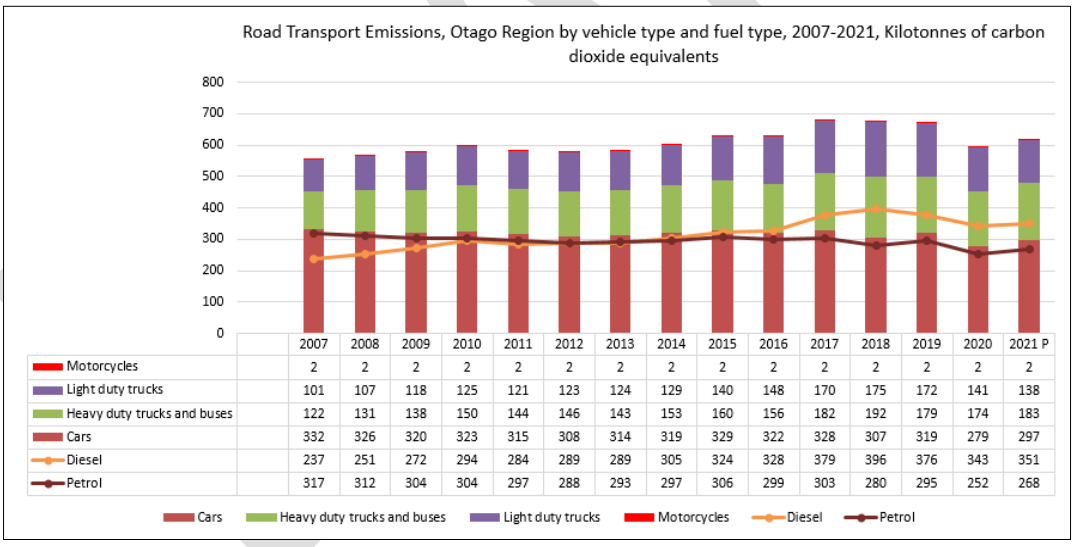


	Study at home	Drive a car, truck, or van	Passenger in a car, truck, or van	Bicycle	Walk or jog	School Bus	Public Bus
New Zealand (%)	5.3	11.1	39.1	3.6	20.5	9.9	7.1
Invercargill City (%)	5.8	12.9	48.6	5.7	17.8	6.8	1.2
Queenstown-Lakes District (%)	9	8.5	37	8.2	13.9	19.1	3.2
Dunedin City (%)	4.1	11.6	32	2.4	40.9	3.4	4.5

New Zealand (%) Invercargill City (%) Queenstown-Lakes District (%) Dunedin City (%)

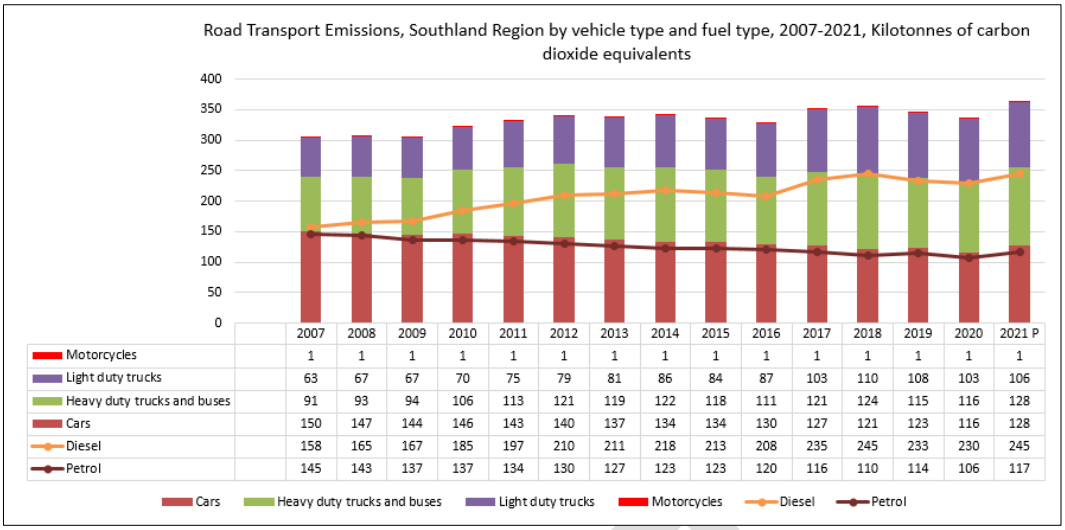
Figure 6: Main means of travel to work for people in the major urban areas of the Otago and Southland regions

Transport emissions for the regions are shown in Figures 7 and 8. The reduction of emissions from transport presents significant challenges given the rural nature of the regions. However, as outlined the main urban centres of Dunedin, Queenstown and Invercargill present the greatest opportunities.



	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 P
Motorcycles	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Light duty trucks	101	107	118	125	121	123	124	129	140	148	170	175	172	141	138
Heavy duty trucks and buses	122	131	138	150	144	146	143	153	160	156	182	192	179	174	183
Cars	332	326	320	323	315	308	314	319	329	322	328	307	319	279	297
Diesel	237	251	272	294	284	289	289	305	324	328	379	396	376	343	351
Petrol	317	312	304	304	297	288	293	297	306	299	303	280	295	252	268

Figure 7: Transport Emissions for Otago



	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 P
Motorcycles	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Light duty trucks	63	67	67	70	75	79	81	86	84	87	103	110	108	103	106
Heavy duty trucks and buses	91	93	94	106	113	121	119	122	118	111	121	124	115	116	128
Cars	150	147	144	146	143	140	137	134	134	130	127	121	123	116	128
Diesel	158	165	167	185	197	210	211	218	213	208	235	245	233	230	245
Petrol	145	143	137	137	134	130	127	123	123	120	116	110	114	106	117

Figure 8: Transport Emissions for Southland

Table 5 presents the information on the current fleet by region and further information can be accessed on the Ministry of Transport's Fleet statistics webpage. The electric vehicle-charging network has also expanded across Otago and Southland in recent years. For the latest updates of locations of charging stations see Waka Kotahi's Electric vehicle charging stations map.

Table 5: Current Fleet by region

Vehicle Type	Otago	Southland
Unknown		1
Battery Electric	1,832	197
Diesel	63,340	33,900
Hybrid Diesel	7	
Hybrid Petrol	5,440	1,442
LPG/Other	55	35
Petrol	165,401	75,745
Plug-in Hybrid Electric Vehicles Petrol	1,016	212

Walking

Walking is the first part of nearly every journey with pedestrian infrastructure having the greatest utility as a community resource. As populations' age and levels of disability increase, needs and expectations around pedestrian infrastructure will change.

Footpath space is under high demand, and pedestrian infrastructure is becoming a source of contention between conventional users and users of emerging modes. How the uptake of micro-mobility, such as electric scooters and skateboards are accommodated on existing networks is concerning for many vulnerable user groups. High quality footpaths and secure crossing places are essential for vulnerable users. Unfortunately, investment in walking infrastructure has frequently lagged behind investment in other modes.

Cycling

The two regions currently support seven of the country's Great Rides.[19] Many of the Great Ride trails link small communities and have become important commuter and school routes as they provide safe off-road options. See Figure 9 and the New Zealand Cycling Map for more detail.

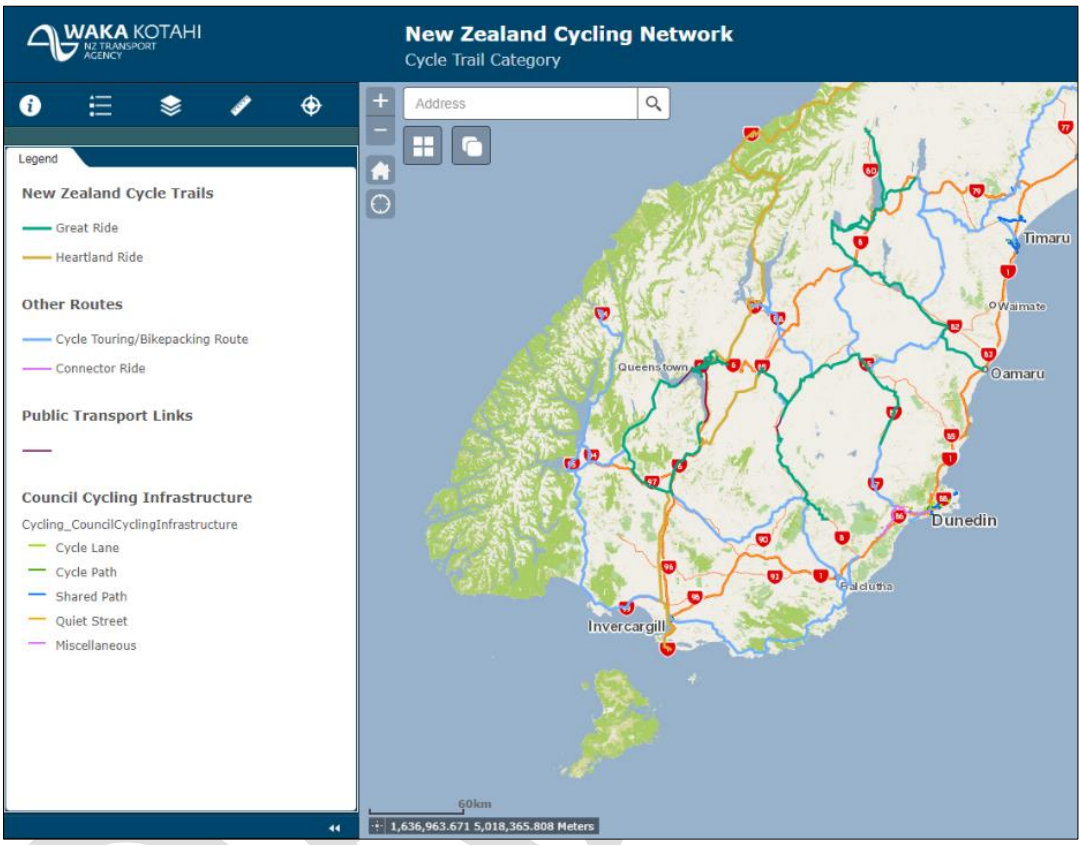


Figure 9: New Zealand cycling network map

Good progress has been made on developing regional cycling networks. However, despite major investment in cycling infrastructure throughout both the Otago and Southland regions, many areas still lack safe and linked cycling infrastructure, with cyclists often contending for road space with vehicles.

Within townships, local road improvements are needed to provide safe and attractive linkages to ensure areas can benefit from the economic opportunities expected from investment in cycling trails. Gaps in the regional networks, including through the townships that connect cycle trails together, need to be filled. Cycling infrastructure is progressively being developed within the main urban centres and major townships with cycling numbers continuing to rise. E-bikes are also enabling more people to travel further, faster, and to more places.

Most territorial authorities have plans to expand their cycling networks, particularly where the level of service across the region varies in terms of safety and ride quality. There is currently no integrated cycling plan for the combined Otago and Southland regions. However, Waka Kotahi is working with local government and community groups to develop a connected cycling network across New Zealand. [20]

[19] Ngā Haerenga New Zealand Cycle Trails 2022, *Great Rides of New Zealand*, (Ngā Haerenga New Zealand Cycle Trails, 2022), assessed November 28, 2022, https://www.nzcycletrail.com/find-your-ride/23-great-rides/

[20] Waka Kotahi, *Cycle touring*, (Wellington: Waka Kotahi, 2022), assessed November 28, 2022, https://www.Waka Kotahi.govt.nz/walking-cycling-and-public-transport/cycling/cycling-in-new-zealand/cycle-touring/

Public Transport

Otago and Southland face the challenge of providing transport choices, including public transport, to relatively small, dispersed and changing communities. Urban bus networks currently operate in Queenstown, Dunedin and Invercargill. The services operating in Queenstown and Dunedin have experienced an increase in patronage since a network review simplified routes, improved timetables and brought services together at centralised bus hubs. The introduction of flat fares ($2.00 flat fare) also contributed to increased patronage in both Dunedin and Queenstown. The Invercargill network has had a $2.00 flat fare for some time, but the patronage trend shows a continuing decline (see Figure 10).[21] As part of a nationwide programme, bus fares have been half price and this will continue until the end of June 2023, but this has had a limited influence on patronage. Simplified routes and improved timetables, particularly to support commuters, will be introduced through implementation of this RLTP.

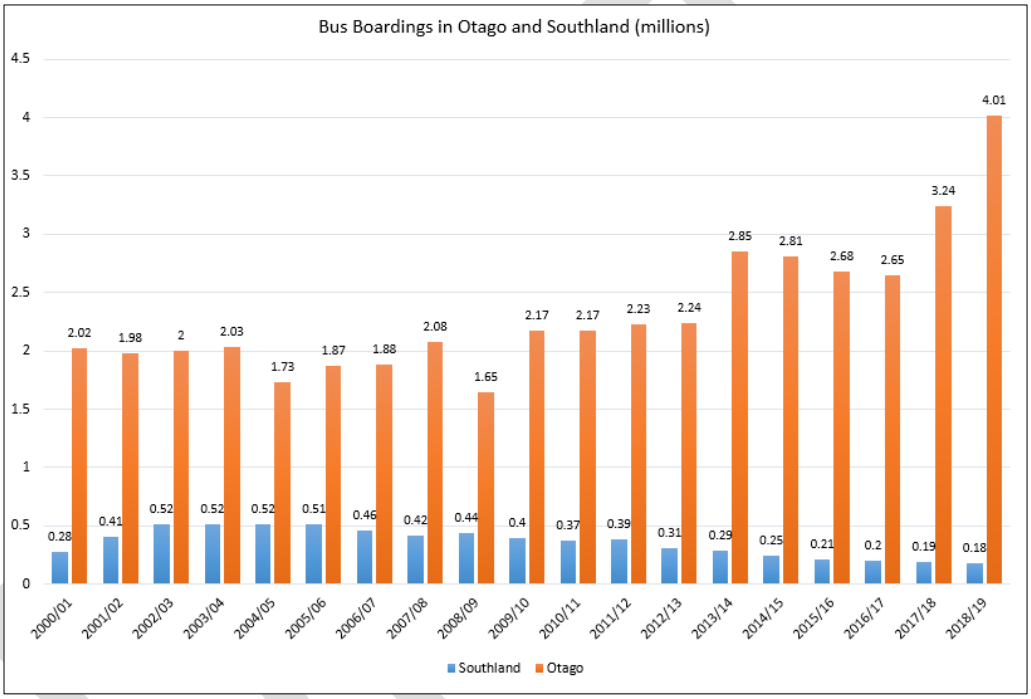


Figure 10: Bus Boardings in Otago and Southland

Smaller townships and remote communities are difficult to serve by public transportation, and residents can be physically isolated from essential community services. Some outlying townships are connected via commercial operators, such as InterCity buses.

Stewart Island (Rakiura) is currently serviced by a commercially operated ferry service and by air from Invercargill Airport. Between Queenstown and Milford Sound, tourist buses have operated in high numbers at the beginning and end of each day. These types of commercial/tourist focused connections may present an opportunity to facilitate public transport in the future. However, the cost of these services is currently too high for local use and timetables are designed to suit tourist movements. To enable these services to better support the local communities subsidised services are being investigated. For example, those living on Rakiura, are seeking subsidised services.

[21] Te Manatū Waka - Ministry of Transport (MoT), *Public Transport*, (Wellington: MoT, 2022), assessed November 28, 2022, https://www.transport.govt.nz/statistics-and-insights/public-transport/public-transport-all-modes/

Addressing demand for interconnected regional services between rural towns and their major service centres is essential for community wellbeing. The need for interregional services to assist in meeting emissions reduction targets and mode shift aspirations signalled in the GPS 2024 will require resources over and above those currently available in the Otago and Southland regions.

A business case for potential inter-regional and intra-regional alternative transport options will be considered should the GPS 2024 suggest this to be a potential solution to providing transport options outside of the main city centres.

Rail

The Main South Line (MSL) railway runs south from Christchurch along the South Island's east coast to Port Otago and onto South Port in Bluff (see Figure 11). The MSL is used primarily for freight, transferring bulk and containerised freight between the two ports and northward. Small branch lines also connect primary industry to the MSL in Southland and on the Taieri Plains.

Figure 11: Lower South Island Main South Line

The New Zealand Rail Plan has been released and rail is now more integrated into the land transport system to ensure it is planned for, funded and maintained. The Government's vision is for the national rail network to provide a modern transport system in our largest cities, and to enable increasing volumes of freight to be moved off roads and onto rail.[22] However, over the next three years, investment in Otago and Southland is likely to be limited to maintenance and renewals, with no major improvement works planned.

The existing network has capacity and can easily handle the current rail freight task, providing a good base for further expansion. The majority of the MSL does have capacity, but it is significantly constrained in the section between Wingatui and Dunedin due to Fonterra Mosgiel's use frequency (particularly in the dairy peak October to May). In 2019, across the Lower South Island 0.7 million tonnes of freight was transported by rail from Southland to Otago and 0.4 million tonnes transported

[22] Te Manatū Waka Ministry of Transport (Te Manatū Waka), *The New Zealand Rail Plan*, (Wellington: Te Manatū Waka, 2022), assessed November 28, 2022, assessed November 28, 2022, https://www.transport.govt.nz/area-of-interest/infrastructure-and-investment/the-new-zealand-rail-plan/

on rail around Otago.[23] 70 percent of all exports through Port Chalmers are on rail and much of it comes from Southland.[24]

To further increase opportunities for freight on rail, the combined RTCs favour an inland port located in the Milburn area. A primary user of this inland Port is likely to be the forestry sector, which has estimated that 50,000 tonnes of logs could be transferred on to rail.[25] To be most effective, this type of investment would also need to address resilience issues on the Tairei Plains that arise from flooding.

There has been no commuter rail or inter-regional passenger rail services available in Otago or Southland for many years, although the Dunedin City Council is currently discussing whether to explore, and potentially trial, a commuter rail service for people who live south of the city. A scenic tourist train has been operated by Dunedin Railways,[26] but services were suspended due to COVID-19, and are currently running on a reduced timetable. Further information can be found on the Dunedin Railways website.

Decisions on future commuter or passenger rail in the lower South Island will need to take into account the additional infrastructure required to operate the services in conjunction with current or future freight timetables. Coordination of time-sensitive freight and passenger services on a single track network would certainly need major expenditure to alleviate difficulties.

Over the next decade, the Government's rail investment priorities will focus on restoring New Zealand's rail network to be resilient, dependable, and safe. In July 2021 the first Rail Network Investment Programme was approved.[27]

Strategic Road Network

The regions' road networks, made up of state highways, sealed and unsealed local roads, provide the most extensive means of access across the Otago and Southland regions. In many parts of Otago and Southland there are no transport alternatives to private car ownership. The network generally provides reliable travel times for people and freight. There are a few exceptions where sections of the urban system are nearing capacity. These are primarily the urban growth areas of Dunedin and Queenstown during peak travel periods.

Otago and Southland are major contributors to New Zealand's road safety record. Figures 12 and 13 show the cumulative deaths and serious injuries counts for the last five years for the Otago and Southland regions.

[23] Stantec, *South Island Freight Study: identification of the Opportunity for Mode Shift and Preparation of a Mode Shift Implementation Plan*, (Christchurch: Stantec, 2019), assessed November 28, 2022, https://www.es.govt.nz/repository/libraries/id:26gi9ayo517q9stt81sd/hierarchy/about-us/plans-and-strategies/regional-plans/land-transport-plan/documents/Freight%20Study%20Report%20-%20ECan%20Final%20Report%2027.6.19.pdf

[24] Deloitte, *Industry Insight New Zealand Ports and Freight Yearbook*, (Deloitte, 2019), assessed November 28, 2022, https://www2.deloitte.com/content/dam/Deloitte/nz/Documents/icp/nz-en-2019-Ports-and-Freight-Yearbook.pdf

[25] Stantec, *South Island Freight Study: identification of the Opportunity for Mode Shift and Preparation of a Mode Shift Implementation Plan*

[26] Wikipedia, *Dunedin Railways*, (Wikipedia, 21 July 2022), assessed November 28, 2022, https://en.wikipedia.org/wiki/Dunedin_Railways

[27] Te Manatū Waka Ministry of Transport (Te Manatū Waka), *The New Zealand Rail Plan, https://www.transport.govt.nz/area-of-interest/infrastructure-and-investment/the-new-zealand-rail-plan/*

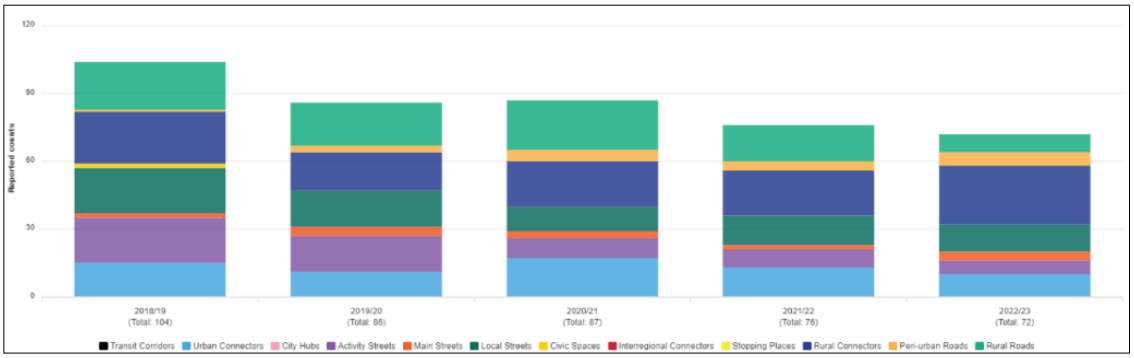


Figure 12: Cumulative deaths and serious injuries for the Otago region

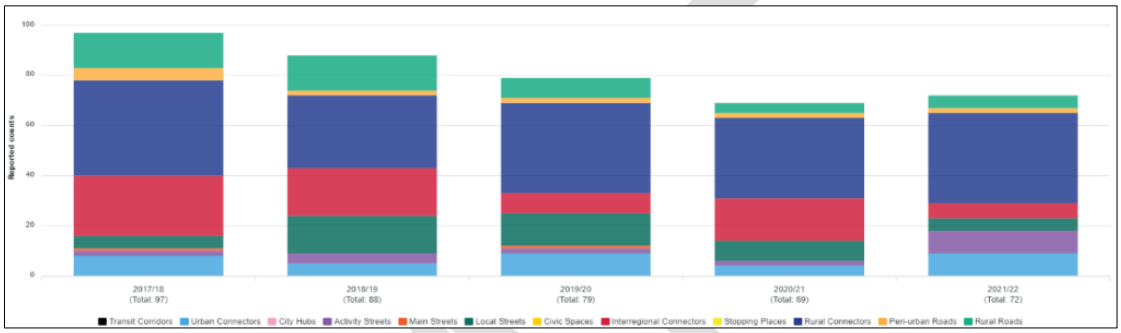


Figure 13: Cumulative deaths and serious injuries for the Southland region

The average quality of ride on a sealed local road network is measured by Smooth Travel Exposure (STE). The condition of roads can impact on both the safety and comfort of road users, as well as vehicle operating and maintenance costs. STE is an indication of the percentage of vehicle kilometres travelled on the sealed road network with roughness below a defined upper threshold level. The threshold varies depending on the traffic volume band and urban/rural environment of the road. STE acts as a check on whether the level of service to road users is being maintained and a deteriorating trend for STE would indicate that maintenance and renewals are not keeping pace with the deterioration of the network. Table 6 contains STE information for Otago and Southland. More information on STE can be accessed through the Transport Insights website.

Table 6: Smooth Travel Exposure for Otago and Southland

Network	Year	Transit Corridors	Urban Connectors	City Hubs	Activity Streets	Main Streets	Local Streets
Otago	2018/19	99%	89%	-	89%	70%	77%
	2019/20	99%	89%	-	87%	70%	76%
	2020/21	99%	88%	-	86%	70%	75%
	2021/22	99%	88%	-	84%	67%	73%
	2022/23	-	83%	-	80%	67%	73%
Southland	2017/18	-	91%	-	86%	87%	90%
	2018/19	-	91%	-	88%	85%	90%
	2019/20	-	91%	-	85%	79%	91%
	2020/21	-	92%	-	89%	82%	91%
	2021/22	-	90%	-	86%	86%	88%
		Civic Spaces	Interregional Connectors	Stopping Places	Rural Connectors	Peri-urban Roads	Rural Roads
Otago	2018/19	41%	97%	96%	97%	93%	97%
	2019/20	53%	97%	97%	97%	93%	96%
	2020/21	51%	97%	93%	97%	94%	96%
	2021/22	47%	97%	94%	97%	94%	95%
	2022/23	55%	-	92%	96%	92%	95%
Southland	2017/18	-	98%	88%	99%	97%	98%
	2018/19	-	98%	81%	99%	97%	99%
	2019/20	-	98%	86%	99%	98%	99%
	2020/21	-	98%	86%	98%	98%	98%
	2021/22	-	98%	93%	98%	98%	99%

The increasing demand on the road network and 'just in time' delivery practices requires a higher level of road network reliability. Efficient transport of products is supported through 50MAX[28] and HPMV permits, which allow heavier vehicles to travel across the country. However, in many locations, bridges are not capable of supporting larger trucks. While there are not any on the Otago and Southland State Highway network, there are a significant number of bridges not capable of supporting larger trucks on the local road network, causing potential issues from the 'farm gate' (see Figure 14). For more information please see the Map of 50MAX routes.

[28] 50MAX is a new generation of truck that allows for safe and more efficient transport of freight goods. A 50MAX truck is slightly longer than the standard 44 tonne vehicle and has an additional axle (9 in total) and a weight of up to 50 tonnes. https://www.nzta.govt.nz/assets/vehicle/your/50max/docs/50max-faqs.pdf

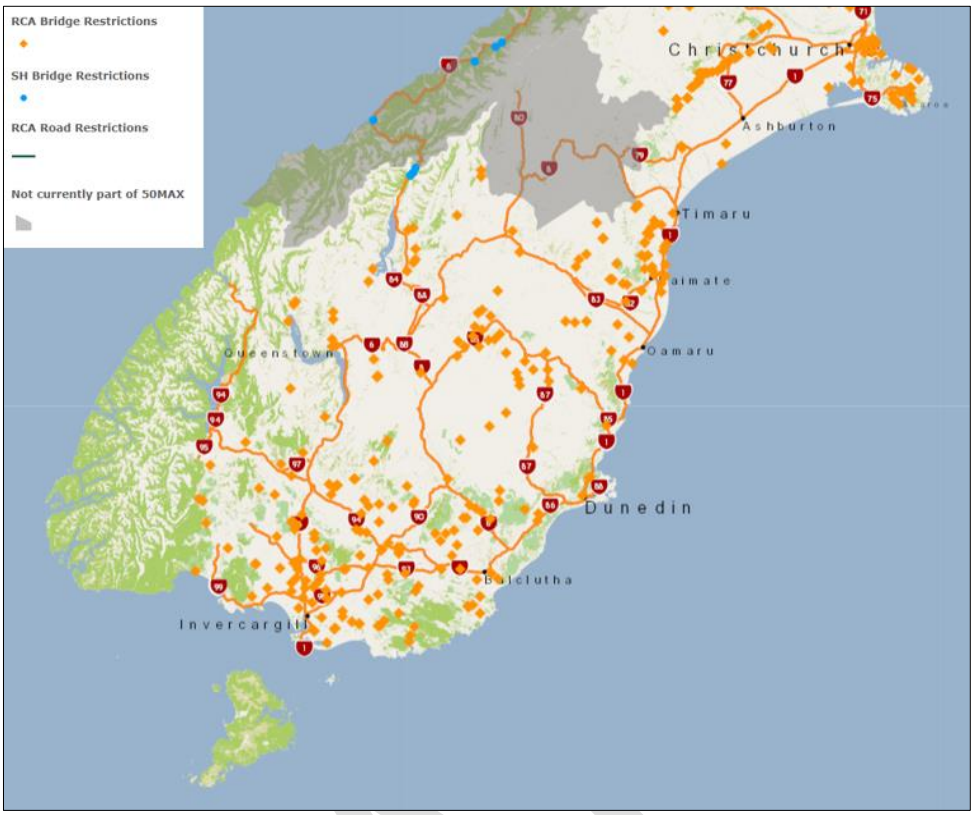


Figure 14: 50MAX Bridge Restrictions

The road network is also vulnerable owing to a lack of alternate routes, notably on the State Highway network. Closures caused by unanticipated occurrences such as landslides, snow, flooding, or a traffic accident can severely interrupt the movement of people and commodities (see Figure 15).

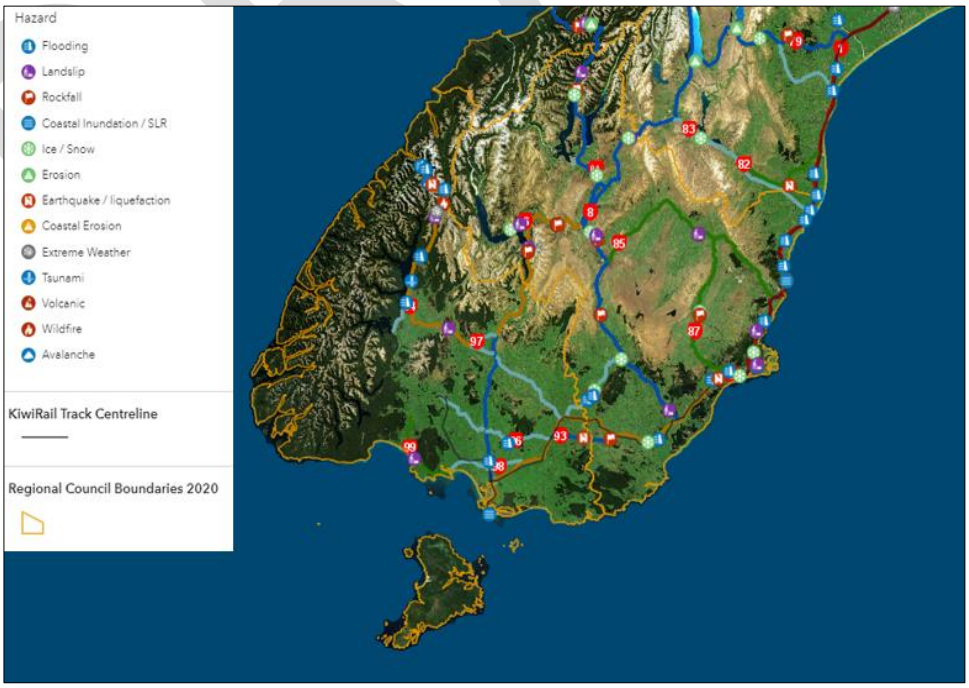


Figure 15: Natural hazards affecting the land transport system in Otago and Southland

Airports

Otago and Southland have three airports located at Dunedin, Queenstown and Invercargill. International flights normally operate from Dunedin and Queenstown. There are also a number of smaller local airfields located at Te Anau, Wanaka, Alexandra, Oamaru, Balclutha and Rakiura.

Only the Queenstown airport is serviced by public buses. Christchurch Airport plans to build an international airport in the small farming settlement of Tarras on the southern side of Lindis Pass. If this project goes forwards, it is expected to have an impact on the transportation network, with people and freight travelling inland, away from the east coast, State Highway 1 and the MSL.

Seaports

Port Otago and South Port support Otago and Southland. Both these ports are accessed by the State Highway and railway networks.

Port Otago is the primary export port for the lower south. Draught is a significant factor limiting navigable waterways, especially for large vessels. Port Otago is uniquely positioned in having deeper water facilities than most other ports, meaning it can take larger shipping vessels. South Port is New Zealand's southernmost commercial deep-water port and it provides a range of marine services including cargo and container shipping, on-site warehousing, importing and exporting. For more information on New Zealand Ports see the New Zealand Ports and Freight Yearbook 2022.

Inter-regional Connections

Otago and Southland are heavily reliant on the overall South Island road and rail networks as well as the Cook Strait ferry service. These networks are critical to community wellbeing since they underpin the economy and provide access to essential goods and services.

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

Links to the neighbouring regions of Canterbury and Westland are extremely important, particularly for the flow of freight and tourists. State Highway 1 provides the road link to the north towards Canterbury, Marlborough and on to the North Island via the Picton Ferries. State Highway 6 provides the main route from Invercargill via Queenstown and Wanaka over the Haast Pass to the West Coast. State Highway 8 provides the route from Central Otago over Lindis Pass, connecting to State Highway 84 from the Waitaki Valley, and on to South Canterbury.

The State Highway routes are characterised by 100 km/h speed limits, two vehicle lanes (one in each direction) with occasional passing lanes, no central median/barrier, and multiple roadside hazards. They pass through challenging geography and are exposed to natural hazards.

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

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

Future Opportunities

The scale of future opportunities across Otago and Southland regions differ due to the size of the settlements and expected rate of growth. There are plans and processes in place across most territorial authorities to improve safety and accessibility for communities (see Figure 17). For more information on the various projects and plans that are underway please see Ōtākou/Murihiku – Otago/Southland 2022 update and Appendix 2.

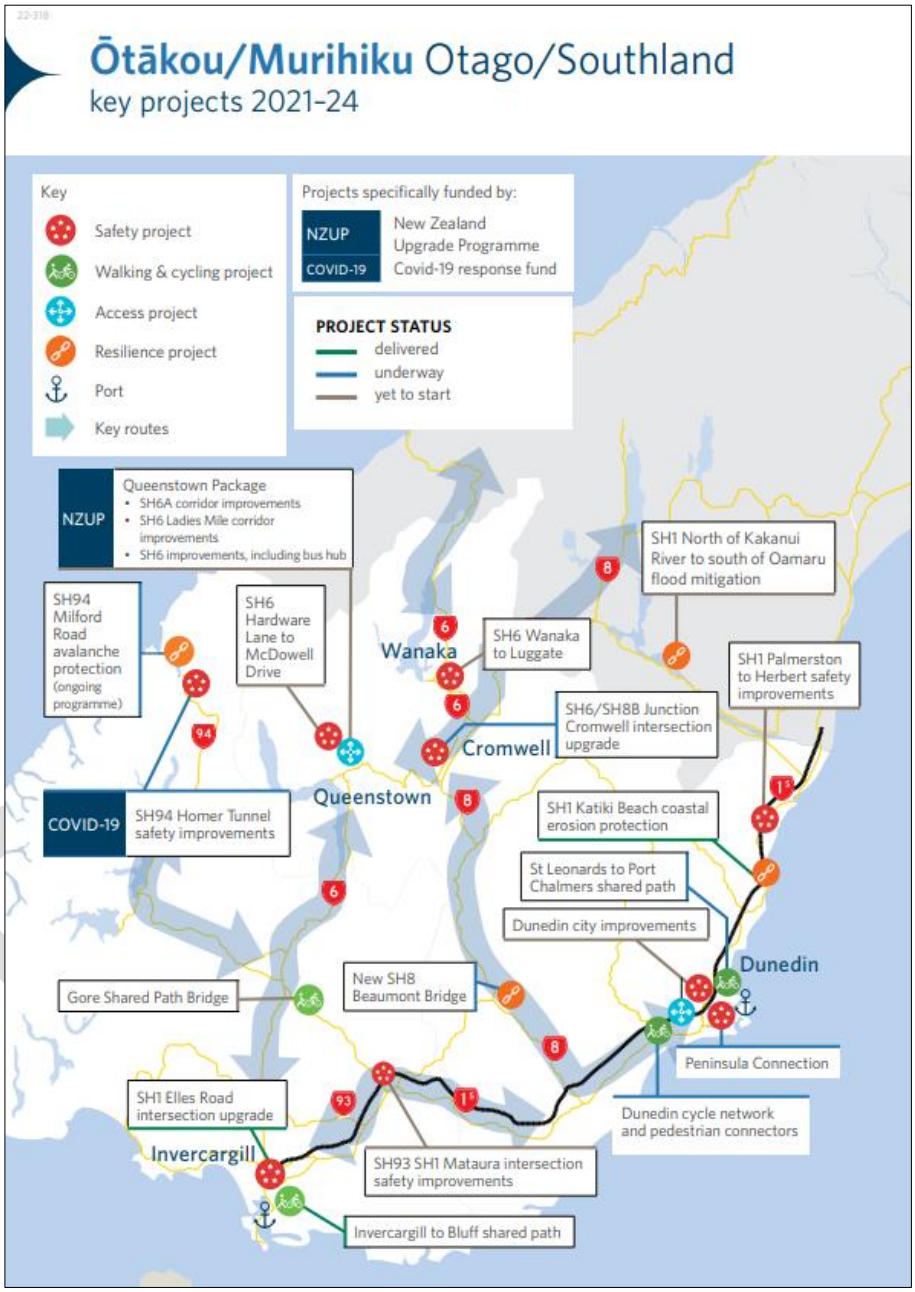


Figure 16: Projects Overview Map

Policy Context

There are a number of statutes and policy documents that provide the legislative and policy context for land transport planning and investment (see Table 7 and Figure 18).

Table 7: National and Regional Policy context

Relevant legislation summary	
Land Transport Management Act 2003 - Sets out the core requirements of regional land transport plans and guides land transport planning and investment Resource Management Act 1991 - Provides the statutory framework for promoting the sustainable management of natural and physical resources **Note:** Expected to be replaced by the Natural and Built Environment Act which will work in tandem with the Spatial Planning Act Local Government Act 2002 - Guides local government functions and planning as well as sets out the consultation principles for regional land transport plans Climate Change Response Act 2002 - Establishes the legal framework to enable New Zealand to meet its international obligations under the United Nations Framework Convention on Climate Change, the Kyoto Protocol and the Paris Agreement	
National policy or strategy	**Summary**
Transport Outcomes Framework	Guides future transport planning in New Zealand and provides the foundation for the RLTP's strategic framework The framework emphasises that the purpose of the transport system is to improve people's wellbeing and the liveability of places, and focuses on five outcomes: • Inclusive access • Economic prosperity • Healthy and safe people • Environmental sustainability • Resilience and security
Emissions Reduction Plan	The Government has set four transport targets which is approximately equivalent to a 41 percent reduction in transport emissions by 2035 from 2019 levels. These targets are: • Reduce the total kilometres travelled by the light fleet by 20 percent by 2035 through urban form and providing alternative travel options, particularly in our largest cities. • Increase zero-emissions vehicles to 30 percent of the light fleet by 2035. • Reduce emissions from freight transport by 35 percent by 2035. • Reduce the emissions intensity of transport fuel by 10 percent by 2035.
National Adaptation Plan	Outlines the present and future initiatives to aid in the development of New Zealand's climate resilience. This is the first in a series of national adaptation plans. He Pou a Rangi - Climate Change Commission will advance national climate change risk assessments every six years. This will indicate the climatic hazards that require immediate attention. New national adaptation plans will be established in response to these concerns. The national adaptation plan will help New Zealanders make more risk-informed decisions to ensure that buildings, infrastructure, and communities are resilient to the effects of climate change.
Government Policy Statement on Land Transport 2024 (GPS 2024) Indicative strategic priorities	Outlines the Government's priorities for land transport, providing direction and guidance to those who are planning, assessing and making decisions on transport investment for the next 10 years. An RLTP must be consistent with the GPS.

	Emissions reduction is the overarching focus for the GPS 2024. The GPS identifies five strategic priorities for investment: • Safety • Sustainable urban development • Integrated freight system • Maintaining and operating the system • Resilience
Road to Zero	Road Safety Strategy 2020 - 2030 outlines a plan to stop people being killed or injured on our roads. The Strategy outlines improvements that will be undertaken, focusing on actions in five key areas: • Infrastructure improvements and speed management • Vehicle safety • Work-related road safety • Road user choices • System management
National Policy Statement on Urban Development (NPS-UD)	Councils must plan for expansion and provide well-functioning urban environments. The NPS-UD aims to promote accessibility for all individuals between housing, work, social interaction opportunities, services, and public open spaces, especially through public and active transportation.
New Zealand Energy Efficiency and Conservation Strategy	Sets the overarching policy direction for government support and intervention for the promotion of energy efficiency, energy conservation and the use of renewable sources of energy. Efficient and low emissions transport is one of three priority areas, with transport presenting one of the country's greatest potential mechanisms to reduce emissions. **Note:** This strategy has expired and a new strategy is expected to be out by end of 2024. For more information please go to the Ministry of Business, Innovation & Employment's website.
Arataki	Presents Waka Kotahi's plan for what is needed to deliver on the Government's priorities and sets out the long-term outcomes for the land transport system. In order to successfully plan for development and create a safer, more connected, multi-modal transportation system, the plan acknowledges the need for improved integration of land use and transportation planning.
One Network Framework	Aims to align the One Network Road Classification with the Government's outcomes, recognising the value of integrated land and transport planning for creating greater liveability and prosperity. The One Network Framework uses a 'Movement and Place' approach to better consider mode priorities, land use, community and economic wellbeing.
Keeping cities moving	Waka Kotahi's plan seeks to improve travel choice and reduce car dependency. It aims to improve the quality, and performance of public transportation infrastructure and services, as well as walking and cycling facilities, by increasing the attraction of shared and active modes and influencing travel demand.
New Zealand Rail Plan	Outlines the Government's vision and investment priorities for New Zealand's national rail network. The Rail Plan aims to restore rail freight, provide a framework for future development and investment, and encourage urban rail growth and productivity in our most populous cities.

Local and regional policy context	
Regional Policy Statements	Identifies the regionally significant issues around management of the region's natural and physical resources. Recognises the importance of infrastructure such as road, rail, airports, seaports, as well as utilities, including energy transmission and distribution networks, telecommunications, water, sewerage and storm water infrastructure. Includes polices relating to managing natural hazards, climate change, land use and urban development. Provides the foundation for the development of regional plans and district plans.
Regional Plans	Guides the management of the region's natural and physical resources in a coordinated way. Most relevant at the resource consenting stage of transportation projects.
District plans	Have a significant influence on the local transportation system by controlling land-use, location, layout and density of development.
Long-term plans (LTPs)	Councils use LTPs to outline and fund their operations, including the local share of funding for transportation. An LTP determines which local transportation activities are incorporated into the RLTP for inclusion in the National Land Transport Programme.

Figure 17: Policy Context Relationships Diagram

Strategic Framework

The strategic framework includes the following elements:

- **Vision:** *defines what we want to achieve in the longer term (thirty-year outlook)*
- **Objectives:** *state what we want to accomplish in achieving our vision (thirty-year outlook)*
- **Policies:** *are the course of action used to achieve or implement our objectives*
- **Headline targets:** *monitor progress towards our long-term vision and objectives (ten-year outlook)*

This combined RLTP takes a long-term thirty-year view of transport within the regions. A project within an RLTP must be consistent with the current GPS in order for that project to be funded through the NLTF. However, compared to an RLTP, a GPS has a short duration, therefore aspects of the RLTP may not align.

This RLTP aligns with the Ministry of Transport's Outcomes Framework and it will:

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

Vision

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

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

Objectives and Policies

The objectives and policies lead RLTP partners in accomplishing our transportation system's thirty-year vision. In essence, the objectives define what we aim to accomplish, and the policies outline how we will accomplish it (see Table 8).

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

Table 8: Objectives and Policies

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

	• use well-established safety metrics to target investment to address infrastructure disparities that present the greatest level of risk; • • • address attitude and behaviour of drivers as part of national education and enforcement campaigns; • assess and review speed limits and potential infrastructure improvements under the Setting of Speed Limits Rule 2022; ensuring infrastructure and road corridors used by active transporters are fit for purpose; and recognise the safety benefits for pedestrians and cyclist from low speed and or low traffic environments.
Policy 1.1	Develop and implement road safety improvements and speed management plans with a focus on highest risk users and locations.
Policy 1.2	Ensure road safety is a primary consideration when prioritising maintenance and renewals of transport assets.
Objective 2	**Prioritise maintenance and renewal to ensure the road network is fit-for-purpose and resilient**
	To create a resilient, fit-for-purpose strategic road network, with reduced risk and record of road closures, the responsible organisations will: • implement Activity Management Plans; • develop a prioritisation system; • advocate for additional funding for maintenance; and • identify parts of the network at risk from climate change effects (flooding and sea level rise) and develop plans to reduce risk.
Policy 2.1	Maintain and renew roads consistent with One Network Framework functions (movement and place).
Policy 2.2	Maintain and improve the capability and resilience of strategic roads and infrastructure to support productivity and maintain access for people.
Objective 3	**Develop a range of travel choices that are used by communities and business to connect**
	To provide choices for the movement of people and goods, and create real change in the way people travel, particularly to reduce the reliance on the private motor vehicle, the objective will be achieved by: • ensuring the region's public transport systems develop to meet the needs of local communities and are accessible to those with disabilities or who do not drive; • ensuring urban communities have access to safe walking and cycling networks; • ensuring land development proposals demonstrate integration with all transport networks; • ensuring supporting infrastructure is provided to help achieve travel choice, such as the provision of electric charging hubs; • helping communities find ways to be less reliant on private motor vehicles; • investigating the potential for ride share and alternative transport modes where communities present an appropriate case; • identifying urban and rural transport corridors used by active transport modes and include requirements for maintenance that is appropriate to the mode; • provision of infrastructure in urban areas to support use of cycles and e-bikes; and • ensuring the needs of freight systems and visitors both domestic and international are considered in travel choice decisions, integrating land use and transport planning from the outset, through spatial planning down to project level area and master planning.

Policy 3.1	Reduce barriers to participation in active transport by providing safe, connected, coherent and accessible public transport, walking and cycling networks.
Policy 3.2	Address gaps and deficiencies in local, regional and interregional cycle networks.
Policy 3.3	Design, develop and maintain roads and infrastructure to facilitate efficient public transport.
Policy 3.4	Continually increase access to public transport through improved information, facilities and network services.
Policy 3.5	Respond to local community-led transport initiatives to improve access.
Objective 4	**Facilitate understanding and support responses that help meet environmental and emissions targets**
	To increase Otago and Southland's response to climate change, and decrease transport emissions, this objective will be achieved by: • supporting initiatives that move the region towards better environmental outcomes; • communicating and engaging on issues and targets to build understanding, support and momentum for change; • integrated land use and transport planning, which aims to reduce the need to travel by motor vehicle by increasing residential density near to key destinations and public transport routes; • advocating for a change to the current activity class structure to ensure activities that address climate change goals are funded; and • advocating for central government electric vehicle subsidies to speed their uptake.
Policy 4.1	Prioritise projects that address potential issues relating to natural hazard risks and impacts of climate change.
Policy 4.2	Minimise adverse impacts on the environment by including best practice design, construction and maintenance standards during the implementation of transport projects.
Policy 4.3	Facilitate change in transport demand to enable territorial authorities and Waka Kotahi to achieve their Climate Action aspirations.
Policy 4.4	Incorporate transport emissions impact assessments into transport plans and prioritise the development of VKT reduction programmes for major urban areas, particularly Dunedin and Queenstown which are Tier 2 urban environments.
Objective 5	This objective will be achieved by: • maintaining a complete investment programme for Otago and Southland to provide the [illegible] • prioritising investment in a way that delivers on the Government's transport priorities, invests in a multi-modal land transport system that is safer, more accessible, and that reduces harm to people and the environment; • using the RLTP to signal the need for investment early, to maximise Otago and Southland's readiness and responsiveness; and • development of spatial plans that link adjoining land use with all transport modes. **Position the regions to ensure proactive responses to change and challenges**
Policy 5.1	Proactively manage and respond to changing land use and growth by developing integrated land use and transport plans.
Policy 5.2	Collaborate on monitoring and maintain regional data that supports future planning, RLTP processes and investment prioritisation, particularly in relation to transport trends, changing demand, growth, environmental and technological change, and external pressures.

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

Headline Targets

Headline targets support the intended thirty-year vision and objectives and serve as indicators to determine if we are on track. Monitoring progress towards these targets, will give us confidence that we have the right policies and programmes in place.

Road Fatalities

Reduced seriousness and impact of road trauma

Road to Zero – New Zealand's road safety strategy has a vision where no one is killed or seriously injured in road crashes. As a step towards the vision, the strategy sets an initial target of reducing deaths and serious injuries by 40 percent by 2030.

The Our Transport Section outlines the DSI counts for the Otago and Southland regions and to achieve the target of a 40 percent reduction will require investment over and above what is currently occurring.

By monitoring DSI counts, we can determine if we are on track to meet this target.

Network Resilience

Reduced number and duration of closures on the strategic road network.

Mode Shift

Increase in journeys to work and school by public transport, walking and cycling.

As outlined in the Our Transport Section the New Zealand's 2018 census journey to work data shows that while driving rates in the main urban centres of Otago and Southland are somewhat in line with the rest New Zealand, public bus rates remain comparatively low, especially in Invercargill.

This target overlaps with the target of "Reduced Emissions" and by monitoring VKT and mode share we can determine if we are on track to meet our target. However, active travel is difficult to monitor given that the main data comes from the Census and the Household Travel Survey.

Reduced Emissions

Decreased transport emissions

The greatest opportunity for reducing transport emissions from transport is in the main urban centres of Dunedin, Queenstown and Invercargill given the population densities and the availability of alternatives modes of transport. Improving the quality, quantity of public transport and walking and cycling facilities will encourage utilisation. By encouraging high quality, compact and mixed use urban developments that incorporate multi-modal transport this will contribute to reductions in emissions in urban areas.

Vehicle kilometres travelled in main urban areas is a good measure for monitoring this target. However, appropriate data would need to be extracted from each project in terms of emissions reductions and VKT reductions. Interventions would also need to be appropriately monitored through time. For more information on VKT projections see VKT and GHG emissions baseline report. The baseline scenarios assume no new transport interventions will take place to promote mode shift.

The composition of the current fleet such as of EVs, hybrids, and low emissions vehicles is an important in terms of emissions. Please see the Ministry of Transport's Fleet statistics webpage.

In the rural areas of Otago and Southland it is difficult to reduce dependency on personal automobiles as these areas generally don't have access to alternative modes of transport that will support people's day to day needs. Encouragement of fewer journeys, ridesharing and the adoption of efficient vehicles are currently the most appropriate options for reducing emissions in these rural areas.

Proactive Response

Increase programme investment levels

Planners can help make towns and cities more economically productive, enhance public health, decrease inequality, increase resiliency and reduce emissions by integrating development with transportation infrastructure through spatial planning. Policymakers, planners, developers, and communities must have access to the best available data to inform how spatial plans are developed. Also, to be able to be proactive in planning requires visibility of what is occurring over the entire transport network and the adjacent land use. Being proactive also requires environmental scanning and exploration of future scenarios including changes in land use, population growth and the demand for transportation options. Obtaining this visibility requires a significant amount of data and information to be compiled in one location. Having updated data is critical for establishing and monitoring targets as well as determining projects and investment levels. More investment will be going into planning for a proactive response.

As part of the review of this RLTP, work is being progressed on developing a monitoring framework with the intention of producing adequate monitoring reports.

Ten-year Transport Investment Priorities

This section outlines the priority areas requiring investment over the next ten years to set us on the path to achieving our long-term vision and objectives for transport in the regions. These ten-year transport investment priorities are designed to respond to the most significant and urgent transport problems in the Otago and Southland regions.

Problems and Benefits

An ILM was undertaken through collaboration between the Otago and Southland RTCs (see Figure 18). The intention of this ILM is to outline the high level problems the transportation networks are facing, the benefits from solving these problems and the responses that inform the ten-year transport investment priorities. As the ILM is a high level process it does not contain all problems, benefits, responses and solutions.

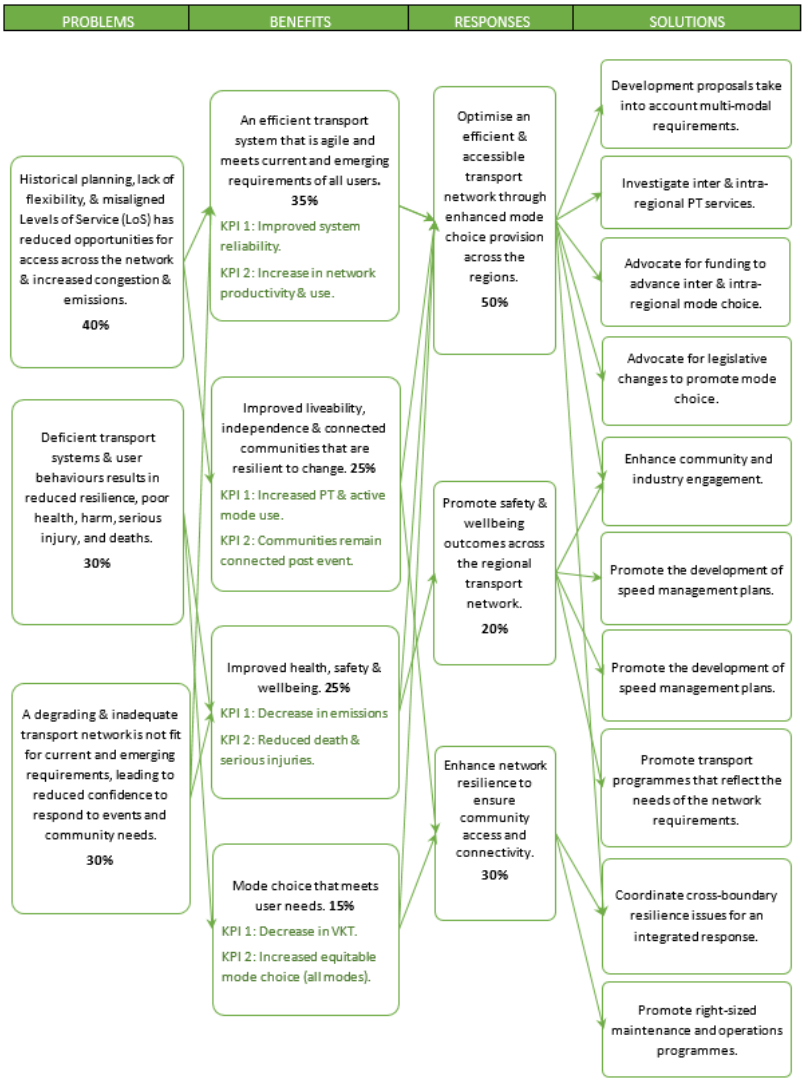


Figure 18: Investment Logic Mapping Problems and Benefits

Transport Investment Priority One - *Optimise an efficient & accessible transport network through enhanced mode choice provision across the regions.*

Benefits:

- An efficient transport system that is agile and meets the current and future needs of all users
- Improved liveability, independence & connected communities
- Improved health, safety & wellbeing
- Mode choice that meets user needs

Case for investment:

The present network is constrained by a lack of viable transportation options resulting in dependence on the road network, which is failing to keep up owing to inadequate investment. Different types of users are competing for the same resource, causing inefficiency and safety concerns.

Ports, airports, hospitals, educational institutions, recreational centres and commercial centres are just a few examples of key locations on which communities rely. Finding viable transportation alternatives for the movement of people and freight necessitates research, collaboration, investment, and a long-term perspective.

Taking a long-term transport perspective that embraces a multi-modal approach will result in better outcomes including reduced emissions, increased access and increased resilience. Continuous cooperation between regions is required to improve road, rail, and coastal shipping corridors, as well as public transport, bicycle routes, and key lifelines.

Urban form affects walking, biking, public transportation and the movement of freight. People-friendly urban centres boost the attractiveness of shared and active transport modes. Denser urban environments with access to effective transport infrastructure can increase physical activity in communities while also reducing environmental impacts. Where there is a lack of integration between land use and transport planning, growing areas are often are left unsupported without viable means of alternative transport. Only by taking a long term perspective to multimodal transportation can an appropriate transportation network be established.

Summary of Evidence:

Freight traffic in the South Island is expected to rise significantly with a big proportion of this expansion being road transport.[29] The New Zealand freight & supply chain issues paper outlined that coastal shipping may potentially improve supply chain resilience by offering alternate transportation during land-based interruptions. Rail has a significant advantage over heavy road freight with 70 percent fewer emissions. However, due to insufficient investment in both rail and coastal shipping substantial investment is needed to make the services efficient for users.[30]

As outlined in the Our Transport Section the transport emissions data shows that for the Otago region cars make up the largest proportion of emissions. In both of the regions there has also been increases in emissions from diesel. If we are to reduce emissions targets a long-term multi-modal strategy is required for the movement of people as well as freight

Otago is New Zealand's second largest region by land area. Dunedin is the region's largest urban centre followed by Queenstown. Dunedin City Council and Queenstown Lakes District Council are Tier 2 councils and are required to develop Future Development Strategies which sets out long-term visions

[29] Stantec, *South Island Freight Study: Identification of the opportunity for mode shift and preparation of a Mode Shift Implementation Plan*, (Christchurch: Stantec, 2019), accessed 28 November 2022, https://www.ecan.govt.nz/document/download?uri=3688215
[30] MoT, New Zealand freight & supply chain issues paper

for accommodating urban growth.[31] Also, as outlined in the ERP, VKT reduction programmes need to be developed for major urban centres (Tier 1 and Tier 2).

According to New Zealand's 2018 census, public bus rates are comparably low in Otago and Southland's main urban centres (see Table 9). Many rural areas are considerable distances from main centres. As a result, communities living in these sparsely populated areas have few to no public transportation options, as well as inadequate walking and cycling infrastructure. This has resulted in an increasing reliance on private automobiles.[32]

Table 9: Main means of travel to work for people in the major urban areas of the Otago and Southland regions

Location	Dunedin City (%)	Queenstown-Lakes District (%)	Invercargill City (%)	New Zealand (%)
Work at home	10.2	15.7	8.6	11.9
Drive a private car, truck, or van	58.5	48.9	65.2	57.8
Drive a company car, truck, or van	10.1	13.6	12.8	11.2
Passenger in a car, truck, van, or company bus	4.8	3.5	5.8	4
Public bus	3.4	3.2	0.5	4.2
Bicycle	2.1	3	2	2
Walk or jog	9.9	11.1	3.9	5.2

The main means of travel to education data shows broadly that the predominant main modes of transport are being a passenger followed by walking or jogging. Queenstown has a large percentage of people who use school busses compared to Dunedin and Invercargill (see Table 10). Also, because of the amount of university students, Dunedin has a very young demographic, which leads to a comparatively high level of walking journeys in the central city.[33]

Table 10: Main means of travel to education for people in the major urban areas of the Otago and Southland regions

Location	Dunedin City (%)	Queenstown-Lakes District (%)	Invercargill City (%)	New Zealand (%)
Study at home	4.1	9	5.8	5.3
Drive a car, truck, or van	11.6	8.5	12.9	11.1
Passenger in a car, truck, or van	32	37	48.6	39.1
Bicycle	2.4	8.2	5.7	3.6
Walk or jog	40.9	13.9	17.8	20.5
School Bus	3.4	19.1	6.8	9.9
Public Bus	4.5	3.2	1.2	7.1

[31] Property Council New Zealand, *National Policy Statement on Urban Development released*, (Auckland: Property Council New Zealand, 2022), assessed November 28, 2022, https://www.propertynz.co.nz/news/national-policy-statement-on-urban-development-released#:~:text=*Tier%201%20councils%20are%20local,Nelson%20Tasman%2C%20Queenstown%20and%20Dunedin.

[32] Waka Kotahi, *Arataki version 2 - Otago regional summary*

[33] Waka Kotahi, *Arataki version 2 - Otago regional summary*

Proposed areas for investment:

- Development proposals take into account multi-modal requirements
- Investigate inter and intra-regional PT service
- Advocate for funding to advance inter & intra-regional mode choice
- Advocate for legislative changes to promote mode choice
- Enhance community and industry engagement
- Coordinate cross-boundary resilience issues for an integrated response

Strategic Alignment:

The table below outlines how each investment priority aligns with the outcomes in the Ministry of Transport Outcomes Framework, the priorities identified in the GPS 2024, and the strategic objectives of this RLTP (see Table 11).

Table 11: Strategic Alignment - Investment Priority One

Strategic Alignment						
Transport Investment Priority One - Optimise an efficient & accessible transport network through enhanced mode choice provision across the regions						
Key:	**High alignment**	✓	✓	**Good alignment**	✓	
Transport Outcomes Framework				**GPS 2024 Priorities**		
Inclusive access				Emissions reduction (overarching focus)		
Environmental sustainability				Safety		
Economic prosperity				Sustainable urban development		
Healthy and safe people				Integrated freight system		
				Maintaining and operating the system		
				Resilience		
RLTP Objectives				**RLTP Headline targets**		
Road Safety				Road Fatalities		
Asset Condition				Network Resilience		
Connectivity & Choice				Mode Shift		
Environmental Sustainability				Reduced Emissions		
Future Focused				Proactive Response		
				Maintaining and operating the system		
				Resilience		
Primary benefits of investment				**Key performance indicators**		
Priority investment areas				**Key investment partners**		
Other priority implementation areas						

Transport Investment Priority Two - *Promote safety & wellbeing outcomes across the regional transport network.*

Benefit:

- Improved health, safety and wellbeing

Case for Investment:

Road deaths and injuries devastate families, friends and communities. Safer roads and transportation infrastructure will safeguard people's safety and reduce tragedies. Spending on safety upgrades is critical to reducing risk. The ambitious Road to Zero national strategy envisions zero fatalities and serious injuries on New Zealand roads, putting safety at the forefront of transportation planning. Despite advancements, Otago and Southland remain significant contributors to New Zealand's road safety statistics.

Summary of Evidence:

Transport Insights - Te Ringa Maimoa consolidates roading and other statistical information to provide insight into the performance of the transport sector in New Zealand. Tables 12 and 13 show the data relating to deaths and serious injuries by the One Network Framework street category for the Otago and Southland regions.

Table 12: Deaths and Serious Injuries by the One Network Framework street category, Otago Region

DSI Counts	Transit Corridors	Urban Connectors	City Hubs	Activity Streets	Main Streets	Local Streets	Civic Spaces	Interregional Connectors	Stopping Places	Rural Connectors	Peri-urban Roads	Rural Roads	Total
2018/19	0	15	0	20	2	20	2	0	0	23	1	21	104
2019/20	0	11	0	16	4	16	0	0	0	17	3	19	86
2020/21	0	17	0	9	3	11	0	0	0	20	5	22	87
2021/22	0	13	0	8	2	13	0	0	0	20	4	16	76
2022/23	0	10	0	6	4	12	0	0	0	26	6	8	72

Table 13: Deaths and Serious Injuries by the One Network Framework street category, Southland Region

DSI Counts	Transit Corridors	Urban Connectors	City Hubs	Activity Streets	Main Streets	Local Streets	Civic Spaces	Interregional Connectors	Stopping Places	Rural Connectors	Peri-urban Roads	Rural Roads	Total
2017/18	0	8	0	2	1	5	0	24	0	38	5	14	97
2018/19	0	5	0	4	0	15	0	19	0	29	2	14	88
2019/20	0	9	0	2	1	13	0	8	0	36	2	8	79
2020/21	0	4	0	2	0	8	0	17	0	32	2	4	69
2021/22	0	9	0	9	0	5	0	6	0	36	2	5	72

The Communities at Risk Register has been developed to identify communities of road users that are over-represented in terms of road safety risk. The register highlights personal risk to road users by

ranking communities by local authority area based on areas of concern. Road Controlling Authorities will use the Communities at risk register as a tool in prioritising their responses.

Proposed areas for investment:

- Enhance community and industry engagement
- Promote the development of speed management plans
- Promote transport programmes that reflect the needs of the network requirements

Strategic Alignment:

The table below outlines how each investment priority aligns with the outcomes in the Ministry of Transport Outcomes Framework, the priorities identified in the GPS 2024 and the strategic objectives of this RLTP (see Table 15).

Table 14: Strategic Alignment – Investment Priority Two

Strategic Alignment						
Transport Investment Priority Two - Promote safety & wellbeing outcomes across the regional transport network						
Key:	**High alignment**	✓	✓	**Good alignment**	✓	
Transport Outcomes Framework				**GPS 2024 Priorities**		
Inclusive access				Emissions reduction (overarching focus)		
Environmental sustainability				Safety		
Economic prosperity				Sustainable urban development		
Healthy and safe people				Integrated freight system		
				Maintaining and operating the system		
				Resilience		
RLTP Objectives				**RLTP Headline targets**		
Road Safety				Road Fatalities		
Asset Condition				Network Resilience		
Connectivity & Choice				Mode Shift		
Environmental Sustainability				Reduced Emissions		
Future Focused				Proactive Response		
				Maintaining and operating the system		
				Resilience		
Primary benefits of investment				**Key performance indicators**		
Priority investment areas				**Key investment partners**		
Other priority implementation areas						

Transport Investment Priority Three - *Enhance network resilience to ensure community access and connectivity.*

Benefit:

- Improved liveability, independence and connected communities
- Better mode choice that meets user needs

Case for Investment:

The frequency and intensity of weather occurrences in the Otago and Southland regions are expected to increase due climate change. Natural hazards pose a significant risk to road and rail networks, particularly inland and coastal flooding and slips. Invercargill and Dunedin airports are also particularly vulnerable to surface flooding.

Aging and vulnerable assets present an increasing risk to well-being and economic prosperity. Without sustained investment, the levels of service will decline and the likelihood of unplanned network closures will also increase.

Resilience within the state highway network is largely dependent on the usage of local roads as alternatives when the state highways are unavailable. Therefore, guaranteeing adequate diversion routes when needed necessitates considerable investment. For information on highway closures and detours see Waka Kotahi's Journey Planner.

The needed investment strains the resources of the regions' relatively small territorial authorities, resulting in prioritisation and parts of the network missing out. Maintenance and renewal activities improve resilience. Nonetheless, resilience improvements are required in places to provide dependable and secure access. In general, there is higher resilience within the urban transportation networks as there are more alternative routes and modes of transportation.

Summary of Evidence:

Outlined in the National Climate Change Risk Assessment for New Zealand – Technical report (Technical report), natural hazards such as coastal erosion, floods, and severe weather occurrences are predicted to make New Zealand's ports, roads and rail networks more vulnerable resulting is disruptions and potential access problems.[34]

According to the Technical report, more than 19,000 kilometres of New Zealand's road network is currently situated in inland flood hazard areas. Canterbury is the most exposed, followed by Waikato and then Southland which has around 2000 kilometres of exposed roading.[35] Otago is also exposed to inland flooding. State Highway 6 at Haast was completely closed for two weeks in 2019 due to slips, slumps and rock fall, severing the connection between Central Otago and the West Coast. The South Island Freight Study highlighted that there is an overreliance on just-in-time delivery which implies insufficient stockpiling of essential items for communities. There also continues to be questions about

[34]Ministry for the Environment (MfE), *National Climate Change Risk Assessment for New Zealand – Technical report*, (Wellington: MfE, 2020), accessed 28 November 2022, https://environment.govt.nz/assets/Publications/Files/national-climate-change-risk-assessment-technical-report.pdf

[35] MfE, *National Climate Change Risk Assessment for New Zealand – Technical report*

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

A closure due to unforeseen events such as landslips, flooding or a traffic crash can seriously disrupt the flow of people and goods (see Figure 15 concerning natural hazards). Please see the National Resilience Programme Business Case. The risk ratings have been assigned to the asset or section of network as minor, moderate, major or extreme (see Figure 19). For more information about the risk ratings see the Risk Assessment Methodology.

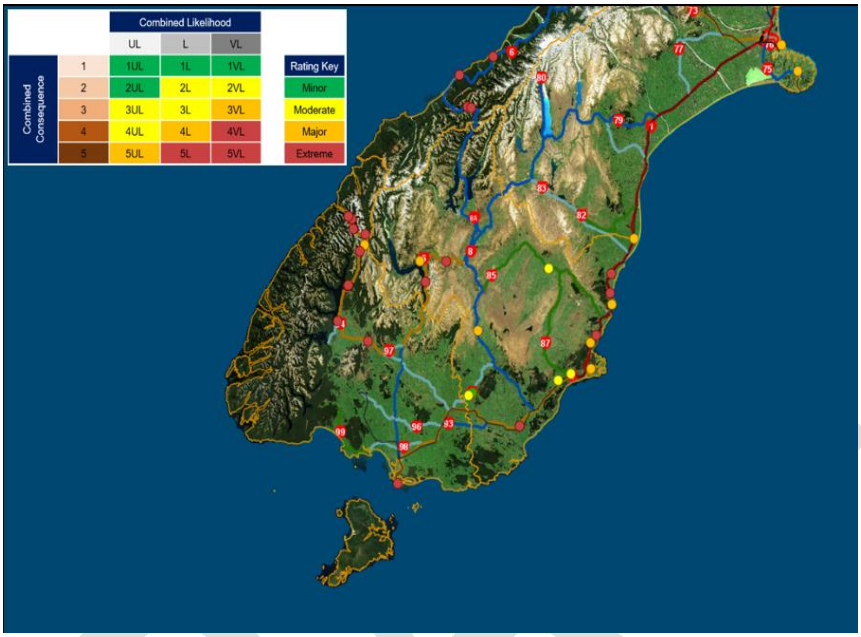


Figure 19: Map of Hazards with 2050 Risk Ratings

Proposed areas for investment:

- Enhance community and industry engagement
- Coordinate cross-boundary resilience issues for an integrated response
- Promote right-sized maintenance and operations programmes

Strategic Alignment:

The table below outlines how each investment priority aligns with the outcomes in the Ministry of Transport Outcomes Framework, the priorities identified in the GPS 2024, and the strategic objectives of this RLTP (see Table 16).

Table 15: Strategic Alignment – Investment Priority Three

Strategic Alignment						
Transport Investment Priority Three - Enhance network resilience to ensure community access and connectivity.						
Key:	**High alignment**	✓	✓	**Good alignment**	✓	

Transport Outcomes Framework			GPS 2024 Priorities		
Inclusive access			Emissions reduction (overarching focus)		
Environmental sustainability			Safety		
Economic prosperity			Sustainable urban development		
Healthy and safe people			Integrated freight system		
			Maintaining and operating the system		
			Resilience		
RLTP Objectives			**RLTP Headline targets**		
Road Safety			Road Fatalities		
Asset Condition			Network Resilience		
Connectivity & Choice			Mode Shift		
Environmental Sustainability			Reduced Emissions		
Future Focused			Proactive Response		
			Maintaining and operating the system		
			Resilience		
Primary benefits of investment			**Key performance indicators**		
Priority investment areas			**Key investment partners**		
Other priority implementation areas					

Programme and Funding

The GPS sets out the Government's strategic direction for the land transport system over the next 10 years and is updated every three years. RLTPs must be consistent with the GPS as it provides guidance on how Waka Kotahi invests the National Land Transport Fund (NLTF), and how Waka Kotahi assesses and prioritises activities within RLTPs and the National Land Transport Programme (NLTP). The NLTF is not limitless and will not be able to fund all of the activities identified in the RLTP. Other sources of funding outside the NLTF are required.

This section of the RLTP forms the regional programme of land transport activities in the Otago and Southland regions for which funding is sought from the 2024-2027 NLTF. Most activities require funding assistance from the NLTF and will only go ahead if they are included in the NLTP by Waka Kotahi. This RLTP also identifies transport projects in the regions that have received funding from other sources, including the Provincial Growth Fund, New Zealand Upgrade Programme and Crown Investment Partners.

Proposed budgets and timing for activities are subject to change as project scope develops and more information becomes available. Over the duration of this RLTP, variations to the programmes or projects included may be required. Where a variation is requested it shall be assessed against the Policy for Assessing Variations included as Appendix 7.

Ongoing transport planning, such as development of Activity Management Plans, Regional Public Transport Plans, RLTPs, and development of programme business cases are not prioritised. These activities are critical to ensuring the continued operation of the transport system and to identify what investment is needed. As such, they have first call on unallocated funding, ahead of activities to improve the transport system.

The RLTP programmes for the Otago and Southland regions have been prepared in accordance with the legislative requirements under the Land Transport Management Act 2003, as set out in Appendix 3. Legislative compliance is detailed in Appendix 4.

Funding sources for the Plan

Revenue from the National Land Transport Fund

This funding is sourced from road user charges, fuel excise duty, and from motor vehicle registration and licencing fees. There are also modest contributions from sources such as the rental or sale of state highway land and interest from cash invested. The NLTF is allocated to activity classes established in the GPS. The GPS is prepared on a three-yearly basis and is amended to reflect the current Government's priorities for land transport.

There are 11 activity classes in the GPS 2021:

- Road to Zero
- Public Transport Services
- Public Transport Infrastructure
- Walking and Cycling Improvements
- Local Road Improvements
- State Highway Improvements
- State Highway Maintenance
- Local Road Maintenance (including operation, renewals and emergency works)
- Investment Management
- Coastal Shipping
- Rail Network

Local revenue sources

Many transport activities undertaken by regional and territorial authorities are subsidised through the NLTF. Subsidy through the NLTF is contingent on the provision of a local contribution applied by the local authority.

Local revenue sources are typically derived from local rates, fares from public transport services (where relevant), debt and development contributions. The amount of subsidy varies between local authorities and is referred to as the Funding Assistance Rate (FAR). The actual amounts of local funding contributions are subject to the long-term plan and annual plan processes of each council.

Other sources of revenue

There are other known sources of revenue at both national and local levels for regional transport activities, including:

- Provincial Growth Fund;
- New Zealand Upgrade Programme;
- Supplementary funding, including additional contributions from territorial authorities or private parties, and contributions from community groups or other government agencies for community programmes; and
- National Cycleways/Ngā Haerenga – maintaining the Great Rides and links to Heartland Rides.

Climate Emergency Response Fund

In 2021, the Government established the Climate Emergency Response Fund (CERF). The CERF is designed as an enduring, multi-year fund to help with the long-term challenges of climate change. The CERF will be funded by the proceeds of the New Zealand Emissions Trading Scheme.

An initiative is eligible for funding from the CERF if it:

- is included in an Emissions Reduction Plan, or directly supports emissions reductions (domestically or internationally);
- is included in a National Adaptation Plan, or directly reduces vulnerability or exposure to the impacts of climate change;
- supports a te ao Māori approach to the climate response;
- addresses the distributional impacts of climate change or the climate policy response; or
- supports the development of any initiatives meeting these criteria in the future.

KiwiRail Funding

The Land Transport (Rail) Amendment Act 2020 introduced the new Rail Network Investment Programme (RNIP) which requires KiwiRail to prepare a ten-year investment programme, in line with the Government's strategy for rail. The new model came into effect on 1 July 2021, enabling KiwiRail to access the National Land Transport Fund (NLTF) to deliver the RNIP.[36]

[36] KiwiRail, *Budget 2022 continues rail rebuild,* (Wellington: KiwiRail, 2022), accessed 28 November 2022, https://www.kiwirail.co.nz/media/budget-2022-continues-rail-rebuild/#:~:text=The%20new%20model%20came%20into,three%20years%20of%20the%20RNIP.

Ten-year Forecasts of Revenue and Expenditure

The LTMA requires RLTPs to include a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the Plan. Long-term plan and annual plan processes will affect the values, as will ongoing reviews of the activities proposed. However, the 10-year forecast does give an indicative forecast of expenditure based on the best information available at this time.

Otago Regional Council

State Highways - Otago

Central Otago District Council

Clutha District Council

Dunedin City Council

Queenstown Lakes District Council

Waitaki District Council

Department of Conservation - Otago

Environment Southland

State Highways - Southland

Department of Conservation - Southland

Gore District Council

Invercargill City Council

Southland District Council

Key Outcomes from Road Network Activity Management Plans

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

The information contained in Appendix 8 - Key Outcomes from Road Network Activity Management Plans has been provided directly by the respective territorial authorities as a summary of the key focus for their funding applications. This provides territorial authorities the opportunity to directly contribute to RLTP content as well as providing for greater ownership of their funding application. The format of each input varies depending on the source.

Regional Programme of Transport Activities

Committed Activities

Otago Regional Council

Otago State Highways

Dunedin City Council

Queenstown Lakes District Council

Southland State Highways

Invercargill City Council

Improvement Activities – (Over $2 million require prioritisation)

The prioritisation approach adopted for projects requiring prioritisation in the RLTP has been developed by the Transport Special Interest Group (TSIG) on behalf of the Regional Sector and approved by Waka Kotahi. Full details are included in Appendix 5.

Otago Regional Council

State Highways - Otago

Central Otago District Council

Clutha District Council

Dunedin City Council

Queenstown Lakes District Council

Waitaki District Council

Department of Conservation – Otago

State Highways – Southland

Department of Conservation Southland

Gore District Council

Invercargill City Council

Southland District Council

Summarised Improvement Project Tables – Grouped by Transport Priority

Otago

Transport Priority One: %						
Approved Organisation	Project or Package Name	Description	NLTP period	Phase Cost 2021/24	Phase Cost 2024/27	RTC Recommended Priority

Transport Priority Two: %						
Approved Organisation	Project or Package Name	Description	NLTP period	Phase Cost 2021/24	Phase Cost 2024/27	RTC Recommended Priority

Transport Priority Three: %						
Approved Organisation	Project or Package Name	Description	NLTP period	Phase Cost 2021/24	Phase Cost 2024/27	RTC Recommended Priority

Southland

Transport Priority One: %						
Approved Organisation	Project or Package Name	Description	NLTP period	Phase Cost 2021/24	Phase Cost 2024/27	RTC Recommended Priority

Transport Priority Two: %						
Approved Organisation	Project or Package Name	Description	NLTP period	Phase Cost 2021/24	Phase Cost 2024/27	RTC Recommended Priority

Transport Priority Three: %						
Approved Organisation	Project or Package Name	Description	NLTP period	Phase Cost 2021/24	Phase Cost 2024/27	RTC Recommended Priority

Future Activities Not Necessarily at Funding Request Stage

Activities RTC Members would like to see in future RLTPs

Authority	Project	Funding Required (if known)

Monitoring Framework

This section outlines the set of measures and indicators that will be used to track the progress of this RLTP's strategic objectives and outcomes which is in accordance with section 16(6)(e) of the Land Transport Management Act 2003.

The monitoring framework is based on the Ministry of Transport Outcomes:

- Inclusive access
- Healthy and safe people
- Environmental sustainability
- Resilience and security

- Economic prosperity

The monitoring framework consists of those measures and indicators that will be used to monitor progress toward regional outcomes. Please see Waka Kotahi's website for List of investment performance measures.

Appendix 1 - Otago and Southland Rūnanga

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

- **Te Rūnanga o Moeraki:** The takiwā of Te Rūnanga o Moeraki centres on Moeraki and extends from Waitaki to Waihemo and inland to the Main Divide.

- **Kāti Huirapa Rūnaka ki Puketeraki:** The takiwā of Kāti Huirapa ki Puketeraki centres on Karitāne and extends from Waihemo to Purehurehu and includes an interest in Dunedin (Otepoti) and the greater harbour of Ōtākou. The takiwā extends inland to the Main Divide sharing an interest in the lakes and mountains to Whakatipu-Waitai with rūnanga to the south.

- **Te Rūnanga o Ōtākou:** The takiwā of Te Rūnanga o Ōtākou centres on Ōtākou and extends from Purehurehu to Te Matau and inland, sharing an interest in the lakes and mountains to the western coast with rūnanga to the North and to the South (includes the city of Dunedin).

- **Waihōpai Rūnaka:** The takiwā of Waihōpai Rūnaka centres on Waihopai and extends northwards to Te Matau sharing an interest in the lakes and mountains to the western coast with other Murihiku rūnanga and those located from Waihemo (Dunback) southwards.
- **Te Rūnanga o Awarua:** The takiwā of Te Rūnanga o Awarua centres on Awarua and extends to the coasts and estuaries adjoining Waihōpai sharing an interest in the lakes and mountains between Whakatipu-Waitai and Tawhititarere with other Murihiku rūnanga and those located from Waihemo southwards.

- **Te Rūnanga o Ōraka-Aparima:** The takiwā of Te Rūnanga o Ōraka-Aparima centres on Ōraka and extends from Waimatuku to Tawhititarere sharing an interest in the lakes and mountains from Whakatipu-Waitai to Tawhititarere with other Murihiku rūnanga and those located from Waihemo southwards.

- **Hokonui Rūnanga:** The takiwā of Hokonui Rūnanga centres on the Hokonui region and includes a shared interest in the lakes and mountains between Whakatipu-Waitai and Tawhitarere with other Murihiku rūnanga and those located from Waihemo southwards.

Appendix 2 - Future Opportunities

Shaping Future Dunedin Transport

Dunedin's central city transport network has functioned largely unchanged for about 50 years. Following the adoption of Dunedin's Integrated Transport Strategy in 2013, the Dunedin City Council (DCC) completed a Strategic Case for City Centre Access, Mobility and Safety, which was followed in 2014 by a Programme Business Case (PBC).[37] The PBC identified long standing issues of severance created by arterial routes through areas of high place value in Dunedin, such as the tertiary precinct, warehouse precinct and Queens Gardens.[38]

Construction of the new hospital in Dunedin's city centre is expected to have a significant effect on the job market in the short and medium term and enhanced opportunities for the medical sector on completion. The hospital build, together with upgrades to central city streets and the tertiary precinct provides a unique opportunity for Dunedin to improve how people come into and move about the central city. Under the 'Connecting Dunedin' partnership, DCC, Waka Kotahi, and ORC are working collaboratively to investigate and progress changes to Dunedin's main transport networks that support land use change.[39]

The Shaping Future Dunedin Transport Programme Business Case (Business Case) identifies changes to the Dunedin transport network, which would ensure the new hospital is highly accessible and connected to the city. [40]

The Business Case builds on the Dunedin's Liveability Programme aimed at improving pedestrian, cycle and public transport networks to facilitate mode shift and increase safety.

Wakatipu Way to Go

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

Travel in Queenstown is predominately by private car, with private car trips making up 84% of trips on State Highway 6A between Queenstown town centre and Frankton.[41] Sections of the road network are reaching capacity, and the impact of disjointed land use and transport planning is painfully apparent with communities increasingly complaining of unreliable travel times.

The Way to Go partnership between Queenstown Lakes District Council (QLDC), Otago Regional Council and Waka Kotahi was established to understand transport issues and to help provide an effective and safe transport system that offers alternative modes of transport.[42] Rapid growth and car dominance in the Queenstown area are the two fundamental transport problems, resulting in efficiency, amenity, and safety issues.[43] QLDC has partnered with Kai Tahu and Central Government to develop a spatial plan for the district. The plan has five spatial outcomes including 'Consolidated

[37] Stantec, *Shaping Future Dunedin Transport Programme Business Case*, (Wellington: Stantec, 2021), 19 assessed November 28, 2022, https://nzta.govt.nz/assets/projects/shaping-future-dunedin-transport/SFDT-programme-business-case.pdf
[38] Stantec, *Shaping Future Dunedin Transport Programme Business Case*, 19
[39] Stantec, *Shaping Future Dunedin Transport Programme Business Case*
[40] Stantec, *Shaping Future Dunedin Transport Programme Business Case*, 19
[41] Waka Kotahi NZ Transport Agency, *Queenstown Business Case - Summary Report*, (Wellington: Waka Kotahi NZ Transport Agency, 2020), assessed November 28, 2022, https://www.qldc.govt.nz/media/jundqt0n/5ab-queenstown-business-case-summary-report.pdf
[42] Queenstown Lakes District Council, *Way To Go*, (Queenstown: Queenstown Lakes District Council), assessed November 28, 2022, https://www.qldc.govt.nz/services/transport-and-parking/way-to-go
[43] Waka Kotahi NZ Transport Agency, *Queenstown Integrated Transport Programme Business Case*, (Wellington: Waka Kotahi NZ Transport Agency, 2017), assessed November 28, 2022, https://www.qldc.govt.nz/media/yrlhbqnm/queenstown-integrated-transport-strategy.pdf

future growth and more housing choice' and 'Public transport, walking and cycling is the preferred option for daily travel.'[44]The Better Ways To Go – a mode shift plan for the Queenstown Lakes District has been released and outlines how QLDC, ORC and Waka Kotahi will collaborate to increase the use of alternative modes of transport.

The Wānaka area is also undergoing rapid change and following Queenstown's path. Work in relation to the Wānaka Town Centre Master Plan identified the most significant issue in Wānaka is accessibility, with main destinations not well connected to residential areas for all modes.[45] Also, Ccngestion and severance are exacerbated by limited route options and transportation and land use planning not being integrated across large scale developer-led housing and commercial projects.

Central Otago

Cromwell 'Eye to the Future'

Cromwell is experiencing a period of prolonged and unprecedented growth, fuelled by the thriving horticulture and viticulture industries and its position as a strategic hub for tourism and freight distribution. A master-planning process Eye to the Future, is underway which will set out long-term development plans for Cromwell focussing on the CBD, the growth of urban areas linked to the township and the surrounding townships.[46]

Vincent Spatial plan

The Vincent Spatial Plan has been developed and adopted by the Central Otago District Council to address the future challenges and opportunities concerning growth and land use in the Alexandra Basin, including Alexandra, Clyde, Omakau and Ophir.[47]

Invercargill CBD upgrade

In Invercargill, the inner city redevelopment will significantly enhance the city and the consumer experience. The redevelopment has influenced the job market in Southland and has provided many positive economic flow on effects. The Invercargill City Centre Master Plan is also underway which will direct improvements to produce more vibrant attractive streets and create more public spaces.[48]

Waitaki

The final version of the Oamaru Harbour Plan was released in February 2021. The plan takes a comprehensive look at the harbour and surrounding area and considers a variety of solutions to ensure it remains a vital community asset now and into the future.[49] The plan considers how to safeguard what people see as unique while also allowing for future development and commercial usage.

[44] Queenstown Lakes District Council, *Queenstown Lakes Spatial Plan*, (Queenstown: Queenstown Lakes District Council), assessed November 28, 2022, https://www.qldc.govt.nz/your-council/council-documents/queenstown-lakes-spatial-plan#partnership
[45] Queenstown Lakes District Council, *Wānaka Town Centre Masterplan*, (Queenstown: Queenstown Lakes District Council), assessed November 28, 2022, https://www.qldc.govt.nz/services/transport-and-parking/way-to-go/wanaka-town-centre-masterplan
[46] Central Otago District Council (CODC), *Cromwell Masterplan*, (Otago: CODC, 2022), assessed December 5, 2022, https://www.codc.govt.nz/your-council/project-updates/cromwelleyetothefuture#toc-link-0
[47] CODC, *The Vincent Spatial Plan*, (Otago: CODC, 2022), assessed December 5, 2022, https://www.codc.govt.nz/your-council/project-updates/vincent-spatial-plan
[48] Invercargill City Council (ICC), *City Centre Master Plan*, (Invercargill: ICC, 2020), assessed December 5, 2022, https://icc.govt.nz/citystreets/citycentreplan/
[49] Waitaki District Council (WDC), *Oamaru Habour Plan*, (Ōamaru: WDC, 2022) assessed 5 December 2022, https://www.waitaki.govt.nz/Council/Council-Property/Oamaru-Harbour/Oamaru-Harbour-Plan

Clutha District

The Clutha District Council Infrastructure Strategy outlines that the district has a comparatively high level of risk on low volume rural roads. The priority areas for the Council are safety treatments and infrastructure improvements on high-risk roads and along tourist routes, enhanced accessibility and safety within townships and tackling unsafe speeds on roads. [50] The Infrastructure Strategy outlines that communities are increasingly calling for better crossing facilities, public transportation, and slower speeds, particularly around schools.

Southland District Council

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

Outlined in the Southland District Council's Long Term Plan (LTP) 2021 – 2031, both the bridge network and road rehabilitations are currently underfunded by a significant amount.[51] The 2018-2028 LTP established an approach of focussing on the 20 percent of roads that carry approximately 80 percent of the traffic volume. Council is continuing to focus on the higher volume roads. The scale of the network is an issue, in conjunction with the revenue currently generated to maintain the network. It is anticipated that climate change will introduce a number of issues on the network over time. Options to close this gap include rationalisation, a reduction in level of service, or an increase in revenue generation. [52]

Milford (Piopiotahi) – Milford Opportunities Project

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

The Milford Opportunities Project (MOP) was established as a multi-agency approach to consider how visitors to Milford Sound and the Milford Corridor should be managed. The purpose of the MOP was to create an ambitious masterplan for Milford Sound, the Milford corridor and its sub-regional area.[53] The MOP has been described as "a once in a generation chance to reshape the gateway to Milford Sound Piopiotahi and redesign our transport infrastructure to benefit locals, visitors, and our environment."[54] The MOP released the Masterplan to the public on 28 July 2021. The masterplan outlines recommendations for overcoming tourism pressures. The next phase of the MOP will involve a considerable amount of planning, feasibility testing and consultation.[55]

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[50] Clutha District council, *Our Place Clutha District Council - Long Term Plan 2021/31 | Infrastructure Strategy*, (Otago: Clutha District Council) assessed 5 December 2022, https://www.cluthadc.govt.nz/repository/libraries/id:2c0gik8bh17q9s5atec4/hierarchy/publications/strategies/Infrastructure%20Strategy.pdf

[51] Southland District Council (SDC), *Long Term Plan 2021-2023*, (Southland: SDC, 2021), assessed 5 December 2022, https://www.southlanddc.govt.nz/assets/ltp2021/Southland-District-Council-LTP-2021-2031.pdf

[52] Southland District Council (SDC), Long Term Plan 2021-2023

[53] Great South - Southland Regional Development Agency, *Southland Murihiku Destination Strategy 2019 -2029 12 month review*, (Invercargill: Great South, 2021), assessed 5 December 2022, https://greatsouth.nz/storage/app/media/Publications/Southland%20Murihiku%20Destination%20Strategy%20Update%20Report%20-%20A4.pdf

[54] New Zealand Government, *Next steps taken to deliver Milford Opportunities Project*, (Wellington: New Zealand Government, 2022) assessed 5 December 2022, https://www.beehive.govt.nz/release/next-steps-taken-deliver-milford-opportunities-project

[55] Department of Conservation (DOC), *Ministers outline next phase of Milford Opportunities Project*, (Wellington: DOC, 2022), assessed 5 December 2022, https://www.doc.govt.nz/news/media-releases/2022-media-releases/ministers-outline-next-phase-of-milford-opportunities-project/

Appendix 3 - Key provisions of the Land Transport Management Act 2003

The Land Transport Management Act 2003 (LTMA) guides the development and content of regional land transport plans. The key provisions of this act are set out below:

14 Core requirements of regional land transport plans

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

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

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

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

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

16 Form and content of regional land transport plans

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

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

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

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

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

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

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

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

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

18 Consultation requirements

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

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

18G Separate consultation with Māori on particular activities

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

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

35 Needs of transport-disadvantaged must be considered

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

Appendix 4 - Assessment of Legislative Compliance

An RLTP must be assessed for compliance with the core requirements for RLTPs as set out in Section 14 of the Land Transport Management Act 2003 and subsequent amendments (see Table 16).

Table 16: Assessment of Legislative Compliance LTMA

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

Section 14(c)(i)	RTCs have taken into account any National Energy Efficiency and Conservation Strategy	**Complies**: The NZEECS has been taken into account in the development of these plans. Energy efficiency considerations principally relate to supporting efficient freight movement, and promoting less energy-intensive modes of transport, such as public transport, walking and cycling and ride share have been taken into account. **Note:** New Energy Efficiency Strategy to be released end of 2024
Section 14 requirements		**Assessment of compliance**
Section 14(c)(ii)	RTCs have taken into account relevant national and regional policy statements or plans under the Resource Management Act 1991	**Complies**: When developing the strategic framework, each Committee has taken into account transport-related provisions in their region's Regional Policy Statements. Each local authority has confirmed that it has taken into account the pertinent district plan and regional plans when submitting activities for inclusion in its draft RLTPs. WAKA KOTAHI has also confirmed this.
Section 14(c)(ii)	RTCs have taken into account any likely funding from any source	**Complies:** The Committees considered various sources of funding, including the possibility of development contributions, cost sharing by landowners, and Government funding outside of the NLTF e.g. funding for cycle ways, and the Provincial Growth Fund.

Appendix 5 - Approach to Significant Project Prioritisation (Projects over $2 million)

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

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

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

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

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

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

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

Value Proposition

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

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

Prioritisation Approach

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

their prioritisation process but still provide Waka Kotahi with confidence that a consistent approach has been taken across the sector.

Principles to be applied

The base principles are:

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

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

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

Statutory Context

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

- an outline of funding sources, e.g. NLTF, local rate contributions, central government (PGF, NZUP etc);
- a list of the region's 'significant' activities proposed for funding over the next 3 to 6 years in priority order;
- a list of inter-regionally 'significant' transport activities;
- a 10-year financial forecast.

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

A suggested definition of 'significant activities' is provided in Table 17, and could be adapted to reflect each region's requirements as defined by the RLTP strategic 'front end'.

Table 17: Definition of Significant Activities

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

Prioritisation Approach

- To link the strategic 'front end' with the 'Improvement Activities >$2 million' requires AOs to align their projects with the 'most fitting' investment priority agreed by the RTC.
- In most regions, there will not be many Improvement Activities >$2 million included in the RLTP. (Note: The low cost/low risk threshold has been increased to $2 million per project).

- If more than one project aligns with an investment priority, the RTCs technical officers advisory group will need to achieve consensus on each project's contribution to the investment priority using their professional expertise.

Example Scenario

In this scenario, there are only five activities that meet the definition of significant activity for the two investment priorities (see Figure 20). For the prioritisation, the TOG used their technical expertise and local knowledge to achieve an agreed contribution distribution or the two activities.

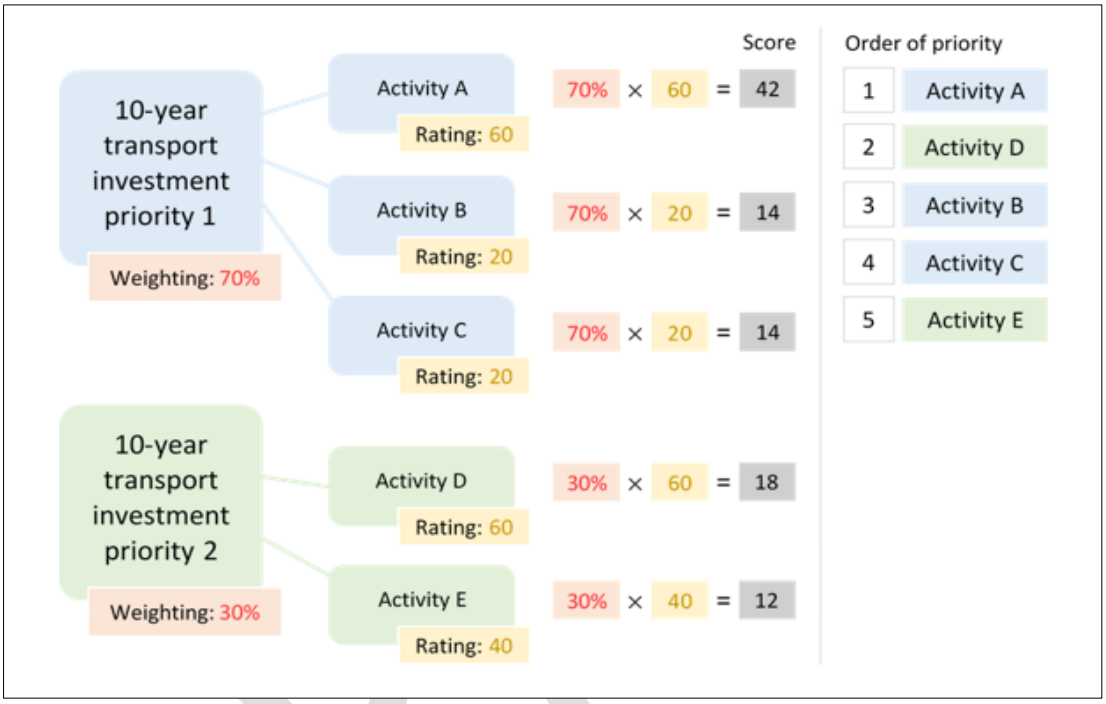

Figure 20: Prioritisation approach

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

Appendix 6 - Police Activities

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

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

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

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

Appendix 7 - Policy on Significance in relation to RLTP Variations

Background

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

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

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

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

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

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

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

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

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

Step One: Consider the nature and scope of the variation

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

Table 18: Significance of variation

Not 'significant' and usually no formal variation or public consultation required	May be 'significant'
• Activities that are in the urgent interests of public safety. • New activities involving preventative maintenance and emergency reinstatement. • Changes to or new 'automatically included' activities of local road maintenance, local road minor capital works, existing public transport services, low cost/ low risk programmes, road safety promotion programmes, statutory planning (RLTPs, RPTPs, AMPs). • A scope change that does not significantly alter the original objectives of the project. • Changes to national level programmes, including the Road Policing programme • Delegated transfers of funds between activities within groups. • Supplementary allocations, or end of year carryover of allocations. • Replacing one project with another project within a group of generic projects. • Variations to timing, cash flow or total cost for improvement projects where the total cost impact is less than 20% of the estimated cost.[56] • Addition of an activity or activities that have previously been consulted on in accordance with s18 and s18A of the LTMA and which the RTC considers complies with the provisions for funding approval in accordance with s20 of that Act. • A change of responsibility for implementing an approved activity from one agency to another.	• The addition of a new significant activity (one that would usually require prioritisation – refer Appendix 5) that is not in the urgent interest of public safety, or emergency reinstatement. • Any change that impacts on the overall integrity of the RLTP, including its overall affordability. • Has a moderate impact on a large number of residents, or a major impact on a small number of residents where these impacts have not been mitigated through previous consultation or change to the proposed activity.

Step Two: Consider the effect of the variation

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

Table 19: Significance of variation public consultation

Significance policy in relation to Plan variations
Where a variation to the RLTP is required, the significance of that variation will always be determined on a case-by-case basis. The variation will be considered in relation to its impact on the RLTP as a whole, rather than as a standalone change. When determining the significance of a variation to the RLTP, consideration must be given to the extent to which the variation would: • materially change the balance of strategic investment in a programme or project; • impact on the contribution to the LTMA purpose, Government objectives and/or GPS objectives and priorities; • impact on the community; and

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

- affect the integrity of the RLTP, including its overall affordability.

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

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

Appendix 8 - Key Outcomes from Road Network Activity Management Plans

Central Otago District Council

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

Intend to increase renewals investment for unsealed roads by 13% (in today's dollars) to meet increased costs to deliver the same level of service. This does not fully address the backlog in renewals work over the 2021-2024 AMP period, but ensures that the maintenance and renewals response to more roads being classified as 'Access Roads' from ONRC Moderation can be funded – and ensure no further negative impacts on Low Volume Tracks. This is supported, in part, by a 16% real increase in drainage renewals – allowing the Council to plan for targeted expenditure on improved drainage at rural sites as well as addressing urban drainage service gaps.

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

- the district's Long-term strategy for aggregate sourcing and supply. This is being developed in conjunction with the Unsealed Roads Performance Framework and Cross-Organisation initiatives such as investing in glass crushing facilities, which can produce a recycled product suitable for inclusion in some roading aggregates. Significant cost savings are being targeted through improvements in supply and gravel resources planning;

- commencement of the Central Otago District Bridge Strategy, ensuring that long-term investment in bridge assets provides the community with expected levels of service, whilst remaining affordable. Will continue programme of investment to replace high priority small bridges on network, provide for key structural replacements where identified as best-value and plan for the larger structures due for replacement at the end of their useful lives. Replacement of the existing one-lane Omakau bridge on Ida Valley Omakau Road is currently planned for 2030;

- supporting the Central Otago District Council in ensuring the infrastructure upgrades required as part of the huge growth continuing in the District, alongside the outcomes of the Cromwell Masterplan and Vincent Masterplan processes, can be funded;

- ensuring that the energy usage and cost savings that can be delivered as part of the district's LED street lighting upgrades are maximised.

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

- the Bannockburn Bridge clip-on structure, separating pedestrians and cyclists from one of the District's busiest rural roads, is due for completion in the first half of 2020. This facility provides a key link as part of the new Lake Dunstan Cycle Trail, and has been funded between Central Otago District Council, Waka Kotahi and the Central Otago Queenstown Trail Network Trust;

- further Capital Improvements providing safe and enjoyable connections between the end of the Lake Dunstan Trail at the Clyde Dam, Clyde Historic Precinct, Clyde River Park and the Otago Central Rail Trail are planned between 2020/21 and 2023/24;

- walking and cycling forms a key part of planned Capital Improvement investment in Alexandra and Cromwell CBDs;

- some of these costs are able to be offset by a managed small reduction in maintenance and renewals expenditure for footpaths. Central Otago District Council has developed a first-of-its-kind asset deterioration model for footpaths using dTIMS – allowing optimisation of planned forward works programmes and supporting best-value investment, in conjunction with contractor.

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

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

Clutha District Council

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

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

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

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

Dunedin City Council

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

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

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

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

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

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

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

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

sanctuary) situated on the Otago Peninsula and surrounding hillsides is key in supporting Dunedin's tourist economy and reputation as a popular tourist destination.

Queenstown Lakes District Council

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

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

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

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

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

Waitaki District Council

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

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

Activity Management Planning has increased by 74%. Council has included a project in the first year to identify transport planning needs in the district over and above the project for activity management plans. Community focussed activities is also increasing by 5%.

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

State Highway Investment Proposal - Otago

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

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

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

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

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

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

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

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

Department of Conservation - Otago

Otago accounts for DOC's second largest roading length by region (329.9 km), although only 39% of this length is eligible for Waka Kotahi funding. The nature of the roading in this region is diverse, ranging from accesses to coastal reserves through to accesses to reserves and tracks. This area also

features a number of ex-farm roads that have come under our control as an outcome of high-country tenure reviews – generally these roads are ineligible for Waka Kotahi funding support. The DOC programme is predominantly maintenance and operations activities.

Gore District Council

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

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

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

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

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

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

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

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

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

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

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

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

Invercargill City Council

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

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

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

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

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

Southland District Council

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

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

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

State Highway Investment Proposal Southland

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

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

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

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

Department of Conservation - Southland

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

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

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

Limitation of alignment of funding requests with Waka Kotahi Database

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