OTAGO REGIONAL COUNCIL AND ENVIRONMENT SOUTHLAND

Agenda for a meeting of the Otago and Southland Regional Transport Committees to be held in the Central Otago District Council Chamber, 1 Dunorling Street, Alexandra on Tuesday 16 December 2014 commencing at 10.30 am

Membership

Otago Regional Transport Committee:
Cr Trevor Kempton (ORC, Chair)
Cr Graeme Bell (ORC, Deputy Chair)
Cr Hamish Anderson (CDC)
Cr Barrie Wills (CODC)
Cr Kate Wilson (DCC)
Cr Lyal Cocks (QLDC)
Cr Guy Percival (WDC)
Mr Jim Harland (NZTA)

Southland Regional Transport Committee:
Chairman Ali Timms (Environment Southland, Chair)
Cr P Jones (Environment Southland)
Cr N Davis (Gore District Council)
Cr Lindsay Thomas (Invercargill City Council)
Cr Brian Dillon (Southland District Council)
Mr Jim Harland (NZTA)

Apologies **Mr Jim Harland**

In attendance

Confirmation of agenda

Minutes

The minutes of the joint Otago/Southland RTC meeting held on 25 August 2014, having been circulated, for confirmation/noting.

Matters arising from minutes

Items for discussion

Item 1
2014/1987 **Regional Land Transport Plan development**. F McRae and R Hawkes, 5/12/14

The report covers the Draft Otago Southland RLTP and the Hearings process, and recommends that the draft RLTP 2015-45 be endorsed, and the hearing panel composition, dates and locations be confirmed. The Draft RLTP is circulated with the agenda.

Minutes of the Combined Regional Transport Committees (*Ropu Tiaki Waka-a-Rohe*) Meeting of the Southland Regional Council and Otago Regional Council, held at Gore District Council, Civic Avenue, Gore on Monday, 25 August 2014, at 10.30 am

Present:

Southland Regional Transport Committee

Chairman A Timms	Environment Southland (*Chair*)
Cr P Jones	Environment Southland
Cr N Davis	Gore District Council
Cr B Dillon	Southland District Council
Cr L Thomas	Invercargill City Council

Otago Regional Transport Committee

Cr T Kempton	Otago Regional Council (*Chair)*
Cr G Bell	Otago Regional Council
Cr H Anderson	Clutha District Council
Cr B Wills	Central Otago District Council
Cr K Wilson	Dunedin City Council
Cr B Kingan	Waitaki District Council
Mr B Richards	NZ Transport Agency (*for Mr J Harland*)
Cr A Forbes	Queenstown Lakes District Council (*for Cr L Cocks*)

In Attendance:

Mr R Hawkes	Environment Southland
Mr R Pearson	Invercargill City Council
Mr I Marshall	Southland District Council
Mr J Bourque	Southland District Council
Mr M Hasler	Gore District Council
Mr T Sizemore	NZ Transport Agency
Dr J Turnbull	Otago Regional Council
Mr D Mander	Queenstown Lakes District Council
Mr C Bopp	Clutha District Council
Ms A McAlevey	Otago Regional Council
Ms E Flinn	Otago Regional Council
Mr M Voss	Waitaki District Council
Mr M Harrison	Dunedin City Council
Ms K Huard	Dunedin City Council
Ms J Muir	Central Otago District Council
Mrs D O'Donnell	Environment Southland (*Minutes*)

1 Welcome (*Haere mai*)

Chairman Timms welcomed everyone to the combined meetings of the Otago and Southland Regional Transport Committees. Chairman Timms thanked Cr Kempton for allowing her to chair today's meeting.

2 Apologies (*Nga pa pouri*)

By consensus:

That an apology for absence be recorded on behalf of Mr J Harland (New Zealand Transport Agency).

Carried

3 Confirmation of Agenda

No additional items were proposed to be added to today's agenda.

4 Confirmation of Minutes *(Whakau korero)*

(a) Combined Otago/Southland Regional Transport Committee – 3 April 2014

By consensus:

That the minutes of the combined Otago/Southland Regional Transport Committee meeting held on 3 April 2014 be taken as read and confirmed as a true and correct record.

Carried

(b) Otago Regional Transport Committee – 3 April 2014

Resolved:

Moved Cr Bell, seconded Cr Wills the minutes of the Otago Regional Transport Committee meeting held on 3 April 2014 be taken as read and confirmed as a true and correct record.

Carried

6 Items for Discussion

Item 1 – Additions to the Regional Land Transport Programmes for Otago and Southland

Mr Hawkes explained that this item had been requested by the New Zealand Transport Agency (NZTA) to allow HPMV upgrades of the structures on SH8 (Dunedin to Queenstown) and SH1 (Clinton to Bluff). The NZTA Planning and Investment group believed that it was necessary for these changes to be variations to the Regional Land Transport Programmes for Otago and Southland.

(a) Request to vary the Regional Land Transport Programme 2012-15: HPMV Route – Dunedin to Queenstown – Bridge Strengthening

It was agreed that the requested change was not significant and that it would be counter-productive if the change was not supported by the Committee.

There was some discussion regarding the Beaumont Bridge and whether it would be possible to use this for HPMV vehicles. Mr Richardson advised that it was likely to be all right for this use. Lights had been placed on the bridge, which had helped stop the deterioration of the structure.

Resolved:

Moved Cr Wilson, seconded Cr Wills that the Regional Transport Committee:

1. **agrees the requested variation is not significant in terms of its Regional Land Transport Programme significance policy;**

2. **agrees to vary the Regional Land Transport Programme 2012-15 by adding the proposed activities, as set out in Attachment 1 of the report on the agenda;**

3. **recommends this variation to the Otago Regional Council for its consideration.**

Carried

(b) Request to vary the Regional Land Transport Programme 2012-15: HPMV Route – Clinton to Bluff – Bridge Strengthening

The proposed variation was to add a new item to Activity Class 13: *HPMV Upgrade State Highway1 Bluff to Edendale to Clinton.* This related to the strengthening of bridges, as required, to enable the whole of State Highway 1 within Southland to be made capable of carrying high productivity motor vehicles (HPMVs).

Resolved:

Moved Cr Jones, seconded Cr Davis that the Regional Transport Committee:

1. **determine the requested variation is not of significance in terms of its RLTP Significance Policy;**

2. **endorse the "HPMV-SH1-Bluff to Edendale to Clinton" as a new activity within the Southland Regional Land Transport Programme 2012-15.**

Carried

Item 2 – Otago-Southland Regional Land Transport Plan Preparation

This report covered a number of matters, including:

- the joint submission on the Government Policy Statement (GPS);
- the development process for the Otago-Southland Regional Land Transport Programme 2015-21 (RLTP);
- significance policy and definitions;
- strategic section of the RLTP;
- State Highway resilience.

Joint submission on the GPS

The Otago Regional Council and Environment Southland recently made a joint submission on behalf of the Otago and Southland Regional Transport Committees to the Ministry of Transport on the draft GPS on Land Transport 2015. A copy of the submission was appended to the agenda for today's meeting.

RLTP development process

The proposed timeline for the development of the RLTP was considered.

It was noted that the Otago Regional Council had scheduled a Council meeting on 30 October 2014, so the proposed Regional Transport Committee workshop (scheduled to be held on the same day) needed to be re-scheduled. It was suggested that this meeting be held on 5 November 2014 (the venue still to be Alexandra).

- *Hearings process*

  Questions were raised as to whether the hearings should be run jointly and how much input the Regional Advisory Group (RAG) would be required to provide. It was suggested that the RAG could collate the submissions, and provide recommendations for each submission.

  There was some discussion in regard to the merits of joint hearings. It was noted that representatives from Otago on the hearing panel may not know much about Southland issues, and vice versa. However, there may be some issues relevant to both regions, such as heavy trucks.

  It was agreed that, if there were submissions on region specific issues, the hearing panel would defer to the relevant member(s). This was consistent with the idea that the major issues were similar for both regions.

  A joint hearing panel was supported.

  The size of the hearing panel was discussed. It was noted that, in the past, panels have included as many Committee member as have wanted to be involved.

It was noted that a large hearing panel could be onerous for submitters. At the last few hearings that the Southland Regional Transport Committee had held, there had not been a large number of submissions received.

Chairman Timms suggested that teleconferencing or video conferencing would allow Councillors to attend hearings without having to travel significant distances. There was some discussion as to whether this was provided for in the Local Government Act. However, it was noted that this mechanism had been used in the past and would be helpful, where available.

Hearings were likely to be held in 3-4 different places, which may limit the availability of those who could be on the hearing panel.

In regard to input from the RAG, those present supported the RAG providing recommendations for the submissions.

- *Next steps*

It was explained that the next step was to decide what projects should be included in the RLTP. The significant projects also needed to be prioritised. It was explained that there were some activities that had to be included, such as road maintenance and renewals. There were also a number of discretionary activities that may be included.

It was decided that the RAG would undertake preparatory work prior to the next workshop.

Significance policy and definitions

The draft significance policy for Otago-Southland RLTP was appended to the agenda for today's meeting.

Mr Richards suggested that the amount of $4.5M, in the definition of capital projects, should be changed to $5M.

Ms McAlvey outlined the purpose and structure of the draft significance policy.

Significant activities were defined as those that were typically high-cost, new projects – not regular, day-to-day activities. Cr Kempton asked what a large, high cost, project would be. Dr Turnbull suggested that judgement in regard to this needed to be made on the day – a significant project would need to tick all boxes, and was not only related to cost.

Activities of inter-regional significance needed to be identified. Activities of national significance were likely to be of inter-regional significance, e.g. those around freight or Lifelines.

Significant expenditure from other sources also needed to be identified. Mr Richards advised that $50-60M was being provided by Government, outside of the National Land Transport Fund (NLTF). The Kawerau Bridge would not be funded by the NLTF.

In response to a query in regard to NZTA's funding, Mr Richards advised that the NZTA could not borrow funds. It did, however, engage in public/private partnerships.

- *Local road minor and capital works*
  The definition in the report was agreed to, with the amount of $4.5M being changed to $5M.

- *Existing public transport services*
  It was agreed that the definition included in the report should be used in the development of the joint RLTP.

Strategic section of the draft RLTP

The draft Objectives and Policies for the Joint RLTP were included in the agenda for today's meeting.

Comments from the July workshop had been incorporated and the wording of the objectives had been tightened and re-ordered.

Policies had been provided to accompany the objectives.

It was noted that the document was still a work in progress. There would be more opportunities for input into this work.

The following points were noted:

- *Objectives 1.2 & 1.3* – aspirational; reduction by a percentage per year more realistic, or should be number of events rather than number of deaths. Targets for the Southern Region suggested a 40% reduction by 2020 – could be specific enough to form policy. To be re-worked.

- *Objective 1.6* – would like to see more general contamination referred to (although need to be clear in regard to the currently allowed use of oil on gravel roads to contain dust). Policy is about the safety of the roads, not the environment – could be broadened to include "road environment".

- *Objective 2.2* – definition of resilience could be included.

- *Objective 3* – discussion regarding the heading – it could be reworded to focus on changes, not just growth.

- *Objective 3.1* – first bullet point – alternate routes should be part of key objective, e.g. heavy vehicle bypasses can be more efficient that using the State Highway – amend "possible" to "appropriate"; third bullet point "all local roads" – needs more definition.

- *Objective 3.2* – cyclists going between trails on roading network covered in policy.

Policy #7 amend to read "identified *and catered for*" – move under primary policy.

- *Objective 4* – requires a primary policy noting that parking could be used as a demand management tool in all urban areas.

- *Objective 4.1* – safe pull-offs and parking areas for walkers need to be considered.

  Policy #6 – combine with Policy #5.

- *Objective 4.2* – use same wording as for Objective 4.1 (but for cycling, not walking).

- *Objective 4.3* – remove "just ahead of time"; include "prompting growth". Concerns re "growing steadily" – "prompting/grows with demand" more appropriate. Staff to provide more wording for this. Could be included with Objective 4.4.

- *Objective 4.6* – agreed; could include community initiatives – need to ensure minimising barriers to these.

  Policy #7 (other methods) – wider than rail corridors; include trails in general.

- *Objective 5.2* – amend to read "…costs *and benefits*".

- *Objective 5.3* - it was agreed that this objective could not be discarded.

- *Objective 5.4* – add comment re public transport; may be some exceptions to "the right time" in some situations.

  Policy #9 – fuel reserves – little influence over this – more for consideration by those compiling Lifelines strategies. Include something about port development and railways – noise and light pollution; key arterial routes and port infrastructure.

  Policy #10 – need to be careful don't insert barriers to alternative energy use; maintain adaptable network to allow new transport technologies.

- *Objective 5.5* – identified in GPS - cannot be discarded.

A break was taken for lunch 12.45-1.20 pm

Draft RLTP Mode Statement

A copy of the draft RLTP Mode Statement was included in the report and Ms McAlevey spoke to this, noting that the Statement reflected what was in the policies.

A section on other modes of transport had been included, to recognise things such as mobility scooters.

It was suggested that the reference to "under 10 km" in the cycling section should be removed, as this distance was too short.

There was some discussion regarding the issue of registration and licencing of mobility scooters and e-bikes. Mr Richards advised that the NZTA was not considering registration of these vehicles at this stage. There was some further discussion regarding this.

In regard to the strategy for managing the demand for travel and freight, it was suggested that demand management in this area should be left to the market.

State Highway Resilience

It was noted that the RTC had the opportunity to ask any Road Controlling Authority (RCA) to submit a specific project. It was up to the RCA how it responded to such requests.

A new activity class had been created – Resilience Projects. Mr Sizemore advised that he had the final draft programme for 2018-21 with him today. This included a number of projects, including key areas of Milford Road and Nevis Bluff (rock fall issues) and work on a number of sites on SH1. All of these projects were proposed to sit outside of the Regional Improvement Fund, but could be promoted and brought forward.

Mr Richards noted that, in the past, the Lindis Pass had been an issue for Central Otago – this could now be promoted as a resilience/safety issue.

Issues with slips and rock falls closing roads in several areas were noted. Mr Richards advised that the Haast Road would be fully open before the end of this year.

The Falls Creek bridge (near Hollyford) was in the programme for 2015-18.

Mr Sizemore advised that the Nevis Bluff was the main risk in the programme for 2015-18. The Roaring Meg bridge was also on the programme, but further out.

It was noted that the regional improvements activity class was not only about the State Highways – if a local authority could provide the local share, it could have other projects undertaken.

Mr Richards advised that this funding class was available for work in rural areas. The Government wanted to have money available for economic growth outside of the major urban areas. Local authorities would need to compete nationally for this funding on a first in, first served basis. The funds could be requested for any work, such as pavement replacement or bridge strengthening, subject to the normal Financial Assistance Rate (FAR).

Mr Sizemore explained that most of Southland's projects had been put into the 2015-18 programme, as the region's R funds had been underspent.

Mr Hawkes advised that it was up to Asset Managers now to decide what to put into the programme.

Mr Sizemore advised that a number of projects, particularly in the Queenstown/Wakatipu area, had been included for Regional Improvement Funding in the 2018-21 programme. These project included the Frankton Flats (SH6) congestion issues. Mr Sizemore noted that he would like to be able to promote some of these project to the 2015-18 programme, to ease congestion.

The Committee supported this.

Road closures on SH1 due to flooding were discussed. The need for works to minimise this to be brought forward into the 2015-18 programmes was supported by the Committee.

Mr Richards advised that an additional $100M in funding had been made available for the urban walking/cycling activity class. NZTA was not sure how to spend this funding, so this was an opportunity to have urban cycle lanes between trails improved (e.g. the Clyde underpass).

By consensus:

That the Otago and Southland Regional Transport Committees resolve to:

a. note the joint submission on the GPS;
b. agree that the hearings of submissions will be held jointly between the two Committees;
c. agree that the hearings will be held in Dunedin, Alexandra, Invercargill and Gore, with teleconference or video conferencing facilities available;
d. agree that the Regional Advisory Group will collate submissions and relevant information, and make recommendations to the Committees on these;
e. adopt the significance policy for inclusion in the Otago Southland Regional Land Transport Plan 2015-2021, subject to changes made today;
f. adopt the definitions of "local road minor capital works" and "existing public transport services", subject to changes made today, for use in developing the Otago Southland Regional Land Transport Plan 2015-2021;
g. note the work done so far on the strategic section of the Otago Southland Regional Land Transport Plan 2015-2021 and the input provided today;
h. agree to ask the New Zealand Transport Agency - Highways and Network Operations to submit a pan-regional project to improve State Highway resilience and efficiency (e.g. SH1 and SH6 – Frankton Flats) for

inclusion in the Otago Southland Regional Land Transport Plan 2015-2021, to commence as soon as possible after mid-2015.

Carried

Item 3 – Updates Local Authorities and NZTA

Invercargill City Council

- Working through the conclusion of its Asset Management Plan. Not loaded into Transport Investment Online (TIO) yet.

Central Otago District Council

- Has considered draft programme and signed it off. No capital works, only minor improvements – not yet in TIO.

Gore District Council

- Partway through an update of the Asset Management Plan – anticipated that this would be completed by mid-September. Not yet in TIO.

- Workshop on levels of service to be held next week.

Southland District Council

- Asset Management Plan to be finalised by mid-September – concerns re heavy vehicles, coastal erosion, levels of service (no reason to extend the life of some sealed roads).

Clutha District Council

- Started some sections of TIO. Looking for budgets to be signed off on 23 October.

Queenstown Lakes District Council

- Completed first cut of Asset Management Plan and on track to get it into TIO mid-September. Key challenges included access roads and the public transport system.

Dunedin City Council

- Undertaking a significant business case. On track to put the information into TIO. Council Executive team to meet tomorrow to discuss budgets.

- Asset Management Plan (AMP) – prepared a programme that reflected One Network Road Classification and levels of customer service, underpinned by roading network plan and in collaboration with Waitaki and Central Otago District Councils..

- Rewording AMP to bring in levels of customer service targets.

- Business case for shared service with Waitaki District Council being prepared.

- On track for entering information into TIO by 30 September.

Waitaki District Council

- Asset Management Plan almost completed – including One Network Road Classification and levels of service.

- Key challenges – resilience; changing weather patterns – flooding – need to look at alternate routes; land/stability issues.

- On track for entering information into TIO by 30 September.

NZTA – Highways and Network Operations

- State Highway Activity Management Plan had been signed and approved and was about to be printed. Regional summaries had been included in the plan this year.

- There were approximately 40 capital improvement projects in Otago/Southland, including the Beaumont Bridge and other minor bridge improvements.

- Currently in the process of loading the information into TIO.

Otago Regional Council

- Regional Public Transport Plan for Otago currently had been out for consultation, with over 80 submissions being received. Hearings would be held in the week 8-12 September. This plan needed to be finalised before the budgets could be put into TIO.

Dr Turnbull advised that she would like to initiate an Economic Network and Strategic Network Plan for Otago and suggested that this be put on the Regional Advisory Group agenda for the next meeting, to be discussed with NZTA.

By consensus:

That the Regional Transport Committees note the updates from the local authorities and the New Zealand Transport Agency.

Carried

There was some discussion regarding the number of acronyms being used in the reports for and during these meetings. Committee members asked that a glossary of acronyms be included in future documents.

Termination

There being no further business, the meeting closed at 2.10 pm.

environment SOUTHLAND
Te Taiao Tonga

Otago Regional Council

REPORT

Document Id: A703060

Report Number: 2014/1987
Prepared For: Otago and Southland Regional Transport Committees
Prepared By: Senior Transport Policy Analyst
Date: 5 December 2014

Subject: **Regional Land Transport Plan development**

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1. Précis

This report covers the following:

- **Draft Otago Southland RLTP**
  Work has progressed on the draft Regional Land Transport Plan 2015 - 2045 (draft RLTP). The draft RLTP is attached for discussion by the Regional Transport Committees (RTCs).
- **Hearings process**
  This report contains information to assist the RTCs on the membership of the submissions hearings panel.

2. Draft Otago Southland RLTP

Attachment 1 contains the draft RLTP to date. There are some portions yet to be completed that will not change the strategic direction of the Plan but are required to ensure compliance with the requirements of the LTMA. These will be completed and presented at the RTCs next meeting on 26 January 2015, along with any changes emerging from today's discussion.

The draft RLTP contains the strategic front end and the programme, both of which the RTCs have already viewed and discussed. The strategic front end has been changed since the RTCs meeting on 25 August 2014 to reflect feedback from Committee members.

The draft RLTP also sets out legislative requirements in Appendix F. The key requirements of regional land transport plans are set out in section14 of the Land Transport Management act 2003 (LTMA). Note particularly that the RTCs must be satisfied that the regional land transport plan—

(i) contributes to an effective, efficient, and safe land transport system in the public interest (the purpose of the LTMA); and
(ii) is consistent with the GPS on land transport.

The draft GPS 2015 has set three priorities for the allocation of funding. These are the same as for the previous GPS:

- economic growth and productivity;
- road safety; and
- value for money.

Staff consider that the draft RLTP both contributes to the purpose of the LTMA, and is consistent with the draft GPS on land transport.

The draft programme section reflects work of staff and Committee members at the workshop held on the 2 December on the inclusion projects, their significance and inter-regional significance. The Draft Programme covers two distinct planning periods. The first three years 2015/2018 is for funding requirements to be included in the next National Land Transport Programme. The second period 2019/21 provides a firm indication of the funding likely to be required in the subsequent NLTP. Total costs included in the respective programmes are;
Otago – 2015/18 - $432.3million, 2019/21 - $439.5million, Southland – 2015/18 – $218.5million, 2019/21 – $221.8million.

3. Hearings Process

It has previously been agreed that hearings on submissions to the draft RLTP will be held jointly. Staff recommend a membership of five panel members, with two members being from Southland, two from Otago, and one representative from NZTA. As the Otago and Southland RTCs are not joint under the LTMA, legally two plans are being prepared. The two plans will be published under a single cover to demonstrate the united nature of the plans. A single hearing panel as outlined above would need to be approved by each Regional Council to allow joint hearings to take place,

Both ORC and SRC are able to appoint persons they consider are suitable to hear submissions on a Regional Land Transport Plan. The recommended hearing panel membership will allow for input on both internal and inter-regional issues and sound combined recommendations to be made.

There is no legal requirement for panel members to be accredited to sit on the hearings panel for the draft RLTP. Note that recent changes to the Resource Management Act 1991 (RMA) have come into effect, extending the range of hearings under the RMA for which accreditation is required.

As the RTCs do not have the delegation to appoint sub-committees, this must be done through a Council meeting. The RTC should give guidance on their preferences for panel membership to the Otago and Southland Regional Councils at their next meeting in January 2015. Council meetings in February 2015 are scheduled at a suitable time to confirm the required Hearing Panel before hearings taken place in March.

Staff recommend that the final timing and location of hearings should be determined after submissions are received, in order to hold hearings in locations most suitable to both submitters and the hearing panel.

4. Recommendations

That the Committees

a) Endorse the draft Regional Land Transport Plan 2015 – 2045.
b) Confirm their intention to recommend a joint hearing panel be appointed with membership to be decided at the 26 January 2015 meeting.
c) Agree that the final dates and location of the hearings will be determined after submissions are received, with teleconference or video conferencing facilities available for submitters should they be required.

Fraser McRae
Director Policy, Planning and Resource Management, Otago Regional Council

Russell Hawkes
Manager Policy & Planning (Acting), Environment Southland

Draft

Otago Southland

Regional Land Transport Plan

2015 - 2025

Statement of proposal for public consultation

Prepared by the Otago and Southland Regional Transport Committees
February 2015

Version 9/12/2014 – not edited or formatted

Chairpersons' foreword

To be completed

Add signature

Trevor Kempton

Chairperson, Otago Regional Transport Committee

Add signature

Ali Timms

Chairperson, Southland Regional Transport Committee

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(Lists need updated, once tables and figures all inserted)

Executive Summary

To be completed

1 Introduction

1.1 Purpose of the plan

The Otago Southland Regional Land Transport Plan 2015 – 2025 (the plan) sets the strategic direction for land transport in Otago and Southland and describes the land transport projects proposed for the regions.

This plan is the first to combine the strategy and project components, which were previously required by the LTMA to be separately produced. It is also the first time close collaboration between Otago and Southland has been used to jointly produce a regional land transport planning document.

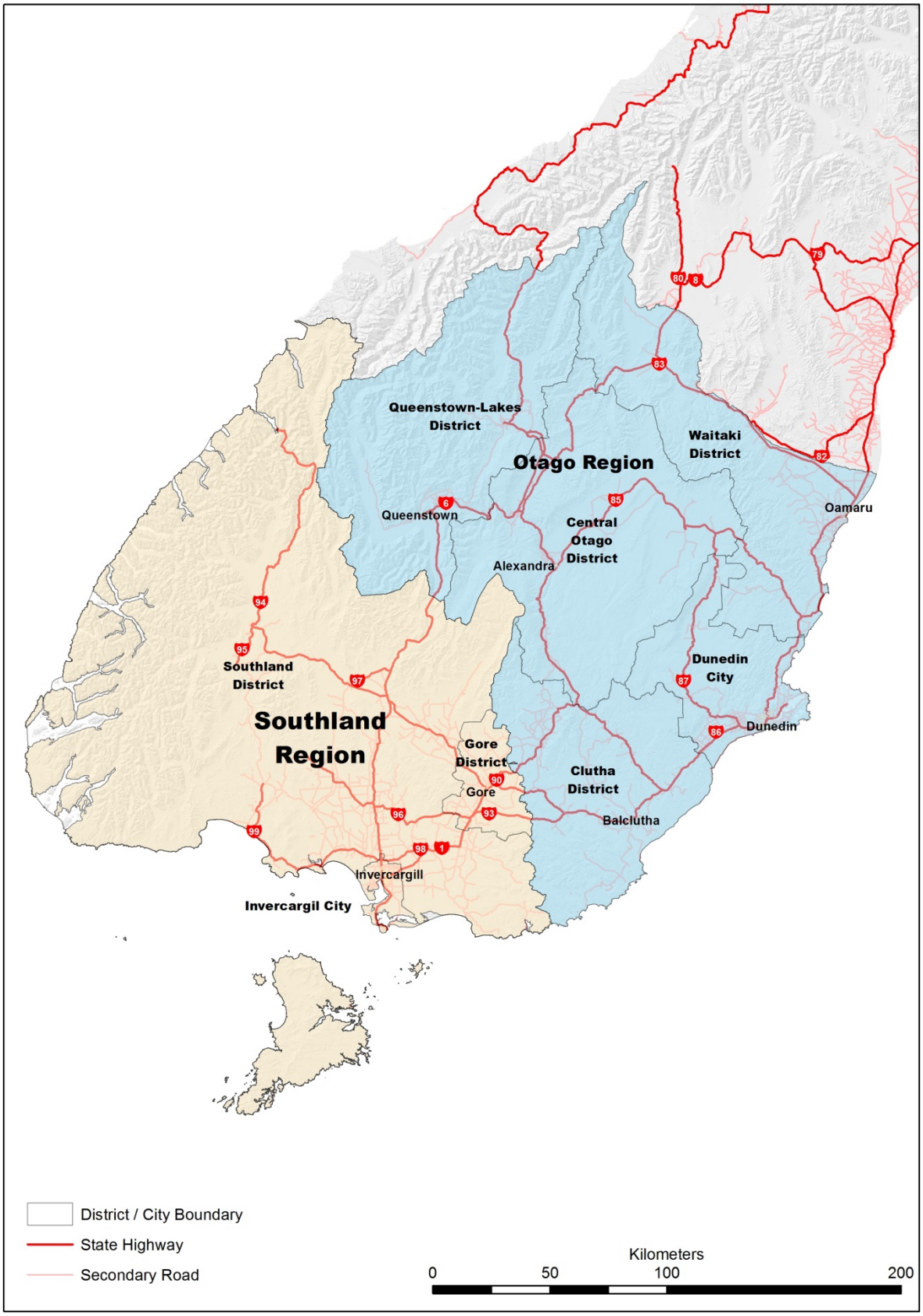
The projects included in the plan represent each region's bid for national financial assistance from the NLTF for the next three years. To be eligible for national assistance, a project must first be included in the RLTP. The final decision on projects to receive national funding rests with the NZTA board. Projects for 2018 – 2020 are also included in the plan, which will be reviewed in 2018.

1.2 Otago and Southland collaboration – two plans in one

The Otago and the Southland RTCs, acknowledging shared challenges and opportunities, have closely collaborated on the development of this plan.

The plan covers the two regions - shown on the map below, including all of the Waitaki District.

Figure 1 Area covered by the RLTP


Queenstown-Lakes District
Otago Region
Waitaki District
Queenstown
Central Otago District
Alexandra
Oamaru
Southland District
Dunedin City
Southland Region
Dunedin
Gore District
Gore
Clutha District
Balclutha
Invercargill
Invercargil City
District / City Boundary
State Highway
Secondary Road
Kilometers
0
50
100
200

The Regional Transport Committees (RTC) who prepared this Plan include representatives from:

- Environment Southland
- Southland District Council (including Stewart Island)
- Gore District Council
- Invercargill City Council
- New Zealand Transport Agency (NZTA)

(Southland RTC)

- Central Otago District Council (CODC)
- Clutha District Council (CDC)
- Dunedin City Council (DCC)
- Queenstown Lakes District Council (QLDC)
- Waitaki District Council (WDC)
- Otago Regional Council (ORC)
- New Zealand Transport Agency (NZTA)

(Otago RTC)

Legal extent of each region's plan

Although it is called the Otago Southland Regional Land Transport Plan 2015 – 2025, this document is legally two plans within one cover. The Otago and the Southland RTCs are not joint under the LTMA, and legally each need to prepare their own plan.

- List of shared provisions – in both the Otago and the Southland RLTP
- List of provisions only in Southland RLTP
- List of provisions only in Otago RLTP

Lists to be completed

Note

- For plan provisions relating to both Otago and Southland, submissions will be taken to be made on both the Otago and the Southland RLTPs.
- For plan provisions relating to only one region, submissions will be taken to be made on only the RLTP of that region.

1.3 Plan development process

The Otago and the Southland Regional Transport Committees have prepared this plan in accordance with the LTMA on behalf of the Otago Regional Council and Environment Southland.

The strategic framework of this plan is solidly based on the previous direction of the two regions. 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 RPS and draft RPS from each region.

Through the joint development by the two regions of the strategic framework, obstacles and issues were identified, objectives and policies were developed and challenged, and the feasibility and affordability of alternative objectives were debated. This has resulted in an effective and sensible strategic framework that gives effect to both national objectives and regional priority issues.

Each contributing organisation submitted, through the NZTA's Transport Investment Online database, the projects it wished to be considered for inclusion in the RLTP. Regional council staff then prepared a list of these projects for the committee's consideration. Staff liaised with each organisation to:

- confirm projects from the previous programme that had been abandoned, varied or suspended
- compile a full list of projects they intend to fully fund (unsubsidised activities)
- prepare a policy on significance
- assess projects for significance and inter-regional significance
- discuss how prioritisation of projects might work and recommend suitable methodology to the committee.

Key documents the plan draws on are:

- Land Transport Management Act 2003 - purpose and RLTP requirements
- Draft Government Policy Statement on Land Transport Funding 2015
- One Network Road Classification – road classifications, customer levels of service, performance measures
- New Zealand Energy Efficiency and Conservation Strategy 2011-2016

- Current Regional Land Transport Strategies and Regional Land Transport Programmes for Otago and Southland
- The operative and draft Regional Public Transport Plans for Otago and Southland.
- Operative and draft Regional Policy Statements for Otago and Southland
- Approved organisation strategies, and plans, including asset management plans

- Investment Logic Mapping (ILM) and Benefit Mapping workshops for Southland region, and for a range of projects throughout Otago and Southland

- Pressures and risks facing land transport in Otago -2011
- Southland Integrated Transport Study

Public Consultation

This document is the draft RLTP prepared for public consultation. The Committees are seeking the public's views on the proposed plan. At the end of this document is a submission form and details of how to make a submission.

1.4 National policy context

To be completed

1.5 Duration and review

Under the LTMA, regional land transport plans must be issued every six years and reviewed every three years. This means the next major review of this plan must take place by April 2018. In the interim, the plan may be varied, as projects could change (e.g. in timing, scope or cost), be abandoned or added. Over the next three years, the plan will be monitored as outlined in section x of this plan.

2 Our regions

2.1 Our regions

Brief description of the regions and the transport system - to be completed

2.2 The appropriate role of each transport mode

Freight – road, rail

Industrial, agricultural and commercial activity gives rise to freight on road and rail networks, both within the regions and inter-regionally. The volume of freight carried within and through Otago and Southland is expected to increase significantly during the outlook of this plan. In the short term (at least), a large proportion of the regions' freight will continue to be moved on the road network. Good rural roading and state highway networks are therefore essential for the regions' economic development. Rural roads provide access to areas of primary production. Our local authorities face increasing challenges in maintaining rural roads appropriate for the heavy vehicles transporting primary products, given the councils' small rating bases and the significant length of road network involved, much of it unsealed.

The state highway network has potential to handle additional volumes of freight. This plan recognises the importance of optimising the operational efficiency of this network for freight traffic, by ensuring that commuter traffic does not unduly delay freight traffic. It also recognises that efficiencies are being gained from trucks being able to carry larger and heavier loads, and the need to ensure the roading network, including bridges, can accommodate this. Hubs to allow freight movement onto higher capacity vehicles will support this. This will be particularly important when oil supply shortages make it imperative to reduce fuel usage.

Rail freight is appropriate not only for the movement of high volumes of goods over long distances between key production and distribution nodes, but also for movement of domestic freight over shorter distances. Rail freight will play a key role in the event of oil supply shortages. The plan envisages rail as an energy-efficient way of transporting bulk and containerised commodities moving along the east coast, including to and from the South Islands deep water ports. Over the long-term, greater access to rail for commercial and industrial activities, as well as for primary production, will support further improvements to the rail network. Intermodal hubs allow freight carriers to switch modes to save costs and reduce carbon footprints, and will continue to play a role in the regions' transport networks.

Private motor vehicles and shared transport

Historically (for 40 years or more), individuals in both urban and rural parts of Otago and Southland have relied on private vehicles for the majority of trips due to the flexibility and convenience a car provides. Those living in small towns and rural areas are particularly reliant on private vehicles for access to key goods and services. This plan acknowledges that because people in Otago and Southland are likely to continue to value high levels of mobility and freedom of individual mobility, many will continue to use the private vehicle as their primary mode of transport. Nevertheless, there is a need to gradually reduce reliance on private vehicles, in urban areas in particular, in order to contain roading costs and to build resilience in the face of projected changes in oil supply and prices. Changes in oil supply and

prices are likely to bring changes to the light vehicle fleet, improving energy efficiency and fuel economy. Changes in vehicle design are already taking place, such as electric vehicles, and in the longer term alternative fuel powered vehicles may require supporting facilities and changes in the way the transport network is used.

This plan considers private vehicle use to be the most appropriate mode of transport over distances that cannot be easily cycled or walked, or in areas without any public transport services. For urban areas, the plan seeks to develop patterns of settlement and complementary transport systems that will enable, encourage and support people to reduce reliance on private vehicular travel, particularly for short trips. Some people living in rural areas and small towns will continue to be reliant on the private vehicle for necessary travel, and the plan therefore expects rural communities to have a high degree of self-reliance and self-organisation concerning transport.

The plan envisages that, as the price of oil-based fuels rise and/or become scarce at times, people will make much greater use of shared transport using private or community-owned vehicles – both formal arrangements such as RideShare and informal ones (e.g. neighbourhood ride sharing). In those areas where public transport is unavailable or low frequency, shared transport will fill an important role. There is also a shift happening in urban areas with younger generations being less reliant on the private motor vehicle.

Public passenger transport

The plan envisages public passenger transport continuing to play an important role in supporting community well-being by providing a means for those without cars, and those who chose not to travel by car, to travel longer distances. Public passenger transport will also remain important for those for whom active transport poses a physical challenge. As the regions' populations age, with younger generations being less reliant on the private motor vehicle, and as changes in the price and supply of petroleum oil fuel affect people's ability to travel by private vehicle, the role of public passenger transport (and shared transport) will grow. In busy areas such as SH6A between Queenstown and Frankton, public transport will play an important role in easing the current and projected congestion.

Outside Dunedin, Invercargill and the Wakatipu Basin, existing public transport is largely orientated to the visitor market (both domestic and international), and priced accordingly. The services on arterial routes across / through Otago and Southland are principally shuttle services. The plan envisages these visitor-oriented services continuing to be an important mode of travel in coming decades. The plan also envisages steady improvements to the two public transport networks operating in Dunedin and the Wakatipu Basin. These improvements are intended to build patronage while maintaining the viability of these networks. The plan anticipates shuttle services, taxis and the Ministry of Education-funded school bus network and special education travel assistance continuing to fill the roles they currently play. The public transport network in Invercargill will be operated to meet the basic needs of the community.

Passenger rail for commuting is unlikely to be viable within the term of this plan, but rail could be used increasingly for transport to special events and for visitor excursions.

For any public transport service, whether existing or new, to be viable, the community must be prepared to support it (e.g. through rates, if necessary), and users must be willing to pay a sufficient share of the operating costs.

If public transport is to remain viable outside of regions' urban areas, even at the basic level of service currently available between many towns, then it must be supported by land-use planning that concentrates housing within walking and cycling distance of the key roading

corridors used by buses.

In order for usage of public transport to increase, services need to accessible for those with disabilities and for older people. This requires attention to roading design and layout, bus infrastructure, including bus stops, plus a greater proportion of the regions' buses and shuttles being accessible.

Walking

The plan seeks greater provision of facilities and levels of service for active modes of travel and greater use of these modes – principally walking and cycling – for local trips. An essential component of a sustainable, accessible land transport system, walking is currently considered a suitable mode of transport for short trips (under 2 km) and for connecting different modes (e.g. walking to a bus stop or from a car park to work). Walking also has an important recreational role and contributes to improvements in public health, the minimisation of environmental effects and reduced oil dependency.

The plan envisages people walking longer distances and more often. It seeks to encourage and support higher levels of pedestrian activity through land-use planning that enables people to live within walking distance of local services, including transport services, and through improved pedestrian facilities.

Cycling

Cycling is currently considered a suitable mode of travel for those covering short to medium distances. Cycling contributes positively towards a sustainable and accessible transport network, because it is energy efficient, has minimal environmental impacts, is affordable and has associated health and fitness benefits.

The plan seeks to encourage and enable higher levels of cycling. Reallocating existing roading space to cycling, and providing for cycling in new roading projects, will help increase recognition of the rights of cyclists to safe road space. Provision of good quality cycle facilities, within the roading corridor, including separate facilities, will play an important role in increasing the levels of cycling within the two regions. Improved land-use planning practices will also assist in greater levels of cycling activity because local services as well as transport services will be more accessible by bicycle.

Continued expansion of cycle tourism, through the provision of quality experiences on trails, the construction of further trails will help build this sector of the tourist market, aimed at both overseas and domestic visitors. Providing better connections between trails will encourage visitors to remain longer in the South.

Other modes of personal transport

This plan also recognises the need to provide for the safe use of the other modes of personal transport such as mobility scooters, electric bikes, and skateboards, in some areas. Infrastructure may need to be redesigned, or operator skills increased, to provide for their safe use, together with other modes such as walking and cycling.

Managing the demand for travel and freight

The plan seeks to manage demand for travel and freight in order to make best use of the existing transport network and to promote resilience in the face of expected changes in the price and supply of oil-based fuels. Market forces, land-use planning, and the provision of information on travel choices are commonly used to help to manage demand. The provision

of quality public transport, walking and cycling infrastructure in urban areas, the installation of bike racks on buses, the management of parking supply and price, and encouraging people to live near bus routes, will help manage travel demand. Improvements in, and wider use of, communications technology may also reduce the need to travel.

Predicted increases in oil price and supply constraints, an aging population, and the younger generations being less reliant on the private motor vehicle, are expected to influence people's choices about where to live, what type of vehicle to own and how much travel they undertake, and how essential social and government services are located or provided. Public transport provides an alternative to car travel and helps to ensure community resilience when events such as oil price rises disrupt normal travel patterns.

Encouraging future development and subdivision in areas that can be efficiently serviced by public transport will help reduce demand for private vehicle use and therefore the load on the network. Public transport linking rural communities, towns, Dunedin and Invercargill can also help reduce reliance on private vehicle travel. This is particularly so when land-use planning concentrates housing near key nodes and within walking or cycling distance of key roading corridors where public transport services run on a regular basis, connecting these nodes to a centre with essential services. For this to be a viable way of managing the demand for travel, communities must be prepared to support public transport through rates and users must be prepared to pay a fair and sufficient share of the operating costs through bus fares. In urban areas, restrictions on car parking and appropriate pricing of parking will be required to support efforts to increase public transport usage.

The plan proposes steadily building the capacity and use of the urban public transport networks in Dunedin and the Wakatipu Basin, ensuring that the capacity does not get way ahead of demand and threaten the network's viability. To support improvements to urban bus services and increased patronage, local authorities need to ensure that urban subdivision and developments have street layouts suited to public transport as well as adequate bus stops, shelters and footpaths to enable people to access buses safely and conveniently. Growing the use of public transport will also mean keeping bus fares competitive with the costs of private vehicular travel.

To help manage capacity on the transport network and ensure reliable journey times, particularly for freight, the plan promotes an alternative utilisation of road space in urban areas and on key corridors to provide for active and shared travel modes (high occupancy vehicles, public transport). This reduced reliance on the private vehicle should ease congestion in busy areas such as SH6A. The plan considers it to be appropriate to construct new roading links only when the allocation of priority roading space to energy- efficient modes proves insufficient to ease congestion in busy areas.

3 Strategic Framework

3.1 Land Transport Priorities

The RTCs have identified key transport priorities for the regions over the next 10 years as required under the LTMA. These priorities represent the critical issues and opportunities for the regions. They are reflected in the Objectives and policies, and guide the prioritisation and significance assessment of the transport projects.

- The social cost of crashes and accidents is substantially reduced
- The network is resilient and reliable
- Transport services and infrastructure support economic productivity and growth
- Being able to access the network, no matter what their mode, in a manner that is convenient, affordable to funders and users
- Transport services and infrastructure deliver value for money

3.2 Land Transport Objectives and Policies

The objectives and policies have been produced with a 30 year horizon to provide long term direction to transport providers in Otago and Southland in developing their infrastructure plans.

Objectives in six key areas have been identified.

- **A transport system that is safe**
- **A transport system that delivers appropriate levels of service**
- **A transport system that supports economic activity and productivity**
- **A transport system that provides appropriate transport choices**
- **A transport system based on effective coordination**
- **Mitigating the effects of the transport system on the environment**

Interpretation notes:

- If it is not otherwise evident from the wording, all objectives and policies cover not just motorised traffic, but also all transport modes, including public transport, walking, and cycling.
- “Primary policies” are those that directly relate to the delivery of projects that could be included in the RLTP, and be funded by the NLTP.

- "Supporting policies" are those relating to other things that should be done to improve the transport system in Otago and Southland, such as building capacity, improving funding systems, and including advocating for change on various matters. These activities could support NLTP funded projects, and are necessary to achieve the objectives. However it is unlikely that the funding bids for the RLTP will directly cover these matters. For these outcomes to be progressed, the RTCs will need to develop alternative workstreams.

- If it is not stated in the policy, the AOs, NZTA, or groups of them, or the RTCs, as appropriate to their functions will be responsible for implementing the policies. Other agencies could also be responsible – for example Kiwirail or NZ Police.

- Italicised terms are defined in the Glossary.

A transport system that is safe

Objectives

1.1 Investment is made in effective road safety interventions, reflecting the importance of road safety to the region.

1.2 The number of fatal and serious accidents increasingly reduces over time. There is a 40 percentage reduction by 2020, and a significant reduction by 2045.

1.3 The number of fatal and serious accidents for pedestrians, cyclists and motorcyclists is significantly reduced by 2045.

1.4 Crash response times for police and emergency services are lessened, improving the rate of recovery from crash injuries, especially in rural areas.

1.5 There is high social pressure to drive safely.

Primary policies

P.1.1 Follow the Safe System approach for improving road safety, and apply effective interventions.

P.1.2 Base safety analysis on reliable information, and use robust scientific and statistical methods. Develop capacity in the creation and use of scientific methods (either individually, or shared between organisations).

P.1.3 Integrate road safety planning and delivery across the public and private sector, sufficiently to ensure key road safety initiatives are coordinated, effective and efficient:

- Complete an Otago Southland pan-regional Road Safety Strategy that guides road safety planning, investment, and coordination of initiatives.
- Develop common responses across the region to significant common issues.
- Regional Councils exercise leadership across the regions, in road safety strategic planning and coordination.

Supporting policies

P.1.4 Research methods for bringing about the social change needed to achieve a safer transport system.

P.1.5 Encourage businesses to innovate to improve road safety.

P.1.6 Advocate that speed limits are reduced to operating speeds.

P.1.7 Advocate for cell phone coverage over the whole of Otago Southland.

P.1.8 Advocate for a national requirement that trucks carrying stock have an effluent tank.

A transport system that delivers appropriate levels of service

Objective

2.1 The form and function of transport infrastructure is understood, and infrastructure is maintained at a level appropriate to its function.

Primary policies

P.2.1 Use the One Network Road Classification as a basis for planning, investment, maintenance and operation decisions:

- categorise roads according to their function, using the One Network Road Classification.
- set clear maintenance standards and expenditure levels to ensure acceptable customer levels of service for safety, resilience, amenity, accessibility and reliability. Note, acceptable levels of service for a particular road may be higher than that set out in the One Network Road Classification.
- maintain and operate the roading network to deliver acceptable customer levels of service.

P.2.2 Produce robust and reliable traffic count data, including data relating to vehicle types, peak traffic, bus and heavy vehicle use, and tourist flows.

P.2.3 Create and implement a strategic plan to prevent discharge of stock truck effluent (or similar potentially unsafe substances) onto roads. Complete a network of stock truck effluent disposal sites across Otago and Southland.

Supporting policies

P.2.4 Maintenance and operations take a journey based, customer-focused approach

P.2.5 Advocate for NZTA to review which roads are functioning as state highways, to determine whether any local or special purpose roads should be state highway, and vice versa.

P.2.6 Encourage realistic individual expectations about the availability of transport services and infrastructure, in the face of environmental, geographic and fiscal realities.

P.2.7 Recognise that the network, as well as providing for the transport of people, goods, and vehicles, also provides for utilities. Road-controlling authorities provide adequate access to the road corridor for utilities services, and utilities services leave the roadway in good repair, in compliance with the National Code of Practice for Utility Operators' Access to Transport Corridors.

A transport system that delivers appropriate levels of service

Objective

2.2 The transport system is resilient and reliable – to a level appropriate to the function of each route

Primary policies

P.2.8 Develop an Otago Southland resilience plan which:

- identifies risks to key routes
- specifies management strategies for these risks (including minimising road closures, keeping overall disruptions to a minimum, and providing for adequate detour routes for critical connections)
- sets up a system to continuously monitor, and improve as necessary, the resilience of the transport network.

P.2.9 Minimise road closures on key routes arising from maintenance/improvements - ensuring adequate detour routes for all modes of transport, and keeping overall disruptions to a minimum.

P.2.10 Minimise congestion (ongoing or one-off from an event), through traffic management, travel demand management, influencing mode choice, or by influencing choice of venue, site, or landuse. Alternatively, as appropriate, use congestion to prompt a change in travel behavior.

P.2.11 ORC and ES exercise regional leadership by keeping up to date with changes in strategy and planning relating to transport energy sources and fuels.

P.2.12 The implementation of lower energy intensity in transport, more efficient use of fuel, and greater use of renewable transport is left largely to the market. Central government sets appropriate market signals. Otago Southland transport planners take opportunities to implement useful technology regionally/locally, as they arise.

P.2.13 Manage travel demand to promote resilience when expected changes in the price and supply of oil-based fuels necessitate this.

P.2.14 Ensure monitoring and communications systems are in place for the state highway network and key arterial roads, communicating road closures and conditions to users of the transport system.

Supporting policies

P.2.15 Advocate for adequate funding mechanisms for those situations where major change to the transport system is needed to ensure community resilience (for example rebuilding roads damaged by storm events).

P.2.16 Ensure protocols for responding to emergencies make reopening the road/rail line a high priority.

P.2.17 Advocate for sufficient fuel storage and time being built into fuel deliveries so society can cope when a fuel supply interruption or oil shock hits.

A transport system that delivers appropriate levels of service

Objective

2.3 Decision making leads to infrastructure and services that are appropriate to function and demand, taking into account whole-of-life costs and benefits.

Primary policies

P.2.18 Provide infrastructure and services for roading, active transport and public transport that are affordable and appropriate to function. Infrastructure and services:

- reflect population densities, so that in less densely populated areas, transport services may be less convenient and frequent
- take into account the possible need for in-built flexibility or slight "over-sizing" in transport infrastructure, based on foreseeable needs.

Supporting policies

P.2.19 Approved Organisations competently use Business Cases planning techniques, ensuring that the benefits to be gained from projects are really worth the cost.

P.2.20 Approved Organisations develop cost-benefit analysis on first principles (or access the expertise to do this).

P.2.21 Advocate for economic evaluation methodology that better recognises the benefits of walking, cycling, public transport, and new bridges.

P.2.22 Advocate for public funding to be available for transport related changes with clearly substantive wider benefit (possible examples include increased walking and cycling, or getting more freight on rail).

P.2.23 Advocate for more national public funds to be invested to keep infrastructure "fit for purpose" where there is clear wider benefit (e.g. economic productivity benefitting the whole country), and a low rating base.

A transport system that delivers appropriate levels of service
Objective **2.4 Transport and land use planning are integrated and mutually responsive, and provide for growth and changing land use, at the right time and in the right way.**
Primary policies P.2.24 Identify a pan regional strategic transport network of routes that provides for existing and future transport requirements (based on land use and land use planning). P.2.25 Identify the functions of the strategic transport network that need to be considered when land use decisions are made, to help guide future integration of land use with the transport network. P.2.26 ORC and ES exercise regional leadership in: ■ identifying the strategic transport network ■ ensuring it functions efficiently across district, city and regional boundaries (through strategic planning) ■ ensuring it effectively accommodates changing transport demands (through strategic planning). Supporting policies P.2.27 Integrate transport planning into regional and district planning. Particularly: recognise the strategic transport network and its' functions avoid reverse sensitivity effects favour development in locations where transport services and infrastructure already exist, or could easily be provided (for example housing development along corridors that can/could support viable public transport) provide for future transportation requirements provide for the safe operation of all transport modes in subdivision design. P.2.28 Advocate for new mechanisms to ensure land is available for critical future projects. P.2.29 All transport planning, takes a journey based, customer-focused approach.

A transport system that supports economic activity and productivity

Objective

3.1 The network supports efficient freight movement:

- **All state highways are capable of providing overweight and over dimensional access, or cost effective alternative routes are available where this is not appropriate.**
- **All state highways, national roads, regional roads, arterial roads and primary collector roads are accessible by High Productivity Motor Vehicles, or cost effective alternative routes are available where this is not appropriate.**
- **Most local roads are accessible by 50 tonne vehicles.**

Primary policies

P.3.1 Operate, maintain, and improve the strategic freight network to allow efficient movement of heavy vehicles, including overweight and overdimensional vehicles.

P.3.2 Continue work to identify the strategic freight network – the routes that are critical for the transport of product in Otago Southland.

P.3.3 Identify routes that can accommodate and High Productivity Motor Vehicles (including 50MAX) without significant expenditure on improvements.

P.3.4 Identify barriers (e.g. substandard bridges) which restrict accessibility of 50MAX and High Productivity Motor Vehicles to productive land, and prioritise an improvement program to address these.

P.3.5 Renew local roading networks to the appropriate construction standard when they are at the end of their economic life. Note, the appropriate construction standard will in part depend on the number of heavy vehicles using or predicted to use the road.

P.3.6 Define, protect and improve the connection between the strategic freight network, and ports, airports and other hubs.

P.3.7 ORC and ES exercise regional leadership in:

- identifying the strategic freight network
- ensuring it functions efficiently across district, city and regional boundaries (through strategic planning)
- ensuring it effectively accommodates changing transport demands (through strategic planning).

Supporting policies

P.3.9 Advocate for funding streams to be amended so road and rail are funded from the same source, encouraging sensible strategic planning for transport, and wise use of resources.

P.3.10 Encourage industry to continue to use rail freight whenever practicable, and look for public private partnership opportunities to increase mode share by rail.

P.3.11 Protect KiwiRail's ability to continue operations (including maintenance) safely and efficiently, to create more sidings, increase train speed and numbers and grow freight transport.

P.3.12 Provide adequately for new and existing freight hubs / inland ports through regional and district planning

A transport system that supports economic activity and productivity

Objective

3.2 Visitors have quality, safe travel experiences on Otago/Southland roads and cycle trails

Primary policies

P.3.13 Continue work to identify the strategic visitor network – the routes that are critical for the transport of visitors to protect and develop our economy.

P.3.14 Develop a prioritised programme of improvements to the strategic visitor network, focusing on safety, reliability and resilience.

P.3.15 Ensure the special needs of visiting drivers (both domestic and overseas) are identified and catered for.

P.3.16 Provide sufficient journey planning information for visiting drivers, about road conditions and travel times. Deliver information effectively, considering that many visiting drivers are mobile, dispersed across NZ, and may not fully understand English.

P.3.17 Ensure there are adequate roadside facilities, destination signage, and information, to promote quality, safe travel experiences in those areas frequented by visitors (for example rest areas, public conveniences, and pull-off areas for vistas).

P.3.18 Ensure there are sufficient travel choices, and information about travel choices in tourist areas. For example provision of adequate, appropriate coach parking, pick-up/drop-off points in areas used by tourists; provision of adequate facilities and services for transporting cruise ship passengers; choice in public transport services between towns.

P.3.19 Ensure there are sufficient, attractive and safe choices for travel between parts of Nga Haerenga, the NZ Cycle Trail, supporting the growth of cycle tourism.

P.3.20 ORC and ES exercise regional leadership in:

- identifying the strategic visitor network
- ensuring it functions efficiently across district, city and regional boundaries (through strategic planning)
- ensuring it effectively accommodates changing transport demands (through strategic planning).

Supporting policies

P.3.21 Ensure the strategic visitor network has consistent, fit for purpose standard of roads, roadside facilities, destination signage and information, as a pan-regional visitor marketing tool.

P.3.22 Advocate for alternative funding mechanisms, beyond development contributions, to ensure those directly benefiting from tourism-oriented facilities, infrastructure and services associated with transport, contribute fairly to their funding.

A transport system that provides appropriate transport choices

Objective

4.1 The transport system supports a choice of safe modes, and the integration between these modes.

Primary policies

P.4.1 Provide for the safe operation of all transport modes, including alternative modes such as mobility scooters.

P.4.2 Ensure infrastructure allows people and freight to change safely and efficiently from one mode of travel to another, including from the roading network to rail, air or water networks.

P.4.3 Consider the needs of people with cognitive, physical or sensory impairments in the design of new infrastructure and the provision of services.

Supporting policies

P.4.4 Encourage all users of the transport system to take personal responsibility for their own behavior, and how it impacts on their own and others safety.

P.4.5 Ensure new urban development provides for a range of transportation options and good connectivity between modes – including public transport, walking and cycling, mobility scooters, as well as motorised vehicles.

P.4.6 Advocate for processes that increase the safe operation of mobility scooters (which may include such as compulsory driving training and licensing).

P.4.7 Protect the open space nature of ex-rail corridors through regional and district planning.

P.4.8 Ensure regional and district planning does not place unnecessary barriers on use of alternative technologies that would aid the resilience of communities, households and businesses (e.g. charging stations for electric vehicles).

P.4.9 When oil shortages or price spikes loom, relevant authorities take targeted intensive actions to encourage sustainable travel choices.

A transport system that provides appropriate transport choices

Objectives

4.2 Walking is recognised as an essential part of journeys, with adequate facilities provided to achieve safe, connected, convenient, and reliable journeys.

4.3 Cycling is recognised as an essential and realistic transport option in many parts of Otago Southland, with adequate facilities provided to achieve safe, connected, convenient, and reliable journeys.

Primary policies

P.4.10 New road construction and major improvements include provision for safe walking and cycling in high pedestrian and cycle use areas.

P.4.11 Transfer some existing road space over to walking and cycling where this is needed to ensure safe travel.

P.4.12 Build cycleways/walkways separated from motorised traffic where the safety of those using active transport to commute is at significant risk from the traffic.

P.4.13 Expand and improve the cycling network, and connect existing cycling routes to keep cyclists safe, and to encourage new cyclists. Give priority, where there is latent or emerging demand, to initiatives that assist with access to and from schools, workplaces, and local commuting trails.

P.4.14 Ensure all urban buses are able to carry bikes, and urban town centres have bike racks.

P.4.15 Ensure there are sufficient, attractive and safe choices for travel between parts of Nga Haerenga, the NZ Cycle Trail, supporting the growth of cycle tourism.

P.4.16 When needed, prompt a change in travel behavior towards increased walking and cycling in urban areas by:

- managing traffic to maintain certain levels of congestion, and/or
- adapting the supply and pricing of car parking over time
- promoting multi-modal journeys with Public Transport or ride sharing.

Supporting policies

P.4.17 Advocate for funding criteria that;
recognises pedestrians and cyclists have the same rights to road space and to safe infrastructure as those travelling in motorised vehicles, and
places the same value on road users' time, whether they are pedestrians, cyclists, or motorists.

P.4.18 Support and promote a growth in cycle and pedestrian trips.

A transport system that provides appropriate transport choices
Objective **4.4 In rural areas away from main routes, communities are self-reliant for their transport.**
Supporting policies P.4.19 Recognise the merits of initiatives such as car clubs, car sharing, ride sharing, community transport services. Advocate for the minimisation of regulatory and administrative barriers for these initiatives, when they help communities to be self-reliant.

A transport system that provides appropriate transport choices
Objective **4.5 Public passenger transport is provided in urban areas and on main routes**
Primary policies P.4.20 Public passenger services that should be provided in Otago and Southland (not necessarily with public subsidy) are: (a) three separate integrated urban public transport networks, one in Dunedin, one in Wakatipu Basin, one in Invercargill delivered by: i. scheduled bus services ii. taxi and shuttle services, including taxi vans or shuttles with wheelchair hoists. (b) between centres within Otago Southland and beyond, provided by bus. (c) school bus services (separate from public buses in the integrated networks, used by school children) provided by Ministry of Education as an Excluded service, or by a bus operator and registered as an Exempt service (d) taxis, shuttles and private hire services in those areas where providers choose to operate (e) bus and rail services for excursions and special events (f) community-based schemes and informal arrangements, where people choose to operate them (g) emergency and medical-related transport services. P.4.21 The regional council contracts public transport services on Otago Southland key corridors, where there is no adequate commercial service provided, and there is sufficient support from both the community and bus users. Supporting policies P.4.22 Advocate for improved Total Mobility funding in areas where essential services are limited or far away (for example Wakatipu).

A transport system that provides appropriate transport choices
Objective **4.6 Public transport use and infrastructure in Dunedin and the Wakatipu Basin grows steadily - providing a fully accessible public service, easing congestion where needed, reducing car dependency in urban areas, and ensuring resilience.**
Primary policies P.4.23 Grow patronage of public transport services in Otago with less reliance on subsidy, while recognising: (a) the desirability of public transport networks to meet that community's travel needs (b) the appropriateness of ratepayers helping to fund public transport in an integrated network because that public transport benefits the community as a whole. P.4.24 Plan and manage public transport in Dunedin and the Wakatipu Basin (areas defined in Figures 2 and 3 of the Otago RPTP) each as an integrated public transport system or network in order to meet community needs and grow patronage, while, at the same time, incentivising commercial behaviour in order to operate at least public cost. P.4.24 Ensure public transport services within and outside of the networks defined in the RPTP are integrated, including water and land services. P.4.25 Increase the capacity of the public transport service to prompt growth in patronage. P.4.26 When needed, prompt a change in travel behavior towards increased public transport use in urban areas by: ■ managing traffic to maintain certain levels of congestion, and/or ■ adapting the supply and pricing of car parking over time ■ promoting multi-modal journeys with cycling or walking.

A transport system that provides appropriate transport choices
Objective **4.5 Public transport in Invercargill provides a public service, meeting the basic needs of the community.**
Primary policies P.4.27 Provide public transport within Invercargill City, as defined in the Southland Regional Public Transport Plan. P.4.28 The Plan and manage public transport in Invercargill as an integrated public transport system or network in order to meet the basic needs of the community, with services aimed primarily at those without other transport options. P.4.29 The Grow patronage of public passenger-transport services in Invercargill.

Provide new services only where there is demonstrable demand from the community and bus users, where the relevant local territorial authority has agreed to fund the project, and NZTA funding is available

A transport system based on effective coordination
Objective **5.1 Local government and NZTA coordinate activities effectively in Otago/Southland.**
Supporting policies P.5.1 Road Controlling Authorities continue to work together to share best practice and disseminate ideas. P.5.2 Local authorities and NZTA continue to work together to achieve a cohesive approach to projects. P.5.3 Key parties across Otago and Southland continue to work together to create a pan-regional, coordinated approach to transport P.5.4 Ensure crucial parties have the opportunity for strategic involvement in transport decision-making processes.

Mitigating the effects of the transport system on the environment
Objective **6.1 The effects of land transport on the environment are appropriately mitigated**
Primary policies P.6.1 Transport related activities respect the key environmental bottom lines identified in regional and district planning documents. Supporting policies P.6.2 Regional and district planning addresses environmental issues relating to the transport network, for example noise and air pollutants from traffic, contaminants entering water bodies from roadways. P.6.3 Support and advocate for the proper control of vehicle emissions through; ■ government rules on smoky vehicles, and emission standards for imported vehicles and fuels ■ appropriate vehicle quality standards in the Requirements for Urban Buses, and the Regional Public Transport Plan; ■ consideration of public transport emissions in NZTA funding mechanisms.

3.3 Consideration of alternative objectives

The LTMA requires the consideration of alternative regional land transport objectives that would contribute to the purpose of the Act, and the feasibility and affordability of those alternative objectives. The strategic framework, including the objectives, was solidly based on the previous transport strategy documents of the two regions. Through the joint development by the two regions of the strategic framework, objectives were challenged, and the feasibility and affordability of alternative objectives were debated. This has resulted in an effective and sensible strategic framework.

3.4 Police activities and the RLTP

An assessment of the relationship of Police activities to this plan is required under the LTMA. To be completed.

4 Programme of transport projects

4.1 Introduction

To be considered for national funding from the NLTF, a project must be included in an RLTP. The Otago and the Southland programme of projects put forward for funding through the NLTF is included in Appendices x and x. They include projects proposed by the TAs of the two regions, the regional councils, and NZTA – Highways and Network Operations. The NLTF operates on a three year cycle, however the RLTP is required to contain details of projects proposed for the next six years. Projects in years 4 – 6 of this plan will be resubmitted in detail as part of the required review in year three of the plan.

The projects are the key method of moving towards the Vision, Priorities, and Objectives. The contribution the projects make toward the Objectives is shown in Appendices x and x.

This plan also identifies projects of significance, including those of inter-regional significance be identified. This highlights the importance of these projects, and assists NZTA in making funding allocations from the NLTF.

4.2 Summary of projected expenditure – 2015 – 2021 Southland

Recommended expenditure for Southland transport projects 2015 - 2018 is $218.52 million and 2019 – 2021 $221.80 million. Table 1 gives a detailed breakdown of actual costs for each activity class by organisation.

Table 1 Southland projected cost, by activity class and organisation 2015 - 18

Activity Class	Activity Class Code	ES	GDC	ICC	SDC	SHNO	Total Southland region
Transport planning	1	$445,200	$0	$316,228	$130,750		$892,178
Maintenance and operation of local roads	8	$182,300	$4,793,150	$10,355,282	$35,326,795		$50,657,527
Local road renewals	10		$5,867,870	$15,103,672	$38,499,840		$59,471,382
Maintenance and operation of state highways	9					$50,998,630	$50,998,630
State highway renewals	11					$11,986,480	$11,986,480
New and improved infrastructure for state highways	13					$23,843,830	$23,843,830
New and improved infrastructure for local roads	12	$344,200	$1,869,368	$1,260,700	$10,457,757		$13,932,025
Public transport services	4			$5,272,787			$5,272,787
Public transport infrastructure	5			$499,012			$499,012
Road Safety	2			$968,895			$968,895
Walking and cycling	3						$0
TOTAL		$971,700	$12,530,388	$33,776,576	$84,415,142	$86,828,940	$218,522,746

Highlight the key points to note from the programme:

4.3 Summary of projected expenditure – 2015 – 2021 Otago

Recommended expenditure for Otago transport projects 2015 - 2018 is $432.34 million and 2019 – 2021 $439.57 million. Table 2 gives a detailed breakdown of actual costs for each activity class by organisation.

Table 2 Otago projected cost, by activity class and organisation 2015 - 18

Activity Class	Activity Class Code	CODC	CDC	DCC	OHNO	ORC	QLDC	WDC	Total Otago region
Transport planning	1	$214,635	$174,900	$430,000	$480,000	$2,304,156	$330,000	$352,035	$4,285,726
Maintenance and operation of local roads	8	$10,651,179	$15,022,900	$35,354,308			$17,671,792	$13,026,510	$91,726,689
Local road renewals	10	$9,717,437	$15,284,200	$38,190,000			$29,725,050	$14,244,852	$107,161,539
Maintenance and operation of state highways	9				$54,420,720				$54,420,720
State highway renewals	11				$29,667,470				$29,667,470
New and improved infrastructure for state highways	13				$34,898,636				$34,898,636
New and improved infrastructure for local roads	12	$1,313,886	$5,002,200	$28,480,000		$1,278,400	$14,960,713	$5,651,777	$56,686,976
Public transport services	4					$36,801,023			$36,801,023
Public transport infrastructure	5					$640,998	$450,000		$1,090,998
Super Gold Card	31					$2,375,000			
Road safety promotion (new in 2012/15)	2	$305,888	$194,100	$1,690,869			$60,000	$450,000	$2,700,857
Walking and cycling	3			$2,350,000	$10,544,000			$0	$12,894,000
TOTAL		$22,203,025	$35,678,300	$106,495,177	$130,010,826	$43,399,577	$63,197,555	$33,725,174	$432,334,634

Highlight the key points to note from the programme:

4.4 Prioritising significant projects

What projects are significant?

To identify significant projects, the RTCs adopted a significance policy, set out in full in Appendix x.

Significant transport activities are typically high-cost, large, new projects that require significant funding and have a larger impact on the local, regional and interregional transport networks. They are not regular, day-to-day activities or 'business as usual'.

The RTCs decided that all the improvements projects, including some high cost new Public Transport projects, were significant, and should be prioritised. Significant activities are listed in **Table** 3 and 4.

Prioritisation

Each RTC prioritised the significant projects within it's region, as required by the LTMA. The following method was used:

For each region, assign each significant project into a priority band by considering

- Contribution to the regional transport priorities (section x).
- The journey approach
- Fit with other projects
- ONRC classification
- Fit with national priorities
- Timing of projects
- Other relevant factors

There are five priority bands for Otago, and three for Southland, due to the number of projects in each region. All projects within a band receive equal ranking. Bands were used rather than a relative ranking of each individual project, to better reflect reality, as the differences in priority between some projects is indistinguishable.

Note that some projects, although considered important, were placed in a lower priority band as they are not planned for the first three years of this plan, and will not be allocated funding from the 2015 – 18 NLTF.

4.5 Projects of inter-regional significance in Otago and Southland

The significance policy, set out in full in Appendix x, provides guidance on what projects are of inter-regionally significance. These include projects that have implications for connectivity with other regions, especially relating to key freight, tourism, and lifeline links, and those for which a high level of cooperation with other regions is required

The RTCs together discussed what projects in Otago and Southland. This close collaboration enabled a real focus on the journeys people take between the two regions and beyond.

All projects of inter-regional significance are listed in **Table** 3 and 4.

Highlight a couple of the main projects (and groupings) of inter-regional significance.

Note that the Visiting Driver Signature Projects in Otago and Southland are considered of national significance.

Note also that the draft West Coast RLTP also considers the Economic Network Planning work of inter-regional significance. This is included in the ORCs Regional Land Transport Planning project, and is intended to build on work already undertaken to show the flow of export produce from farm gate to point of export, and of the tourist journeys. Given the linkage of State Highway 6 to these regions, the West Coast consider this is a project of inter-regional significance given the tourism flows that utilise this network and this industry's overall importance to the West Coast economy.

4.6 Projects of inter-regional significance in Canterbury

There are x projects included in Canterbury RLTPs that the Otago RTC believes have inter-regional significance: for the Otago region. (update after consultation with ECan)

4.7 List of Significant Projects in Southland

Table 3 Southland projects of significance, including inter-regional significance

Projects are ranked in bands 1 (highest priority) – 3 (lowest priority). All projects within a band have equal ranking.

Programme Item No.	Project Name	Organisation	Has Inter-regional Significance
	Band 1		
1	Eastern Southland Stock Effluent Dump Site Project	ES	Yes
6	Pyramid Bridge Replacement	GDC	Limited
15	PT – Inter-Regional Ticketing Improvement –Southland	ICC	Yes
27	SOUTHERN PENGUIN SCENIC JOURNEY, (Alternative Scenic Route Seal Extension)	SDC	Yes
36	SH 1 - Edendale Realignment	SHNO	Yes
37	SH 1 - Elles Road Roundabout	SHNO	Yes
46	SH 94 - Visiting Driver Signature Project - Southland	SHNO	Yes
38	SH 94 - Falls Creek Bridge Widening	SHNO	Yes
44	SH 94 - Milford Rockfall/Avalanche Protection	SHNO	Yes
	Band 2		
43	SH 1/SH 93 - Mataura Intersection Improvement	SHNO	Yes
39	SH 1 - Invercargill - Moto Rimu Rd Safety Improvements	SHNO	yes
40	SH 1 - Longbush - Invercargill Safety Improvements	SHNO	Yes
	Band 3		
33	Mararoa Bridge Replacement	SDC	
47	SH 6 - Wilsons Crossing Passing Lane	SHNO	

4.8 List of Significant Projects in Otago

Table 4 Otago projects of significance, including inter-regional significance

Note that all projects within a band receive equal ranking. Update list after talking with ECan.

Programme Item No.	Project Name	Organisation	Has Inter-regional Significance
	Band 1		
45	Hilderthorpe Straight Flood Mitigation	OHNO	Yes
49	Maheno Flood Mitigation	OHNO	Yes
69	Waikouaiti Flood Mitigation	OHNO	Yes
47	Kawarau Falls Bridge	OHNO	Yes
44	Grant Rd to Kawarau Falls Bridge Improvements	OHNO	Yes
96	Frankton Flats Programme Business Case Implementation	QLDC	Yes
95	Eastern Access Road	QLDC	Yes
55	Nevis Bluff Rockfall Protection	OHNO	Yes
18	Eastern Freight Bypass Upgrade	DCC	Yes
34	Andersons Bay Rd/Caversham Motorway	OHNO	Yes
66	St Andrews St Anzac Ave	OHNO	Yes
86	Stock Truck Effluent Disposal Facilities	ORC	Yes
14	SOUTHERN PENGUIN SCENIC JOURNEY, Upgrade for Tourism & Visiting Drivers (Seal extension of the Nuggets Road)	CDC	Yes
68	Visiting Driver Signature Project Otago	OHNO	Yes
17	Central City and North East Valley Cycle Network	DCC	
42	Dunedin One Way Pair Cycle Lanes	OHNO	
75	Public Transport Programme of Improvements	ORC	
84	Public Transport Infrastructure Improvements	ORC	
74	PT – Inter-Regional Ticketing Improvement – Otago	ORC	
15	Central City Safety and Accessibility Upgrade	DCC	
25	Peninsula Roading – Harington Point / Portobello Roads	DCC	
43	Glenda Drive Intersection and Associated Roads	OHNO	
58	Pine Hill Rd/Great King St Intersection Improvements	OHNO	
61	SH 88 Cycling and Pedestrian Facilities	OHNO	
108	Queenstown TC Programme Business Case Implementation	QLDC	

Programme Item No.	Project Name	Organisation	Has Inter-regional Significance
	Band 2		
23	Mosgiel Safety and Accessibility Upgrade	DCC	
27	Strategic Corridors: Warehouse Precinct Accessibility (SH1)	DCC	
39	Deborah Realignment	OHNO	Yes
40	Dunedin - Fairfield Safety Improvements	OHNO	Yes
53	Mosgiel - Balclutha Safety Improvements	OHNO	Yes
66	Stanley St Corridor Improvements	OHNO	Yes
123	Rural Resilience Project 2015/2017	WDC	
125	Seal Widening 2015/21	WDC	
	Band 3		
30	Tertiary Precinct Safety and Accessibility Upgrade	DCC	
56	Katiki Erosion Protection	OHNO	Yes
35	Beaumont Bridge Replacement	OHNO	Yes
36	Big Kuri Creek Flood Mitigation	OHNO	Yes
48	Ladies Mile Corridor Improvements	OHNO	Yes
56	North Oamaru Corridor Improvements	OHNO	Yes
57	Oamaru - Dunedin Safety Improvements	OHNO	Yes
64	SH6A Corridor Improvements	OHNO	Yes
111	Wanaka Programme Business Case Implementation	QLDC	Yes
112	Beach Road Realignment 2016/17	WDC	
114	Harbourside Projects 2020/21	WDC	
128	WDC River Training 2015/16	WDC	
	Band 4		
16	Central City Transport Hub	DCC	
28	Strategic Cycle Network – Mosgiel	DCC	
71	Weigh Right – Otago	OHNO	Yes
117	Alternative Access to Moeraki 2015/16	WDC	
130	Waianakarua Road Realignment 2017/18	WDC	
132	Walking and Cycling Oamaru to Pukeuri 2020/21	WDC	
	Band 5		
33	Albert Burn Bridge Replacement	OHNO	Yes
38	Cromwell Intersection Improvement	OHNO	Yes
60	Roaring Meg Bridge Widening	OHNO	Yes
70	Waitati Curve Realignment	OHNO	Yes

5 Funding

5.1 Introduction

TAs, regional councils and NZTA combine to fund land transport projects. The programme of projects outlined in section x and Appendix x is those for which funding is sought from the NLTF. The principal revenue for the NLTF is derived from fuel excise duty, road-user charges, and motor vehicle registration fees.

Regional, city and district councils receive a subsidy, rather than full funding from the NLTF. They need to fund a local share, which principally comes from rates. The amount of local share needed depends on the Funding Assistance Rate (FAR), which represents the contribution, as a percentage, that NZTA will provide for the delivery of a project. This varies depending on the organisation applying and the type of project proposed.

TAs are constrained in the cost and number of projects they propose to submit for funding by the amount they are prepared to rate (to provide the local share of funding). The affordability of land-transport work in the face of rising prices is a critical issue.

In contrast to TAs, who must charge their population for road improvements or maintenance, NZTA's HNO is constrained by a combination of government budget and priority setting through the RLTP.

5.2 Possible funding from sources other than the NLTF

Local funding sources

The main source of local funding for transport projects is local rates. Other possible funding sources include:

- development and financial contributions for projects promoting growth
- cost sharing negotiated on some projects
- Government-funding assistance for SuperGold Card fares for public transport, the Total Mobility scheme and school transport.

Some third party contributions are envisaged for some of the projects currently proposed in this plan, including cost sharing by landowners on QLDCs Eastern Access Road project (project number x, see appendix x), and potentially contributions from the University of Otago and Otago Polytechnic for the DCCs Tertiary Precinct Safety and Accessibility Upgrade project (project number x, see appendix x).

Other national sources of funding

In June 2014 the government announced funding to accelerate a package of regionally important State highway projects, drawing on the Future Investment Fund. As part of this, up to $80 million was allocated to accelerate the construction of five critically important regional projects, one of which being the Kawarau Falls Bridge, in Otago. This project is included in this plan, however if it is unsuccessful in being funded from the NLTF, it's construction will be funded from the accelerated regional roading package.

In August 2014 the government announced investment of $100 million over the following four years to accelerate cycleways in urban centres. This is in addition to NTLF funding for cycleways, and is allocated from the Crown's Consolidated Fund. An Urban Cycling Investment Panel, consisting of representatives of central and local government and other organisations will investigate opportunities to invest in urban cycleways that would expand and improve the cycling network. Cycling projects in the regions urban centres may be eligible for consideration, however, the detail of projects and their eligibility are not yet available.

Regionally significant expenditure from sources other than the NLTF

The LTMA requires the identification of any regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund. This was assessed using the Significance Policy (Appendix X):

"The identification of significant expenditure from other sources will include any expenditure not from the NLTF, which is greater than $5 million on individual transport activities (whether the unsubsidised activities are included in the RLTP or not), including any from:

- financial expenditure by Approved Organisations
- in-kind donations of goods and/or services
- third party contributions
- public private partnership projects."

There is no expenditure of this nature anticipated in Otago or Southland during the next 6 years.

However TAs and regional councils must fully fund those projects that do not qualify for government subsidy. These are typically activities such as footpath maintenance and renewal, sweeping and cleaning, carpark maintenance, grass mowing, and noxious weed control. Table X shows the anticipated unsubsidised expenditure by each territorial authority over the next three years.

Table x Unsubsidised expenditure 2015 – 2018 (to be completed)

Organisation	2015/16	2016/17	2017/18	Total
Environment Southland				
Invercargill City Council	$2,817,000	$2,817,000	$2,817,000	$8,451,000
Southland District Council				
Gore District Council				
Otago Regional Council				
Central Otago District Council				
Clutha District Council				
Dunedin City Council				
Queenstown Lakes District Council				
Waitaki District Council	$600, 000	$600, 000	$600, 000	$1,800,000

5.3 Southland Regional (R) Funding

The Government introduced the “R”-fund scheme in April 2005. “R” funding was raised through an extra 5 cents per litre on petrol and road-user charges for light-diesel vehicles – revenue collection will stop on 31 March 2015. “R” funding was distributed regionally on the basis of population. “R” funds are allocated to the highest priority projects in a region ahead of N (nationally distributed) funds.

The current deadline for expenditure of “R” funds is 30 June 2018. After that time, any “R” funds left unspent will no longer be available to the region. RTCs recommend how R funds should be allocated, and NZTA has the final decision.

The Southland region has approximately $X of R funding unspent. (confirm just before publication).

Recommended use of the Southland “R” Funds in 2012-2015 is noted in Appendix x. State Highway projects from the 2018/21 period are proposed for inclusion in the first three years of the RLTP to ensure currently available "R" funds will all be committed. The value of projects prioritised in Band 1 and Band 2 priority exceeds the "R" funds currently available.

There are no Otago R-funds left unspent.

6 Monitoring the plan

6.1 Monitoring

The following is required to be included in the plan:

- Measures for at least 10 years (s 16(1) LTMA)
- Measures used to monitor the performance of the activities (s 16(3)(f) LTMA)
- A description of how monitoring will be undertaken to assess implementation of the regional land transport plan(s 16(6)(e) LTMA)

To be completed. These will be largely based on the ONRC performance measures.

Appendix A: Southland project details

This appendix contains the projects put forward for funding from the NLTF. Note that the NLTF operates on a three year cycle. Funding for projects in years 4 – 6 of this plan will be resubmitted in detail as part of the required review in year three of the plan. Note also that the local funding share of these projects is subject to the long-term plan and annual plan processes of each council. Consequently the projects outlined in this appendix will be subject to ongoing changes that will affect which activities get funded and the level of funding.

Where the RTC has recommended a project phase that extends beyond the six years of this RLTP, it is recommending that the entire phase be funded, including beyond the six-year scope of the current programme.

Section 16(3)(e) LTMA specifies the information which must be included for each project:

The objective or policy to which the activity will contribute	The "RLTP contribution" column x indicates how the various projects contribute to the Objectives (section x). An objective reference in black indicates a large contribution of a project to an objective, and an objective reference in grey indicates a smaller contribution.
An estimate of the total cost and the cost for each year	This is shown in the “total cost for 6 years”, and the “total cost for 3 years” columns, and the columns marked by year. Note there was some difficulty obtaining data for the final 3 years, due to the setup of the NZTA database “Transport Investment Online”, and the uncertain nature of the Council Long Term Planning process. However, this is only a funding bid for the first 3 years, the second three years of costs will be resubmitted in detail as part of the required review in year three of the plan.
The expected duration of the activity	This is indicated by the years that costs are stated for a project.
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	All funding other than from the national land transport fund is sourced from approved organizations, generally funded through rates, or in some cases through landowner contributions.
Any other relevant information	This includes information to assist understanding of the nature and importance

	of the project – for example project name, phase type, project description, R-fund recommendation.

Activity classes

The project tables are arranged by the following Activity Classes:

Description of what is in each Activity Class – to complete.

Projects continuing from the previous RLTP

The RLTP is a continuous programme with some activities continuing into subsequent years. Table x details those activities included in the 2012/15 NLTP but not completed. These are being proposed for inclusion in the 2015/45 RLTP, and are highlighted to allow NZTA to continue to make funding provision for them.

Note – some projects from the last RLTP have also been abandoned, varied or suspended. The organisations chose to abandon X projects included in the RLTP 2012-2015; a further X were suspended of which X were because they either did not receive NLTP funding or received insufficient funding. The reason for suspension or abandonment was their low profile.

Table X Projects continuing from the previous RLTP

Table to be inserted

Table X Transport Planning Projects - Southland

Table X Road Safety Projects - Southland

Table X Public Transport Services - Southland

Table X Public Transport Infrastructure - Southland

Table X Maintenance and Operations of Local Roads - Southland

Table X Maintenance and Operations of State Highways - Southland

Table X Renewals Local Roads - Southland

Table X Renewals State Highways - Southland

Table X new and Improved Infrastructure Local Roads - Southland

Table X new and Improved Infrastructure State Highways - Southland

Draft Southland Regional Land Transport Programme 2015 -2021.

8 December 2014

Item No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority	Recommend "R" Funded
Activity Class 1 - Transport Planning																
5	ES	Regional Land Transport Planning Management 2015-18	Delivery and management of the Regional Land Transport Programme.	To develop and manage the Southland Regional Land Transport Programme (RLTP), including (1) investigating key strategic issues and developing investment priorities, including completion of the Southland Regional road safety strategy review in conjunction with Otago Regional Council, (2) monitoring implementation of the RLTP and regions' road safety strategy through aggregation and analysis of data, (3) liaison with approved organisations about implementing the RLTP and regions' road safety strategy, and (4) responding to any requests to vary the RLTP.	Programme Business Case		$123,970	$163,970	$157,260	$137,800	$177,800	$162,800	$445,200	$923,600	**n/a**	**n/a**
10	ICC	Activity Management Planning	Development of Transportation Planning activities consisting of Activity Management Plan, investigating a socio-economic Network Plan for Invercargill and the further investigation of transport issues interconnected with heavy traffic routes and state highways.	RLTP 2.3 Decision making leads to infrastructure and services that are appropriate to function and demand, taking into account whole-of-life costs and benefits.	AMP Optimisation		$65,000	$165,000	$65,000	$65,000	$65,000	$65,000	$295,000	$490,000	**n/a**	**n/a**
24	ICC	Regional Public Transport Planning and Public Transport Acti	Preparation of the RPTP and AMP in the 2017/18 financial year	Public transport will continue to be provided within Invercargill	RPTP and AMP Planning				$21,228			$25,000	$21,228	$46,228	**n/a**	**n/a**
26	SDC	Activity Managment Plan/Detrioation Modelling	Council's Activity Managment Plan is reviewed every three years in line with NLTP and Long Term Planning requirements.	A robust Activity Managment Plan to make well infomred decsions.	Activity Managment Plan 18-20		$0	$0	$52,300	$0	$0	$0	$52,300	$52,300	**n/a**	**n/a**
28	SDC	Coatsal Roads Erosion Strategy	The problem is we are seeing more slips around coastal roads. A strategy in how we manage these roads moving forward.	A strategy that looks at alterantive interventions in managing our coastal roads that subjetc to likley erosion issues in future years.	Phase One		$78,450	$0	$0	$0	$0	$0	$78,450	$78,450	**n/a**	**n/a**
Activity Class 1 Total							**$267,420**	**$328,970**	**$295,788**	**$202,800**	**$242,800**	**$252,800**	**$892,178**	**$1,590,578**		

Item No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority	Recommend "R" Funded
Activity Class 2 - Road Safety																
25	ICC	Road Safety Promotion 2015-18		Southland has pioneered progressive approaches to delivering on road safety initiatives, particularly with the establishment and operation of the multi-agency regional road safety forum Road Safety Southland. Objectives for delivering Road Safety across Southland are to: â€¢ Lead, co-ordinate and assist with the integrated activities across all relevant agencies and community groups aimed at improving driver attitudes, driver behaviour and the safety of all road users. â€¢ Improve the safety design aspects of the physical land transport network by encouraging road controlling authorities to actively utilise their safety management systems and respond to reviews of achievements. â€¢ Support and encourage development of systems which improve the data collection, reporting recording and investigation of crashes. Activity links to Regional Objectives: 1.1 Investment is made in effective road safety interventions, reflecting the importance of road safety to the region. and 1.3 The number of fatal and serious accidents for pedestrians, cyclists and motorcyclists is significantly reduced by 2045. and 3.2 Visitors have quality, safe travel experiences on Otago/Southland roads and cycle trails	Road User Safety		$313,000	$323,900	$331,995	$348,513	$357,926	$365,660	$968,895	$2,040,994	**n/a**	**Yes**
Activity Class 2 Total							**$313,000**	**$323,900**	**$331,995**	**$348,513**	**$357,926**	**$365,660**	**$968,895**	**$2,040,994**		

Item No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority	Recommend "R" Funded
Activity Class 4 - Public Transport Services																
15	ICC	PT Inter Regional Ticketing Improvement Invercargill	See attatched Final Case for Change pdf prepared by Regional Working Group.This document is the business case for this regional project which explains all of the relevant information that this new Improvement Activity application requires.	See attatched Final Case for Change pdf prepared by Regional Working Group.This document is the business case for this regional project which explains all of the relevant information that this new Improvement Activity application requires.	Detailed Business Case		$174,500	$0	$0	$0	$0	$0	$174,500	$174,500	**One**	**n/a**
16	ICC	Public Transport Programme 2015-18		To provide value for money for our ratepayers and taxpayers in the delivery of Public Transport services within Invercargill, Gore and the Southland District.	Operations		$730,514	$743,621	$738,403	$760,500	$783,300	$806,800	$2,212,538	$4,563,138	**n/a**	**n/a**
18	ICC	Public Transport Programme 2015-18		To provide value for money for our ratepayers and taxpayers in the delivery of Public Transport services within Invercargill, Gore and the Southland District.	Operations		$98,917	$104,635	$110,374	$113,685	$117,096	$120,609	$313,926	$665,316	**n/a**	**n/a**

20	ICC	Public Transport Programme 2015-18		To provide value for money for our ratepayers and taxpayers in the delivery of Public Transport services within Invercargill, Gore and the Southland District.	Operations		$422,892	$435,584	$445,826	$459,201	$472,977	$487,166	$1,304,302	$2,723,646	**n/a**	**n/a**
21	ICC	Public Transport Programme 2015-18		To provide value for money for our ratepayers and taxpayers in the delivery of Public Transport services within Invercargill, Gore and the Southland District.	Operations		$24,668	$24,748	$24,830	$25,575	$26,342	$27,132	$74,246	$153,295	**n/a**	**n/a**
22	ICC	Public Transport Programme 2015-18		To provide value for money for our ratepayers and taxpayers in the delivery of Public Transport services within Invercargill, Gore and the Southland District.	Operations		$103,492	$106,598	$109,795	$113,089	$116,482	$119,976	$319,885	$669,432	**n/a**	**n/a**
23	ICC	Public Transport Programme 2015-18		To provide value for money for our ratepayers and taxpayers in the delivery of Public Transport services within Invercargill, Gore and the Southland District.	Operations		$299,597	$284,115	$289,678	$298,368	$607,319	$316,539	$873,390	$1,795,616	**n/a**	**n/a**
Activity Class 4 Total							**$1,854,580**	**$1,699,301**	**$1,718,906**	**$1,770,418**	**$2,123,516**	**$1,878,222**	**$5,272,787**	**$10,744,943**		
Item No	**Organisation Name**	**Project Name**	**Project Description**	**Project Objective**	**Phase Type**	**RLTP Objective**	**Cost 2015**	**Cost 2016**	**Cost 2017**	**Cost 2018**	**Cost 2019**	**Cost 2020**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**	**Recommend "R" Funded**
Activity Class 5 - Public Transport Infrastructure																
14	ICC	Minor improvements 2015-18		The objective of this programme will be to invest in effective road safety interventions aligning with the safer journeys direction. The solutions will deliver minor projects which improve resilience and the safety of the network. Invercargill has a number of safety issues particularly intersections where improvements are needed to reduce (including the risks of) fatal and serious injury. These have been regularly recognised by NZTA in the Community at Risk register and through work undertaken by Elle Flinn at ORC. Key Objective 1 of RLTP - 1.1 Investment is made in effective road safety interventions, reflecting the importance of road safety to the region and 1.3 The number of fatal and serious accidents for pedestrians, cyclists and motorcyclists is significantly reduced by 2045.	PT Improvements		$75,387	$77,648	$345,977	$88,000	$90,000	$93,000	$508,013	$770,012	**n/a**	**n/a**
Activity Class 5 Total							**$75,387**	**$77,648**	**$345,977**	**$88,000**	**$90,000**	**$93,000**	**$508,013**	**$770,012**		
Item No	**Organisation Name**	**Project Name**	**Project Description**	**Project Objective**	**Phase Type**	**RLTP Objective**	**Cost 2015**	**Cost 2016**	**Cost 2017**	**Cost 2018**	**Cost 2019**	**Cost 2020**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**	**Recommend "R" Funded**
Activity Class 8 - Maintenance and Operations Local Roads																
1	ES	Maintenance, Operations and Renewals Programme 2015-18		Maintenance of stock effluent disposal sites within the Southland Region to remove effluent nuisance and adverse safety effects from effluent discharged onto our inter-regional State Highways.	Local Roads		$52,100	$52,100	$78,100	$78,100	$78,100	$78,100	$182,300	$416,600	**n/a**	**n/a**
7	GDC	Maintenance, Operations and Renewals Programme 2015-18		The objectives of our programme are to provide and maintain a safe and fit for purpose Gore District road network which will; 1. Continue to support and encourage economic growth and productivity locally and nationally. 2. Implement the safe system approach to maintain and where possible accelerate an improving trend in the key indicators of road safety, fatalities and serious injuries. 3. Optimise value for money in all aspects of the delivery of land transport locally and nationally.	Local Roads		$1,528,621	$1,550,022	$1,714,507	$1,754,819	$1,659,778	$1,703,152	$4,793,150	$9,910,899	**n/a**	**n/a**
11	ICC	Maintenance, Operations and Renewals Programme 2015-18		The objective of the road operation and maintenance programme is to deliver a safe, efficient, effective and appropriate to the function of the network through appropriate investment. This investment must deliver value for money and ensure roads remain fit for purpose and be aligned to levels of service both agreed through investment partners and aligned to realistic expectations of the community. Effective renewals must be carefully timed and then implemented to ensure investment occurs at the right time for the roading network to maintain providing drivers the appropriate levels of service. This must also ensure that the network continue to encourage where possible effective economic growth and improvements for freight movements. Transport options for all modes of road users must become aligned (through a transition plan) to the ONRC, community LOS and life cycle management of assets detailed in the ICC Roading AMP. The objective highlight in the RLTP is Objective 2.1.	Local Roads		$3,417,905	$3,427,263	$3,510,114	$3,492,000	$3,544,000	$3,597,000	$10,355,282	$20,988,282	**n/a**	**n/a**

29	SDC	Maintenance, Operations and Renewals Programme 2015-18		Our three key priorities/objectives are directly aligned to the Ministry of Transport Government Policy Statement. - Supporting economic Growth and productivity - Road Safety - Value for Money These are directly aligned by the 2015-2018 programme by Southland District Council focussing on: Economic Growth/Productivity - - Investment prioritised on our most valuable roads. Applying the One Network Roading Classification and Economic Network Plan to determine investment. - Investment in posted bridges achieving increased economic productivity in reducing supply chain costs. - Investment in the Alternative Scenic Route. Making scenic attractions more assessable attracting more tourists and improving their experience therefore stimulating our economy. - Minimising reductions in Levels of Service by focusing investment in maximising value to our customer. - Identify a freight route to increase Levels of Service by allowing more heavier vehicle movement on our network. Road Safety â€“ A move to more pro-active approach in dealing with safety deficiencies. Risk Management approach (likelihood consequence etc.) - Applying a safer systems approach and continually working close our key stakeholders. - Employment of a Road Safety Engineer. Value for Money â€“ - Continuous movement to an outcome driven delivery with a customer centric approach. - Focus on Decision Making Capability. - Improving customer expectations strongly aligned to the first principle. - Enabling innovation/experimentation taking more risk with a culture shift in service delivery. - A flexible, agile business model that can respond to change quickly in delivering services to our customers. Key Strategic Projects 2015-2018. - Improving Decision Making Capability - Improving Customer Expectations. - Transition to a Fit for Purpose Network applying the One Network Roading Classification. Note: We have applied a 4.6% Adminsitration Costs to all activities. This is justified via an Overhead assessment.	Local Roads		$11,473,921	$11,695,367	$11,602,843	$11,920,051	$12,014,066	$12,597,888	$34,772,131	$71,304,136	**n/a**	**n/a**
31	SDC	Maintenance, Operations and Renewals Programme 2015-18		Business as Usual Approach to maintaining the Lower Hollyofrd Road	SPR		$181,839	$184,384	$188,441	$206,111	$211,552	$217,476	$554,664	$1,189,803	**n/a**	**n/a**
Activity Class 8 Total							**$16,654,386**	**$16,909,136**	**$17,094,005**	**$17,451,081**	**$17,507,496**	**$18,193,616**	**$50,657,527**	**$103,809,720**		
Item No	**Organisation Name**	**Project Name**	**Project Description**	**Project Objective**	**Phase Type**	**RLTP Objective**	**Cost 2015**	**Cost 2016**	**Cost 2017**	**Cost 2018**	**Cost 2019**	**Cost 2020**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**	**Recommend "R" Funded**
Activity Class 9 - Maintenance and Operations State Highways																
41	SHNO	Maintenance, Operations and Renewals Programme 2015-18		Provide a business case to seek funding to enable HNO to provide networks that are fit for purpose to deliver appropriate customer level of service. The focus will be: On-going maintenance of assets in accordance with levels of service appropriate to the network hierarchy. On-going delivery of structures replacement at the end of their economic life. Demonstrate value for money. Please refer to State Highway Activity Management Plan (SHAMP) that covers planning, maintenance, operations and improvements activities to be delivered by HNO over the next ten years, making it a complete picture of how we plan, operate, maintain and improve the state highway network to deliver its vital role in enabling journeys safely and efficiently whilst achieving value for money.	State Highways		$16,553,310	$17,043,080	$17,402,240	$17,702,580	$18,128,740	$18,803,350	$50,998,630	$105,633,300	**n/a**	**n/a**
Activity Class 9 Total							**$16,553,310**	**$17,043,080**	**$17,402,240**	**$17,702,580**	**$18,128,740**	**$18,803,350**	**$50,998,630**	**$105,633,300**		
Item No	**Organisation Name**	**Project Name**	**Project Description**	**Project Objective**	**Phase Type**	**RLTP Objective**	**Cost 2015**	**Cost 2016**	**Cost 2017**	**Cost 2018**	**Cost 2019**	**Cost 2020**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**	**Recommend "R" Funded**
Activity Class 10 - Renewals Local Roads																
8	GDC	Maintenance, Operations and Renewals Programme 2015-18		The objectives of our programme are to provide and maintain a safe and fit for purpose Gore District road network which will; 1. Continue to support and encourage economic growth and productivity locally and nationally. 2. Implement the safe system approach to maintain and where possible accelerate an improving trend in the key indicators of road safety, fatalities and serious injuries. 3. Optimise value for money in all aspects of the delivery of land transport locally and nationally.	Local Roads		$1,979,829	$1,979,630	$1,908,411	$2,080,317	$2,158,942	$2,405,646	$5,867,870	$12,512,775	**n/a**	**n/a**
12	ICC	Maintenance, Operations and Renewals Programme 2015-18		The objective of the road operation and maintenance programme is to deliver a safe, efficient, effective and appropriate to the function of the network through appropriate investment. This investment must deliver value for money and ensure roads remain fit for purpose and be aligned to levels of service both agreed through investment partners and aligned to realistic expectations of the community. Effective renewals must be carefully timed and then implemented to ensure investment occurs at the right time for the roading network to maintain providing drivers the appropriate levels of service. This must also ensure that the network continue to encourage where possible effective economic growth and improvements for freight movements. Transport options for all modes of road users must become aligned (through a transition plan) to the ONRC, community LOS and life cycle management of assets detailed in the ICC Roading AMP. The objective highlight in the RLTP is Objective 2.1.	Local Roads		$5,237,866	$5,107,205	$4,758,601	$4,933,000	$4,933,000	$5,433,000	$15,103,672	$30,402,672	**n/a**	**n/a**

30	SDC	Maintenance, Operations and Renewals Programme 2015-18		Our three key priorities/objectives are directly aligned to the Ministry of Transport Government Policy Statement. - Supporting economic Growth and productivity - Road Safety - Value for Money These are directly aligned by the 2015-2018 programme by Southland District Council focussing on: Economic Growth/Productivity - - Investment prioritised on our most valuable roads. Applying the One Network Roading Classification and Economic Network Plan to determine investment. - Investment in posted bridges achieving increased economic productivity in reducing supply chain costs. - Investment in the Alternative Scenic Route. Making scenic attractions more assessable attracting more tourists and improving their experience therefore stimulating our economy. - Minimising reductions in Levels of Service by focusing investment in maximising value to our customer. - Identify a freight route to increase Levels of Service by allowing more heavier vehicle movement on our network. Road Safety â€“ - A move to more pro-active approach in dealing with safety deficiencies. Risk Management approach (likelihood consequence etc.) - Applying a safer systems approach and continually working close our key stakeholders. - Employment of a Road Safety Engineer. Value for Money â€“ - Continuous movement to an outcome driven delivery with a customer centric approach. - Focus on Decision Making Capability. - Improving customer expectations strongly aligned to the first principle. - Enabling innovation/experimentation taking more risk with a culture shift in service delivery. - A flexible, agile business model that can respond to change quickly in delivering services to our customers. Key Strategic Projects 2015-2018. - Improving Decision Making Capability - Improving Customer Expectations. - Transition to a Fit for Purpose Network applying the One Network Roading Classification. Note: We have applied a 4.6% Adminsitration Costs to all activities. This is justified via an Overhead assessment.	Local Roads		$11,122,370	$12,714,749	$14,662,721	$15,074,016	$17,395,181	$18,329,418	$38,499,840	$89,298,455	**n/a**	**n/a**
Activity Class 10 Total							**$18,340,065**	**$19,801,584**	**$21,329,733**	**$22,087,333**	**$24,487,123**	**$26,168,064**	**$59,471,382**	**$132,213,902**		
Item No	**Organisation Name**	**Project Name**	**Project Description**	**Project Objective**	**Phase Type**	**RLTP Objective**	**Cost 2015**	**Cost 2016**	**Cost 2017**	**Cost 2018**	**Cost 2019**	**Cost 2020**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**	**Recommend "R" Funded**
Activity Class 11 - Renewals State Highways																
42	SHNO	Maintenance, Operations and Renewals Programme 2015-18		Provide a business case to seek funding to enable HNO to provide networks that are fit for purpose to deliver appropriate customer level of service. The focus will be: On-going maintenance of assets in accordance with levels of service appropriate to the network hierarchy. On-going delivery of structures replacement at the end of their economic life. Demonstrate value for money. Please refer to State Highway Activity Management Plan (SHAMP) that covers planning, maintenance, operations and improvements activities to be delivered by HNO over the next ten years, making it a complete picture of how we plan, operate, maintain and improve the state highway network to deliver its vital role in enabling journeys safely and efficiently whilst achieving value for money.	State Highways		$3,889,400	$4,005,250	$4,091,830	$4,162,450	$4,262,650	$4,421,280	$11,986,480	$24,832,860	**n/a**	**n/a**
Activity Class 11 Total							**$3,889,400**	**$4,005,250**	**$4,091,830**	**$4,162,450**	**$4,262,650**	**$4,421,280**	**$11,986,480**	**$24,832,860**		
Item No	**Organisation Name**	**Project Name**	**Project Description**	**Project Objective**	**Phase Type**	**RLTP Objective**	**Cost 2015**	**Cost 2016**	**Cost 2017**	**Cost 2018**	**Cost 2019**	**Cost 2020**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**	**Recommend "R" Funded**
Activity Class 12 - New and Improved Infrastructure Local Roads																
4	ES	Minor improvements 2015-18		To complete, and advise the industry of the network of stock truck effluent sites in southern NZ, thus minimising the spillage of stock effluent onto roads, and the resultant road safety risk and environmental pollution.	Local Roads		$177,100	$167,100	$0	$0	$0	$0	$344,200	$344,200	**One**	**Yes**
6	GDC	Bridge Replacement	Replace Pyramid Bridge	The objective is to replace the Pyramid Bridge to maintain a safe and economic crossing of the Mataura River on this existing route.	Indicative Business Case		$50,600	$0	$0	$0	$0	$0	$50,600	$50,600	**One**	**Yes**
	GDC	Bridge Replacement	Replace Pyramid Bridge	The objective is to replace the Pyramid Bridge to maintain a safe and economic crossing of the Mataura River on this existing route.	Detailed Business Case		$50,600	$0	$0	$0	$0	$0	$50,600	$50,600	**One**	**Yes**
	GDC	Bridge Replacement	Replace Pyramid Bridge	The objective is to replace the Pyramid Bridge to maintain a safe and economic crossing of the Mataura River on this existing route.	Design		$0	$102,617	$0	$0	$0	$0	$102,617	$102,617	**One**	**Yes**
	GDC	Bridge Replacement	Replace Pyramid Bridge	The objective is to replace the Pyramid Bridge to maintain a safe and economic crossing of the Mataura River on this existing route.	Construction		$0	$0	$1,048,744	$0	$0	$0	$1,048,744	$1,048,744	**One**	**Yes**
9	GDC	Minor improvements 2015-18		The objectives of the minor improvements programme are to encourage or maintain economic growth, encourage or maintain productivity and to improve safety. Refer GDC AMP Appendix F	Local Roads		$180,482	$202,742	$233,583	$191,757	$190,936	$205,440	$616,807	$1,204,940	**n/a**	**n/a**

13	ICC	Minor improvements 2015-18		The objective of this programme will be to invest in effective road safety interventions aligning with the safer journeys direction. The solutions will deliver minor projects which improve resilience and the safety of the network. Invercargill has a number of safety issues particularly intersections where improvements are needed to reduce (including the risks of) fatal and serious injury. These have been regularly recognised by NZTA in the Community at Risk register and through work undertaken by Elle Flinn at ORC. Key Objective 1 of RLTP - 1.1 Investment is made in effective road safety interventions, reflecting the importance of road safety to the region and 1.3 The number of fatal and serious accidents for pedestrians, cyclists and motorcyclists is significantly reduced by 2045.	Local Roads		$427,100	$423,700	$409,900	$421,250	$42,850	$451,500	$1,260,700	$2,557,300	**n/a**	**n/a**
27	SDC	Alternative Scenic Route Seal Extension	Seal Extension along the scenic route Haldane-Curio Bay Road	The ideal objective to resolving the problems as stated above is a full seal extension. To achieve the following benefits: Benefit 1 Enhance the ability to upgrade the areaâ€™s status to Gateway (55%) Benefit 2 Reduced risk of number and seriousness of crashes (5%) Benefit 3 A greater ability to maximise maintenance investment across the region (40%)	Detailed Business Case		$2,000,000	$2,000,000	$0	$0	$0	$0	$4,000,000	$4,000,000	**One**	**Yes**
33	SDC	Mararoa Riv Bridge	Replacement of a nine span single lane wooden bridge	Continued access to two major stations and a conservation area used by hunters, trampers and anglers.	Construction		$0	$0	$1,046,000	$0	$0	$0	$1,046,000	$1,046,000	**Three**	**Yes**
34	SDC	Minor improvements 2015-18		Move from reactive to proactive approach to safety interventions/ (Risk Management Approach likelihood, consequence etc.) Pro-active bridge replacement programme focused on reducing bridges posting strategic link to economic productivity. Improvements of rehabilitations. Strategic Alignment in investment that will grow economic productivity and safety improvements. Note: Speadsheet will not align to budgets as Access roads rehabilitations have yet to be finalised. Plus we have added the 2.5% Adminsitration cost to these projects.	Local Roads		$993,297	$1,681,329	$2,737,131	$2,970,211	$4,449,074	$3,037,760	$5,411,757	$15,868,802	**n/a**	**n/a**
Activity Class 12 Total							**$3,879,179**	**$4,577,488**	**$5,475,358**	**$3,583,218**	**$4,682,860**	**$3,694,700**	**$13,932,025**	**$26,273,803**		
Item No	**Organisation Name**	**Project Name**	**Project Description**	**Project Objective**	**Phase Type**	**RLTP Objective**	**Cost 2015**	**Cost 2016**	**Cost 2017**	**Cost 2018**	**Cost 2019**	**Cost 2020**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**	**Recommend "R" Funded**
Activity Class 13 - New and Improved Infrastructure State Highways																
36	SHNO	Edendale Realignment	Bypass of Edendale Township.	Issues with variations in the speed limits through the Edendale township and; a horizontal curve with an intersection located on the apex and an adjacent level crossing located contained within a short section of highway. Additionally an expansion of Fonterraâ€™s plant will generate additional traffic, which will travel past residential properties and a school. The project will provide a by-pass to the township with appropriate connections to the Fonterra plant. Fonterra will provide financial contribution to this project in kind. Objective(s): the project is to improve (i) a safety for vehicles, from head on crashes; (ii) turning crashes and; (iii) travel time savings (= 70% of benefits). Southland RLTS Outcomes: Section 3, Safety; â€¢ 3.1, Outcome: A level of safety equivalent to that of the safest in the world and; â€¢ 3.2, Standard of the Land Transport Network, Policy 2, create a forgiving road environment with no surprises for road users; â€¢ 3.3, Crashes; Policy 2 Implement improvements to the transport network in response to crashes or where there is a high risk of a crash occurring, when such improvements are warranted; â€¢ 3.7, Policy 2, Provide facilities to visitors in appropriate locations. Section 4, Efficiency; â€¢ Outcome 1 A: transport network that enables the movement of people, stock and goods to desired destinations as efficiently as practicable; â€¢ Outcome 2: Appropriate design standards and operation of the strategic links of the network, having regard to their purpose; â€¢ Outcome 3: The efficiency of the existing network is protected or improved.	Design		$150,000	$0	$0	$0	$0	$0	$150,000	$150,000	**One**	**Yes**
	SHNO	Edendale Realignment	Bypass of Edendale Township.	Issues with variations in the speed limits through the Edendale township and; a horizontal curve with an intersection located on the apex and an adjacent level crossing located contained within a short section of highway. Additionally an expansion of Fonterraâ€™s plant will generate additional traffic, which will travel past residential properties and a school. The project will provide a by-pass to the township with appropriate connections to the Fonterra plant. Fonterra will provide financial contribution to this project in kind. Objective(s): the project is to improve (i) a safety for vehicles, from head on crashes; (ii) turning crashes and; (iii) travel time savings (= 70% of benefits). Southland RLTS Outcomes: Section 3, Safety; â€¢ 3.1, Outcome: A level of safety equivalent to that of the safest in the world and; â€¢ 3.2, Standard of the Land Transport Network, Policy 2, create a forgiving road environment with no surprises for road users; â€¢ 3.3, Crashes; Policy 2 Implement improvements to the transport network in response to crashes or where there is a high risk of a crash occurring, when such improvements are warranted; â€¢ 3.7, Policy 2, Provide facilities to visitors in appropriate locations. Section 4, Efficiency; â€¢ Outcome 1 A: transport network that enables the movement of people, stock and goods to desired destinations as efficiently as practicable; â€¢ Outcome 2: Appropriate design standards and operation of the strategic links of the network, having regard to their purpose; â€¢ Outcome 3: The efficiency of the existing network is protected or improved.	Construction		$0	$3,180,000	$3,180,000	$0	$0	$0	$6,360,000	$6,360,000	**One**	**Yes**
37	SHNO	Elles Road Roundabout	Realign highway approaches to existing intersection. Replace priority control with roundabout. Extend Lake Street to become fourth leg of roundabout.	Improved safety for all road users. Reduction in crashes and the severity of crashes that are unavoidable. Improved access to commercial/industrial premises.	Pre-implementation*		$123,060	$0	$0	$0	$0	$0	$123,060	$123,060	**One**	**Yes**
	SHNO	Elles Road Roundabout	Realign highway approaches to existing intersection. Replace priority control with roundabout. Extend Lake Street to become fourth leg of roundabout.	Improved safety for all road users. Reduction in crashes and the severity of crashes that are unavoidable. Improved access to commercial/industrial premises.	Implementation		$0	$877,440	$877,440	$0	$0	$0	$1,754,880	$1,754,880	**One**	**Yes**

38	SHNO	Falls Creek Bridge Widening	Replacement of existing one lane bridge with a new two lane bridge and widened approaches. Provide seperate pedestrian walkway	A single-lane bridge on which, tourist buses stop to enable viewing of Falls Creek and Christie Falls. No real edge protection, just sight rails. The project is to replace the existing one lane bridge with a new two lane bridge; widen the approaches and; provide a separate pedestrian walkway. Objective(s): the project is to improve (i) a safety for vehicles, from head on crashes; (ii) a safety for vulnerable road user (i.e. tourists on bridge) and; (iii) reducing delays. Southland RLTS Outcomes: Section 3, Safety; â€¢ 3.1, Outcome: A level of safety equivalent to that of the safest in the world and; â€¢ 3.2, Standard of the Land Transport Network, Policy 2, create a forgiving road environment with no surprises for road users; â€¢ 3.3, Crashes; Policy 2 Implement improvements to the transport network in response to crashes or where there is a high risk of a crash occurring, when such improvements are warranted; â€¢ 3.7, Policy 2, Provide facilities to visitors in appropriate locations. Section 5, Accessibility for People; â€¢ 5.2, Policy 1: Provide for the safe movement of pedestrians and other people using pedestrian facilities throughout Southland. Section 6, Needs of People and Communities; â€¢ 6.3, Policy 2, facilitate the safe and efficient movement of people on tourist routes.	Design		$100,000	$0	$0	$0	$0	$0	$100,000	$100,000	One	Yes
	SHNO	Falls Creek Bridge Widening	Replacement of existing one lane bridge with a new two lane bridge and widened approaches. Provide seperate pedestrian walkway	A single-lane bridge on which, tourist buses stop to enable viewing of Falls Creek and Christie Falls. No real edge protection, just sight rails. The project is to replace the existing one lane bridge with a new two lane bridge; widen the approaches and; provide a separate pedestrian walkway. Objective(s): the project is to improve (i) a safety for vehicles, from head on crashes; (ii) a safety for vulnerable road user (i.e. tourists on bridge) and; (iii) reducing delays. Southland RLTS Outcomes: Section 3, Safety; â€¢ 3.1, Outcome: A level of safety equivalent to that of the safest in the world and; â€¢ 3.2, Standard of the Land Transport Network, Policy 2, create a forgiving road environment with no surprises for road users; â€¢ 3.3, Crashes; Policy 2 Implement improvements to the transport network in response to crashes or where there is a high risk of a crash occurring, when such improvements are warranted; â€¢ 3.7, Policy 2, Provide facilities to visitors in appropriate locations. Section 5, Accessibility for People; â€¢ 5.2, Policy 1: Provide for the safe movement of pedestrians and other people using pedestrian facilities throughout Southland. Section 6, Needs of People and Communities; â€¢ 6.3, Policy 2, facilitate the safe and efficient movement of people on tourist routes.	Construction		$1,247,320	$0	$0	$0	$0	$0	$1,247,320	$1,247,320	One	Yes
39	SHNO	Invercargill - Moto Rimu Rd Safety Improvements	Safer Journeys - Roads and Roadsides BC. Various activities to address crash types which may include wide centreline, safety barrier, ATP and intersection improvements and closures.	Improved safety for all road users. Reduction in crash rates and severity of crashes.	Pre-implementation*		$0	$30,000	$0	$0	$0	$0	$30,000	$30,000	Two	Yes
	SHNO	Invercargill - Moto Rimu Rd Safety Improvements	Safer Journeys - Roads and Roadsides BC. Various activities to address crash types which may include wide centreline, safety barrier, ATP and intersection improvements and closures.	Improved safety for all road users. Reduction in crash rates and severity of crashes.	Implementation		$0	$0	$390,000	$0	$0	$0	$390,000	$390,000	Two	Yes
40	SHNO	Longbush - Invercargill Safety Impts	Safer Journeys - Roads and Roadsides BC. Various activities to address crash types which may include wide centreline, safety barrier, ATP and intersection closures.	Improved safety for all road users. Reduction in crash rates and severity of crashes that are unavoidable.	Detailed Business Case		$30,000	$0	$0	$0	$0	$0	$30,000	$30,000	Two	Yes
	SHNO	Longbush - Invercargill Safety Impts	Safer Journeys - Roads and Roadsides BC. Various activities to address crash types which may include wide centreline, safety barrier, ATP and intersection closures.	Improved safety for all road users. Reduction in crash rates and severity of crashes that are unavoidable.	Pre-implementation*		$0	$30,000	$0	$0	$0	$0	$30,000	$30,000	Two	Yes
	SHNO	Longbush - Invercargill Safety Impts	Safer Journeys - Roads and Roadsides BC. Various activities to address crash types which may include wide centreline, safety barrier, ATP and intersection closures.	Improved safety for all road users. Reduction in crash rates and severity of crashes that are unavoidable.	Implementation		$0	$0	$413,000	$0	$0	$0	$413,000	$413,000	Two	Yes
43	SHNO	Mataura Intersection Improvement	Rail line parallel with SH1 at the intersection of SH1 & SH93. Trucks from SH93 are unable to pull up to the limit line to confirm it is safe to turn left into SH1 without straddling rail line. Install merge bay on SH1 for left turning traffic.	Improved safety for road and rail users. Improved amenity for residents.	Detailed Business Case		$30,000	$0	$0	$0	$0	$0	$30,000	$30,000	Two	Yes
	SHNO	Mataura Intersection Improvement	Rail line parallel with SH1 at the intersection of SH1 & SH93. Trucks from SH93 are unable to pull up to the limit line to confirm it is safe to turn left into SH1 without straddling rail line. Install merge bay on SH1 for left turning traffic.	Improved safety for road and rail users. Improved amenity for residents.	Pre-implementation*		$0	$30,000	$0	$0	$0	$0	$30,000	$30,000	Two	Yes
	SHNO	Mataura Intersection Improvement	Rail line parallel with SH1 at the intersection of SH1 & SH93. Trucks from SH93 are unable to pull up to the limit line to confirm it is safe to turn left into SH1 without straddling rail line. Install merge bay on SH1 for left turning traffic.	Improved safety for road and rail users. Improved amenity for residents.	Implementation		$0	$0	$440,000	$0	$0	$0	$440,000	$440,000	Two	Yes
44	SHNO	Milford Rockfall/Avalanche Protection	Realignment to avoid avalanche path on eastern approach to tunnel. Relocation of visitor attraction/stopping location. High velocity catch fencing at two locations.	Improved safety for users and resilience of a key tourism route. Fewer highway closures will lead to a reduction in losses for tourism operators. Avalanche risk management will remain an on-going issue based on climatic conditions. Current solution is to relocate stopping areas away from avalanche path.	Detailed Business Case		$660,000	$0	$0	$0	$0	$0	$660,000	$660,000	One	Yes
	SHNO	Milford Rockfall/Avalanche Protection	Realignment to avoid avalanche path on eastern approach to tunnel. Relocation of visitor attraction/stopping location. High velocity catch fencing at two locations.	Improved safety for users and resilience of a key tourism route. Fewer highway closures will lead to a reduction in losses for tourism operators. Avalanche risk management will remain an on-going issue based on climatic conditions. Current solution is to relocate stopping areas away from avalanche path.	Pre-implementation*		$0	$660,000	$0	$0	$0	$0	$660,000	$660,000	One	Yes
	SHNO	Milford Rockfall/Avalanche Protection	Realignment to avoid avalanche path on eastern approach to tunnel. Relocation of visitor attraction/stopping location. High velocity catch fencing at two locations.	Improved safety for users and resilience of a key tourism route. Fewer highway closures will lead to a reduction in losses for tourism operators. Avalanche risk management will remain an on-going issue based on climatic conditions. Current solution is to relocate stopping areas away from avalanche path.	Implementation		$0	$0	$3,226,667	$3,226,667	$3,226,667	$0	$3,226,667	$9,680,001	One	Yes

45	SHNO	Minor improvements 2015-18		Activities will be targeted to low cost safety, optimisation and resilience activities which contribute to the Transport Agencyâ€™s goals of either (a) reducing the number of deaths and serious injuries (SOI Objective 4); (b) making best use of urban capacity (SOI Priority 2); or (c) greater resilience of the state highway network (SOI Objective 7). The objective will be to either reduce the level of deaths and serious injuries, improve urban network capacity in our major centres or to reduce the resilience risk on our key routes through preventative maintenance activities.	State Highways		$950,103	$1,017,968	$1,085,832	$0	$0	$0	$3,053,903	$3,053,903	**n/a**	**n/a**
46	SHNO	Visiting Driver Signature Project - Southland	Safety improvements for tourist drivers on the Southland section of the Queenstown - Milford Sound route including ATP, pull-off areas, barriers.	A reduction in tourist driver related crashes and where these cannot be avoided, a reduction in their severity. Consistency in the application of safety measures on major routes through Southland which provide key links to the adjacent region of Otago.	Detailed Business Case		$300,000	$0	$0	$0	$0	$0	$300,000	$300,000	**One**	**Yes**
	SHNO	Visiting Driver Signature Project - Southland	Safety improvements for tourist drivers on the Southland section of the Queenstown - Milford Sound route including ATP, pull-off areas, barriers.	A reduction in tourist driver related crashes and where these cannot be avoided, a reduction in their severity. Consistency in the application of safety measures on major routes through Southland which provide key links to the adjacent region of Otago.	Pre-implementation*		$0	$300,000	$0	$0	$0	$0	$300,000	$300,000	**One**	**Yes**
	SHNO	Visiting Driver Signature Project - Southland	Safety improvements for tourist drivers on the Southland section of the Queenstown - Milford Sound route including ATP, pull-off areas, barriers.	A reduction in tourist driver related crashes and where these cannot be avoided, a reduction in their severity. Consistency in the application of safety measures on major routes through Southland which provide key links to the adjacent region of Otago.	Implementation		$0	$0	$2,200,000	$2,200,000	$0	$0	$2,200,000	$4,400,000	**One**	**Yes**
47	SHNO	Wilsons Crossing Passing Lanes	Construction of staggered passing lanes Lochiel (SB), Wilsons Crossing(NB). Yr 1 - earthworks, drainage, subbase Yr 2 - basecourse, surfacing	This passing lane project is situated within an undulating section SH6 with poor passing opportunities; traffic volumes > 6400 vpd; increasing commuter and HGV traffic for the Port. Objective(s): the project is to provide (i) a safe passing environment while at the same time; (ii) reducing travel time and; (iii) vehicle operating costs. Southland RLTS Outcomes: Section 4, Efficiency; Outcome 1 A transport network that enables the movement of people, stock and goods to desired destinations as efficiently as practicable; Outcome 2 Appropriate design standards and operation of the strategic links of the network, having regard to their purpose; Outcome 3 The efficiency of the existing network is protected or improved. Also: Southland RLTS, Section 4, Sub-section 4.6, Provide Passing Opportunities.	Construction		$0	$1,157,500	$1,157,500	$0	$0	$0	$2,315,000	$2,315,000	**Three**	**Yes**
Activity Class 13 Total							**$3,590,483**	**$7,282,908**	**$12,970,439**	**$5,426,667**	**$3,226,667**	**$0**	**$23,843,830**	**$32,497,164**		

Appendix B: Southland ten-year financial forecast

The LTMA requires regional land transport plans to include a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the plan.

The forecast should only be regarded as indicative. Parts of it are likely to vary as projects are refined and, in some cases, expanded or removed. Furthermore, the forecast does not include revenue projections, which are unavailable at present. The funding assistance rates (proportion of national to local funding share) have not yet been provided to local authorities.

Table X Ten-year forecast of expenditure for Southland

To be completed

Appendix C: Southland significant and inter-regionally significant projects

The LTMA requires regional land transport plans to identify and prioritise projects of significance, and identify those of inter-regional significance. This is discussed in sections 4.4 – 4.6.

Table X Southland significant and inter-regionally significant projects

Projects are ranked in bands 1 (highest priority) – 3 (lowest priority). All projects within a band have equal ranking.

Programme Item No.	Project Name	Organisation	Has Inter-regional Significance
	Band 1		
1	Eastern Southland Stock Effluent Dump Site Project	ES	Yes
6	Pyramid Bridge Replacement	GDC	Limited
15	PT – Inter-Regional Ticketing Improvement –Southland	ICC	Yes
27	SOUTHERN PENGUIN SCENIC JOURNEY, (Alternative Scenic Route Seal Extension)	SDC	Yes
36	SH 1 - Edendale Realignment	SHNO	Yes
37	SH 1 - Elles Road Roundabout	SHNO	Yes
46	SH 94 - Visiting Driver Signature Project - Southland	SHNO	Yes
38	SH 94 - Falls Creek Bridge Widening	SHNO	Yes
44	SH 94 - Milford Rockfall/Avalanche Protection	SHNO	Yes
	Band 2		
43	SH 1/SH 93 - Mataura Intersection Improvement	SHNO	Yes
39	SH 1 - Invercargill - Moto Rimu Rd Safety Improvements	SHNO	yes
40	SH 1 - Longbush - Invercargill Safety Improvements	SHNO	Yes
	Band 3		
33	Mararoa Bridge Replacement	SDC	
47	SH 6 - Wilsons Crossing Passing Lane	SHNO	

BAND 1

Project Name:	**Eastern Southland Stock Effluent Dump Site Project**		
Organisation:	Environment Southland		
Project Funding	$344,200	**Project Years**	2015/16, 2016,17
Project description:	To locate and construct a stock effluent dump site in the eastern Southland area. An inter-regional site location has been agreed with the Road Transport association. The eastern Southland site will complete the highest priority site in Southland.		
Reason for priority:	1 – Contributes to safety of the transport network by removing a potential hazard. 2 – Keeping hazards of the transport network removes the need to additional maintenance and causes of delays. 3 – Economic productivity is enhanced by the ability of transport operators to use the network without causing a hazard to other users.		

Is it inter-regionally significant, and why	As a part of the inter-regional network of effluent dump sites for Otago and Southland and the final site on the national trunk network the project is considered to be inter-regionally significant.

Project Name:	**Pyramid Bridge Replacement**		
Organisation:	Gore District Council		
Project Funding	$1,242,561	**Project Years**	2015/16, 2016,17, 2017/18
Project description:	It is proposed to replace the Pyramid Bridge which crosses the Mataura River close to Riversdale township. This is subject to successful negotiation of the indicative and detailed business case process. The bridge is on the boundary between the Gore District and Southland District with the cost of capital works evenly shared by the two councils. Assessment of the 86m long single lane bridge shows that it is close to the end of its useful life and has been on the programme for replacement in 2017/18 for a number of years. The key problems needing to be addressed (the why) identified in the first step of the business case, the strategic case, along with the weighting of these, were as follows; Problem 1: The age and type of bridge means it is no longer fit for purpose (50%) Problem 2: The topography/historic location means the bridge provides a key crossing for the area (40%) Problem 3: The continuing deterioration of the bridge increases the risk of failure (10%)		
Reason for priority:	The project will contribute to the four Regional priorities in the following ways; 1. *The social cost of crashes and accidents is substantially reduced* This project will substantially reduce the potential social cost of crashes and accidents particularly the consequence of a catastrophic failure of the existing bridge. 2. *The network is resilient and reliable* The resilience and reliability of the network will be restored by this project. 3. *Transport services and infrastructure support economic productivity and growth* The project strongly supports economic productivity and growth. Replacement of the bridge avoids a significant increase in the journey length required for the various users of the bridge. These include a large number of commercial users. Currently over $32million of export value crosses the bridge. Approximately 23% of vehicles using the bridge are heavy commercial vehicles. There is very real potential for a significant increase in the volume and value of exports needing to take this journey. Milk and grain are two commodities which are increasing production in this area. 4. *Being able to access the network, no matter what their mode, in a manner that is convenient, affordable to funders and users* The fact that the existing bridge is the preferred route for a significant number of users (and value) provides strong evidence that the existing bridge satisfies this priority for current users .Replacement of the bridge will continue to satisfy this priority for current users and will also satisfy this priority for an increased number of future users.		
Is it inter-regionally significant, and why	This project has some inter-regional significance as a portion of the traffic using the bridge originates from the West Otago area or is travelling there.		

Project Name:	PT – Inter-Regional Ticketing Improvement –Southland		
Organisation:	Invercargill City Council		
Project Funding	$174,500	**Project Years**	2015/16
Project description:	Inter-regionally coordinated procurement and implementation of a new, improved integrated ticketing system for publicly contracted bus services		
Reason for priority:	This project meets the following regional transport priorities: 1. They are existing bus services for the Invercargill and Dunedin City's which reduce the number of vehicles on the road, and hence the number of crashes. 2. Provides resilience in times of oil spikes and inclement weather 3. The movement of people supports economic development and employment 4. Mode choice enables access to good and services as well as health and employment and education for a large number of residents in Invercargill This project compliments the PT Baseline programme and needs to be developed in conjunction with the following programmes: • Public Transport Programme of Improvements • Public Transport Infrastructure Improvements		
Is it inter-regionally significant, and why	Yes, requires a high degree of cooperation with other regions, as procurement of the system is inter-regionally coordinated.		

Project Name:	SOUTHERN PENGUIN SCENIC JOURNEY. **(Alternative Scenic Route Seal Extension)**		
Organisation:	Southland District Council (and Clutha District Council)		
Project Funding	$4,050,000	**Project Years**	2015/16, 2016,17
Project description:	The ideal objective is to upgrade this part of the Tourism Journey between Nugget Point in the Clutha District and the Southland District's Catlins area for tourism traffic in order to ensure that such Visiting Drivers experience a safe and uniform/consistent journey, by way of the seal extension of the Nuggets Road (Clutha) and the Haldane – Curio Bay road (Southland) as part of this uniform travel continuity on this part of their journey. For the most part the Clutha District section of this journey requires the Nugget Point linkage to tie in with the uniformity across boundaries to Southland's Catlin's key tourism areas. The completion of this continuity will deliver the benefits listed below. ➢ Southland DC Journey portion Estimation for upgrade – primarily $4.5M under 20KM in total, ➢ Clutha DC – Primarily $2.6M to complete the balance of seal extension already in place to Nugget Point (previously sealed 3 routes on the Southern Scenic Route as part of Otago Regional funding). ➢ Combined Southern Scenic Penguin Journey approx. $7.1M – including seal upgrade, new visiting tourist signage and road marking, scenic photo stops, frequent rest areas, new tracks and parking areas, new maps and brochures, online web-site and Google-maps, weather and journey information sites. ➢ To Include: - Wide enough carriage width to support biking lanes, where feasible - Additional Rest Areas and parking sites for tour Buses, Campers, Vans - Estimated 6 VMS Signs required, signalling slower speed required, Forecast bad weather, high traffic periods,		

	Campground and POI Key areas of interest. - High Crash Area Signage - Single Lane Bridges – signed and speed reduction
Reason for priority:	A) SDC's local roads 18% of all crashes are caused or partly caused by Visiting (overseas) drivers: • Reviewing CAS we have identified that 27% of all crashes on the Catlin's route are caused or partly caused by a visiting driver. • The data indicates that 20-29yr olds are more likely to lead the incidents and is more likely their crashes on take place on remote parts of the network (i.e. predominately on gravel roads). • The groundswell from the locals is that the visiting drivers do not know how to drive on our unsealed roads. • The police are strongly indicating from reviewing the visiting drivers crash incidents are resulting from drivers who simply do not know how to drive on New Zealand Roads and more when journeying onto unsealed parts of our network. • Self-Explaining Roads are not readily understood for (any) first time 'Visiting Driver'. They will have a nil reference and zero tolerance for making errors as they do not understand how to drive our unsealed roads versus their home-ground roads. Often, they will confront the typical three exposed wheel tracks and not understand to ride the right wheel in the middle track and slow down considerably with oncoming traffic. Driving on unsealed at a consistent speed of 70KPH can often be a safety challenge for most Kiwi Drivers – let alone at the default 100KPH speed that would result in instant disaster for a fresh visiting driver. B) Clutha DC is experiencing 300+ vehicles per day peak rates and Southland 500+ vehicles per day. Unknown where the additional 200/day from – yet speculated they are possibly from the other QLDC to Milford Sound Journey – swinging by to visit the Catlins and Nugget Point. C) Prime Tourism season traffic same as our Holidays – hence why the profound clash. This activity is increasing year by year and we expect a high level of economic benefit and continued growth. As will the combined journey build on visitors to travel a few kilometres more to see considerably more.

Is it inter-regionally significant, and why	• **Journey Benefit 1:** By enhance the ability to upgrade the economic return to increased Tourism via the combined Journey and Coastal Scenic Gateway is apportioned at 45% of the reason to adopt the shared Penguin Colony found at each end of the combined journey with Clutha DC (Nugget Point Visitors) and Southland DC Catlins Curio Bay. This is where the increased tourism can jointly amplify the combined joint benefit from visitors integrating a wider journey from one to other. This will extend the journey both ways and with the opportunity for the visitor with more to see, extends the benefit of their stay. In addition there is more overnight accommodation in Clutha where Nugget Point is a tad more limited, this being a win for all sides. • **Journey Benefit 2:** By combined Journey we can apply from what is learned from the Visiting Driver Signature Project (the other journey from QLDC to Milford Sound). Where there can be the driver safety benefit of improved continuity over the journey: ➢ Same signage and road marking ➢ Journey maps and hand-outs that depict the signage used, combined journey Key points of interest, road marking and where the most frequented rest stops and attractions are. ➢ Shared promotion with JOURNEY TIMES connecting the combinations of origin and destination times on a hard copy map or handbook as we have already done with following the lead from the signature project, offering warning pictures and graphics of the 'Do's and Don'ts" that visiting drivers must adopt and take on board. At least to keep the Safety message in train with one area and linking with the other, taking away unnecessary confusion and ambiguity from differing signage, usual road stops, photo vantage points, parking controlled lots, well-marked tracks, well defined in advance areas to picnic • **Benefit 3:** Reduced risk of an increasing number and serious of crashes for both locals and visitors. Our hospitalisation data (Crash Related) indicate this Catlin areas requires some immediate intervention. • **Benefit 4:** A greater ability to maximise maintenance investment across the region (40%) and eventually intra-regional – maintenance from Nugget Point to Catlins with the same contractor to ensure all the treatment and intervention are in cadence to prevent or minimise interruptions and have less journey ambiguity or disconnect from one end to the other.

Project Name:	**SH 1 - Edendale Realignment**		
Organisation:	Southland Highways and Network Operations		
Project Funding	$6,510,000	**Project Years**	2015/16, 2016,17, 2017/18
Project description:	Issues with variations in the speed limits through the Edendale township and; a right angled bend with an adjacent intersection and level crossing all located within a short section of highway. Additionally an expansion of Fonterra's plant will generate additional traffic, which will travel past residential properties and a school. The project will provide a by-pass to the township with appropriate connections to the Fonterra plant. Planned construction: 16/17 – 17/18		
Reason for priority:	The project improves safety for vehicles and other road users within the Edendale township. The project supports economic growth by providing a transport network that enables the movement of people, stock and goods to desired destinations as efficiently as practicable.		

Is it inter-regionally significant, and why	Yes Supports economic growth within Otago and Southland

Project Name:	**SH 1 - Elles Road Roundabout**		
Organisation:	Southland Highways and Network Operations		
Project Funding	$1,877,940	**Project Years**	2015/16, 2016,17, 2017/18
Project description:	Realign highway approaches to existing intersection. Replace priority control with roundabout. Extend Lake Street to become fourth leg of roundabout to provide an alternative access to the industrial area.		
Reason for priority:	Improved safety for all road users at this high risk intersection. Reduction in crashes and the severity of crashes that are unavoidable. Improved access to commercial/industrial premises.		
Is it inter-regionally significant, and why	Yes Reduction in death and serious injury at an intersection that is on the national register of high risk intersections.		

Project Name:	**SH 94 - Visiting Driver Signature Project – Southland**		
Organisation:	Southland Highways and Network Operations		
Project Funding	$5,000,000	**Project Years**	2015/16, 2016,17, 2017/18
Project description:	Safety improvements for tourist drivers on the Southland section of the Queenstown - Milford Sound route including ATP, pull-off areas, barriers.		
Reason for priority:	A reduction in tourist driver related crashes and where these cannot be avoided, a reduction in their severity. Consistency in the application of safety measures on major routes through Southland which provide key links to the adjacent region of Otago.		
Is it inter-regionally significant, and why	Yes The project is located on the inter-regional journey from Queenstown to Milford.		

Project Name:	**SH 94 - Falls Creek Bridge Widening**		
Organisation:	Southland Highways and Network Operations		
Project Funding	$1,347,320	**Project Years**	2015/16,
Project description:	This is a narrow single-lane bridge on which, tourist buses stop to enable viewing of Falls Creek and Christie Falls. There have been a number of crashes at the bridge in the past. There is no real edge protection, only sight rails. The project is to replace the existing one lane bridge with a new two lane bridge; widen the approaches and; provide a separate pedestrian walkway.		
Reason for priority:	The objective of the project is to improve safety for vehicles from head on crashes and safety for vulnerable road user (i.e. tourists walking on bridge).		
Is it inter-regionally significant, and why	Yes The project is located on the inter-regional journey from Queenstown to Milford.		

Project Name:	**SH 94 - Milford Rockfall/Avalanche Protection**		
Organisation:	Southland Highways and Network Operations		
Project Funding	$4,546,667	**Project Years**	2015/16,

			2016,17, 2017/18
Project description:	Realignment of SH94 to avoid avalanche path on eastern approach to tunnel. Relocation of visitor attraction/stopping location. High velocity catch fencing at two other locations.		
Reason for priority:	Improved safety for users and resilience of a key tourism route. Fewer highway closures will lead to a reduction in losses for tourism operators. Avalanche risk management will remain an on-going issue based on climatic conditions.		
Is it inter-regionally significant, and why	Yes The project is located on the inter-regional journey from Queenstown to Milford.		

BAND 2

Project Name:	**SH 1 / SH 93 - Mataura Intersection Improvement**		
Organisation:	Southland Highways and Network Operations		
Project Funding	$5,00,000	**Project Years**	2017/18
Project description:	The SIMT rail line runs parallel with SH1 at the intersection of SH1 & SH93. Trucks from SH93 are unable to pull up to the limit line to confirm it is safe to turn left into SH1 without straddling rail line. The Alliance Plant has been reconfigured and all stock now enters from SH1 and this will increase the right turn movements from SH93. The Alliance plant car park is also being relocated which will put additional demand on this intersection. The intersection needs to be reconfigured to cater for the additional demand.		
Reason for priority:	Improved safety for road and rail users. Provide better access to SH1 for trucks.		
Is it inter-regionally significant, and why	Yes This intersection is located at the southern end of SH93 which is a significant inter-regional journey, particularly for trucks.		

Project Name:	**SH 1 - Invercargill - Moto Rimu Rd Safety Improvements**		
Organisation:	Southland Highways and Network Operations		
Project Funding	$420,000	**Project Years**	2016,17, 2017/18
Project description:	This project comes from the Safer Journeys - Roads and Roadsides Business Case. It includes various activities to address crash types which may include wide centreline, safety barrier, ATP and intersection improvements and closures.		
Reason for priority:	Improved safety for all road users. Reduction in crash rates and severity of crashes.		
Is it inter-regionally significant, and why	Yes It is located on SH1 between Invercargill and Bluff which provides access to South Port.		

Project Name:	**SH 1 - Longbush - Invercargill Safety Improvements**		
Organisation:	Southland Highways and Network Operations		
Project Funding	$473,000	**Project Years**	2015/16, 2016,17, 2017/18
Project description:	This project comes from the Safer Journeys - Roads and Roadsides Business Case. It includes various activities to address crash types which may include wide centreline, safety barrier, ATP and intersection improvements and closures.		

Reason for priority:	Improved safety for all road users. Reduction in crash rates and severity of crashes.
Is it inter-regionally significant, and why	Yes It is located on SH1 between Dunedin and Invercargill which is a key inter-regional journey particularly for freight.

BAND 3

Project Name:	**Mararoa Bridge Replacement**		
Organisation:	Southland District Council		
Project Funding	$1,046,000	**Project Years**	2015/16, 2016,17, 2017/18
Project description:	The Mararoa Road Bridge is located at the southern end of the Eyre Mountains Conservation Area, approximately 21 km east of Te Anau. This multi-span timber bridge is 70 m long and provides access to both Mararoa Downs Station which is privately owned and areas of neighbouring Mararoa Station owned by Land Corp farms, across the Mararoa River. The bridge also provides vehicle access to the extensive Eyre Mountains Conservation Area which attracts hunters, anglers and tampers. The bridge currently has a restriction of 60% Class 1 and 10 km/hr. which is having a significant effect on the operations of these stations. The bridge has very little remaining life and needs replacement rather than upgrade as the piers are also in poor condition (two pier sets have been undermined in the last 10 years requiring expensive repairs). It is therefore proposed to replace the bridge with a new Class 1 multi-span single lane structure as soon as funding can be secured. This may include co-funding from the two stations.		
Reason for priority:	The bridge replacement contributes to regional transport priorities as follows: – It provides a resilient and reliable connection to the network for these two significant farming operations. (The current bridge limits this with its capacity and condition.) – It supports economic productivity and growth through allowing these farming operations to bring in feed, fuel and fertiliser, and export stock and wool (estimated at $4-5M of goods pa). The bridge has an assessed remaining useful life of only two years and is not worth spending money on patch up as so much of it is close to the end of its life. While the timber beams on the bridge are no longer suitable for the length they are required to span, they could be useful for upgrading other shorter bridges.		

Project Name:	**SH 6 - Wilsons Crossing Passing Lanes**		
Organisation:	Southland Highways and Network Operations		
Project Funding	$2,315,000	**Project Years**	2015/16, 2016,17, 2017/18
Project description:	Construction of one northbound passing lane to improve passing opportunities on SH6.		
Reason for priority:	This passing lane project is situated within an undulating section SH6 with poor passing opportunities; traffic volumes > 6400 vpd; increasing commuter and HGV traffic for the Port. The objective of the project is to provide a safe passing opportunity while at the same time reducing travel time.		
Is it inter-regionally significant, and why	Yes This project is located on a key inter-regional route between Invercargill and Queenstown.		

Appendix D: Otago project details

This appendix contains the projects put forward for funding from the NLTF. Note that the NLTF operates on a three year cycle. Funding for projects in years 4 – 6 of this plan will be resubmitted in detail as part of the required review in year three of the plan. Note also that the local funding share of these projects is subject to the long-term plan and annual plan processes of each council. Consequently the projects outlined in this appendix will be subject to ongoing changes that will affect which activities get funded and the level of funding.

Where the RTC has recommended a project phase that extends beyond the six years of this RLTP, it is recommending that the entire phase be funded, including beyond the six-year scope of the current programme.

Section 16(3)(e) LTMA specifies the information which must be included for each project:

The objective or policy to which the activity will contribute	The "RLTP objective" column x indicates how the various projects contribute to the Objectives (section x). An objective reference in black indicates a large contribution of a project to an objective, and an objective reference in grey indicates a smaller contribution.
An estimate of the total cost and the cost for each year	This is shown in the “total cost for 6 years”, and the “total cost for 3 years” columns, and the columns marked by year. Note there was some difficulty obtaining data for the final 3 years, due to the setup of the NZTA database “Transport Investment Online”, and the uncertain nature of the Council Long Term Planning process. However, this is only a funding bid for the first 3 years, the second three years of costs will be resubmitted in detail as part of the required review in year three of the plan.
The expected duration of the activity	This is indicated by the years that costs are stated for a project.
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)	All funding other than from the national land transport fund is sourced from approved organisations, generally funded through rates, or in some cases through landowner contributions.
Any other relevant information	This includes information to assist understanding of the nature and importance

	of the project – project name, phase type and project description.

Activity classes

The project tables are arranged by the following Activity Classes:

Description of what is in each Activity Class – to complete.

Projects continuing from the previous RLTP

The RLTP is a continuous programme with some activities continuing into subsequent years. Table x details those activities included in the 2012/15 NLTP but not completed. These are being proposed for inclusion in the 2015/45 RLTP, and are highlighted to allow NZTA to continue to make funding provision for them.

Note – some projects from the last RLTP have also been abandoned, varied or suspended. The organisations chose to abandon X projects included in the RLTP 2012-2015; a further X were suspended of which X were because they either did not receive NLTP funding or received insufficient funding. The reason for suspension or abandonment was their low profile.

Table X Projects continuing from the previous RLTP

Table to be inserted

Table X Transport Planning Projects – Otago

Table X Road Safety Projects - Otago

Table X Walking and cycling - Otago

Table X Public Transport Services - Otago

Table X Public Transport Infrastructure - Otago

Table X Maintenance and Operations of Local Roads - Otago

Table X Maintenance and Operations of State Highways - Otago

Table X Renewals Local Roads - Otago

Table X Renewals State Highways - Otago

Table X new and Improved Infrastructure Local Roads – Otago

Table X new and Improved Infrastructure State Highways - Otago

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Row No	**Organisation Name**	**Project Name**	**Project Description**	**Project Objective**	**Phase Type**	**RLTP Objective**	**Cost 2015**	**Cost 2016**	**Cost 2017**	**Cost 2018**	**Cost 2019**	**Cost 2020**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**
Activity Class 1 - Transport Planning															
1	CODC	Activity Management Planning	to be added	to be added	2015 Asset Managment Planning		$69,359	$70,368	$74,908	$75,949	$77,052	$81,827	$214,635	$449,463	**n/a**
6	CDC	Activity Management Planning	Transportation Planning activities consisting of Activity Management Plan, Economic Network Plan and Road Safety Action Plan improvements as well as Road valuations.	Ensuring TAMP,ENP,RSAP and Road valuations are up to date, thus ensuring best practice tools are available in making optimal asset management decisions. RLTP Objective 2.1 Policy 1 & 2.3; Policy 1.	CDC TPAC		$58,300	$58,300	$58,300	$58,300	$58,300	$58,300	$174,900	$349,800	**n/a**
22	DCC	Mosgiel Safety and Accessibility Upgrade	Upgrade Mosgiel town centre to improve safety and accessibility, and provide local area cycle network.	The preferred programme will identify the best way in which to address some of the problems identified in the Strategic Case Freight, and in the new Strategic Case Mosgiel which will be developed during 2016/17. It is anticipated that safety will be a major focus. RLTP: Objective 1.1 Policy 1	PBC		$0	$0	$180,000	$0	$0	$0	$180,000	$180,000	**n/a**
24	DCC	Operations and Renewal Programme Business case	Programme business case for implementation of ONRC and CLOS applied to AMP.	Identification of opportunity action programme to the delivery of a one network AMP programme for investment of One Network Road Classification and Customer Level Of Service, through the STAMP. Strategic case is commenced with the single stage business case for STAMP (Smarter Transport Asset Management Planning) RLTP: Objective 2.3 Policy 1	AMP Programme Business Case		$50,000	$50,000	$150,000	$50,000	$50,000	$50,000	$250,000	$400,000	**n/a**
37	OHNO	Central Queenstown Optimisation Plan	The Central Queenstown SBC is currently being completed by QLDC. The PBC will be a joint NZTA and Queenstown-Lakes District Council initiative which is likely to result in a combined programme of local road and SH improvement/optimisation activities within central Queenstown. This will address the problems of traffic congestion and significant pedestrian activity in the CBD.	Improved journey time reliability, easing of congestion and improved visitor experience.	Central Queenstown PBC		$40,000	$0	$0	$0	$0	$0	$40,000	$40,000	**n/a**
41	OHNO	Dunedin Central City Optimisation Plan	Optimisation of the existing SH and local road network within the Dunedin CBD and integration of modes	Optimisation of the existing SH and local road network within the Dunedin CBD and integration of modes	Dunedin Central City PBC		$0	$0	$0	$80,000	$0	$0	$0	$80,000	**n/a**
54	OHNO	Network Operating Plan - Dunedin	Optimisation of the existing SH and local road network in Dunedin City and prioritise routes by mode and time	Optimisation of the existing SH and local road network in Dunedin City and prioritise routes by mode and time	Dunedin NOP		$0	$0	$0	$70,000	$0	$0	$0	$70,000	**n/a**
59	OHNO	Queenstown Frankton Flats Growth Area	Programme Business Case for improvements to the SH and local road network in and around the Frankton area.	Improving the transport within the Frankton Flats area will allow the network to run more efficiently and reliable and thereby reduce delays to all road users. This will also enhance the experiences of tourists and residents, making Queenstown and the surrounding District a more enjoyable destination, creating a more desirable place to visit and live, which will in turn grow the economy.	Frankton Flats PBC		$100,000	$0	$0	$0	$0	$0	$100,000	$100,000	**n/a**
62	OHNO	SH1 ChCh to Dunedin Corridor PBC (Otago Section)(NRR43)	The National Roads and Roadsides programme business case identified a number of high risk state highway corridor that will be investigated through corridor programme business cases. SH1 ChCh to Dunedin was identified in the national PBC as one such corridor. This PBC will consider interventions on the Otago section of this corridor (Dunedin to Waitaki River).	Development of a number of interventions on this corridor over 10 years will provide a significant reduction in the risk of deaths and serious injuries.	SH1 Dunedin to Waitaki Rv PBC		$100,000	$100,000	$0	$0	$0	$0	$200,000	$200,000	**n/a**
63	OHNO	SH1 Dunedin to Invercargill PBC (NRR58,77)			SH1 Dunedin to Inv PBC		$0	$100,000	$0	$0	$0	$0	$100,000	$100,000	**n/a**
67	OHNO	Strategic Transport Model Updating	Updating QLD Strategic Transport Models	To have a current and fit for purpose transport model to respond to demands and pressures on the network	Strategic Model Update		$40,000	$0	$0	$0	$0	$0	$40,000	$40,000	**n/a**
73	ORC	Otago Regional Public Transport Plan 2015 - 18	A statutory plan required by the LTMA. A review of the 2014 RPTP as a result of the release of the 2015-18 RLTP, and preparation of a new one in 2017	We will: * comply with the requirements of the LTMA * transition bus services to PTOM * optimise bus services in the Wakatipu Basin to ensure value for money, efficiency and effectiveness of this public transport network RLTP objectives 4.5 and 4.6	Prepation of RPTP		$123,375	$169,925	$223,012	$156,924	$87,079	$171,396	$516,312	$931,711	**n/a**
85	ORC	Regional Land Transport Planning Management 2015-18	Delivery of the Regional Land Transport Programme	To develop and manage the Otago Regional Land Transport Programme (RLTP), including (1) investigating key strategic issues and developing investment priorities, including completion of the Otago Southland road safety strategy, (2) monitoring implementation of the RLTP and regions' road safety strategy through aggregation and analysis of data, (3) liaison with approved organisations about implementing the RLTP and regions' road safety strategy, and (4) responding to any requests to vary the RLTP.	Programme Business Case		$786,555	$490,995	$510,294	$522,027	$526,724	$572,687	$1,787,844	$3,409,282	**n/a**
89	QLDC	Activity Management Planning	Ongoing managment & developement of the transport activity management plan, including application of the one nertwork road classificantion and use of the economic network plan.	Refer draft Regional Land Transport Plan objectives: 2.1 The form and function of transport infrastructure is understood, and infrastructure is maintained at a level appropriate to its function 2.2 The transport system is resilient and reliable â€“ to a level appropriate to the function of each route 2.3 Decision making leads to infrastructure and services that are appropriate to function and demand, taking into account whole-of-life costs and benefits.	Activity Management Planning		$60,000	$60,000	$60,000	$60,000	$60,000	$60,000	$180,000	$360,000	**n/a**
90	QLDC	Connection to Crown Estate & Crown Range	Referred to in the Queenstown Lakes District strategic business case, as 'Connection to the Crown Estate', the scope of this project has been widened to include the Crown Range Road. The programme business case will develop an appropriate programme to address the common issues over three key non-state highway tourist routes where the combination of increasing traffic volumes, user expectatons exceeding levels of service, and forecast funding shortfalls are present.	Draft RLTP objective 1.1: Investment is made in effective road safety interventions, reflecting the importance of road safety to the region. Draft RLTP objective 2.1: The form and function of transport infrastructure is understood, and infrastructure is maintained at a level appropriate to its function. Draft RLTP objective 2.2: The transport system is resilient and reliable - to a level appropriate to the function of each route. Draft RLTP objective 2.3: Decision making leads to infrastructure and services that are appropriate to function and demand, taking into accont whole-of-life costs and benefits. Draft RLTP objective 3.2: Visitors have quality, safe travel experiences on Otago / Southland roads and cycle trails.	Crown Estate / Crown Range		$50,000	$0	$0	$0	$0	$0	$50,000	$50,000	**n/a**

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
107	QLDC	Public Transport Improvement Programme Business Case	Development of programme of public transport improvements as adjunct to Otago Regional Council's planned network review for Wakatipu public transport services.	Draft RLTP objective 2.1: The form and function of transport infrastructure is understood, and infrastructure is maintained at a level appropriate to its function. Draft RLTP objective 2.2: The transport system is resilient and reliable - to a level appropriate to the function of each route. Draft RLTP objective 2.3 Decison making leads to infrastructure and services that are appropriate to function and demand, takeing into account whle of life costs and benefits. Draft RLTP objective 2.4 Transport and land use planning are integrated and mutually responsive, and provide for growth and changing land use, at the right time and in the right way. Draft RLTP objective 3.2: Visitors have quality, safe travel experiences on Otago / Southland roads and cycle trails.	Public transport		$0	$50,000	$0	$0	$0	$0	$50,000	$50,000	**n/a**
110	QLDC	Walking & Cycling Programme Business Case	Development of programme to support district wide inititiaves to improve transport choices and to integrate with the off-road recreational network.	Draft RLTP objective 1.1: Investment is made in effective road safety interventions, reflecting the improtance of road safety to the region. Draft RLTP objective 1.3: The number of fatal and serious accidents for pedestrians, cyclists, and motorcyclists is significantly reduced by 2045. Draft RLTP objective 2.1: The form and function of transport infrastructure is understood, and infrastructure is maintained at a level appropriate to its function. Draft RLTP objective 2.2: The transport system is resilient and reliable - to a level appropriate to the function of each route. Draft RLTP objective 2.3: Decision making leads to infrastructure and services that are appropriate to function and demand, taking into account whole-of-life costs and benefits. Draft RLTP objective 3.2: Visitors have quality, safe travel experiences on Otago/Southland roads and cycle trails	Walking and Cycling		$0	$0	$50,000	$0	$0	$0	$50,000	$50,000	**n/a**
113	WDC	Beach Road Realignment PBC	It is essential to complete a programme business case to determine whether the project should proceed.	The programme business case will determine whether or not the project should proceed. RLTP Output Policy 1, Objective 2.1	Beach Road PBC		$16,720	$0	$0	$0	$0	$0	$16,720	$16,720	**n/a**
115	WDC	Harbourside Projects PBC	Programme business case is essential to determine whether to project should go ahead.	Acceptable, predictable travel times within level of service specified for ONRC access roads. Otagoâ€™s transport system caters for increasing numbers of tourists and has adequate service and infrastructure ie road, rail, walkway and cycleway, with easy transfers between modes to ensure safe, quality travel experiences and manage adverse effects on the environment and communities. Otago RLTP - Policy1, Objective 1.1 and Policy 1, Objective 2.1	Harbourside PBC		$16,720	$0	$0	$0	$0	$0	$16,720	$16,720	**n/a**
116	WDC	Haven Street Stabi & Rehab PBC	It is essential that the programme business case is completed to determine whether the project should proceed to completion.	Movement at an aggressive rate has progressed historically and large displacements have been observed. Annual movements of 30 - 400mm have been noted as have total movements in excess of 2m. The objective of the works is to slow down the rates of movement to manageable levels providing route resilience with enhanced safety and reliability so that the main route into Moeraki and the port can be reinstated. RLTP Policy 1, Objective 2.1	Haven Street PBC		$16,720	$0	$0	$0	$0	$0	$16,720	$16,720	**n/a**
120	WDC	Maintenance, Ops and Renewals PBC	This is essential in progressing maintenance operations and renewals from Strategic Case to Programme Business Case.	Maintenance, operations and renewals are required within the road network. A fine balance s required to ensure optimisation of the investment in the road network and achieve agreed levels of service (ONRC) in a cost effective manner without comprising the integrity of the asset by deferring maintenance. Otago RLTP Output Policy 1 Objective 2.1	Maint, ops and Renewals PBC		$16,720	$0	$0	$0	$0	$0	$16,720	$16,720	**n/a**
124	WDC	Rural Resilience Project PBC	The Rural Resilience Project is essential to improving resilience and security of the road network.	The objective is to ensure improved drainage ie new and renewed culverts and roadside drains so that sealed and unsealed road pavements remain dry with optimum strength. This is to improve efficiency, is very effective, cost effective and value for money. Otago RLTP Policy 1 Objective 2.1 and Policy 2 Objective 2.2	Rural Resilience PBC		$16,720	$0	$0	$0	$0	$0	$16,720	$16,720	**n/a**
126	WDC	Seal Widening PBC	It is essential to complete a programme business case to determine whether the project should proceed to completion.	The Road Infrastructure Safety Assessment (RISA) of Waitaki District (Feb 2008) made a specific recommendation to develop policies for seal widening. Policies have been developed and the obective is to implement the WDC 2008 carriageway widening policy and give effect to the Rural High Risk Roads Guildelines and Safer Journeys. Otago RLTP Policy 1 Objective 2.1 and Policy 2 Objective 2.2	Seal Widening PBC		$16,720	$0	$0	$0	$0	$0	$16,720	$16,720	**n/a**
127	WDC	Transport Planning 2015/18	Transport Planning (strategic) is required to ensure maximisation of the roading network taking into account the GPS 2014, One Network Road Classification and Roading Network Plan.	Transport Planning (strategic) is required to optimise the investment in the land transport network and achieve agreed levels of service in a cost effective manner. It is undertaken to align Council policies and programmes with national and regional objectives. Otago RLTP Output Policy 1 Objective 2.4	Transport Planning PBC		$71,370	$72,725	$74,180	$75,740	$77,400	$79,183	$218,275	$575,048	**n/a**
129	WDC	WDC River training PBC	The River Training Project is essential to improving resilience and security of the road network	The objective is to ensure that the river flows freely under the bridges at these 2 location without the threat of damage to infrastructure. This will improve efficiency, will be effective, is cost effective and is value for money. Otago RLTP Policy 1 Objective 2.1 and Policy 2 Objective 2.2	River training PBC		$16,720	$0	$0	$0	$0	$0	$16,720	$16,720	**n/a**

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
131	WDC	Waianakarua Road Realignment PBC	it is essential to complete a programme business case to determine whether the project should proceed to completion	The objective is to realign the road away from the existing alignment to ensure safe passage for vehicles and future proof Waianakarua Road from the river. As the WDC Coastal Roads Strategy and ONRC will influence the final outcome for this project, the project value may be reduced from that submitted. Otago RLTP Policy 2 Objective 2.2	Waianakarua Rd Realignment PBC		$0	$16,720	$0	$0	$0	$0	$16,720	$16,720	**n/a**
133	WDC	Walking and Cycling Oamaru to Pukeuri PBC	Programme business is essential to determine whether this project should continue.	The objective of this project is to provide a separated cycling track off SH1 from Oamaru's north end boundary to the Pukeuri Alliance meat works which will allow cyclists to commute to and from work in safety without death or serious injury. Otago RLTP Policy 1 Objective 4.1 and Policy 3 Objective 4.3	W&C SH1 Oamaru to Pukeuri PBC		$0	$0	$0	$16,720	$0	$0	$0	$16,720	**n/a**
Activity Class 1 Total							**$1,665,999**	**$1,239,033**	**$1,380,694**	**$1,165,660**	**$936,555**	**$1,073,393**	**$4,285,726**	**$7,585,784**	

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
Activity Class 2 - Road Safety															
5	CODC	Road Safety Promotion 2015-18		to support the NZ road safety strategy, Safer Journeys as it seeks a reduction in serious injury and fatal crashes. This local programme will provide community education to promote the Safer Journeys principles of safe road use, safe vehicles, safe speeds and safe roads and roadsides	2015 LTP Submission		$98,692	$102,059	$105,137	$108,311	$111,485	$114,852	$305,888	$305,888	n/a
13	CDC	Road Safety Promotion 2015-18		A safe and resilient transportation network. RLTP - Objective 1.1 Policy 1 & 1.2; Policy 1.	CDC RSP1		$64,700	$64,700	$64,700	$64,700	$64,700	$64,700	$194,100	$194,100	n/a
26	DCC	Road Safety Promotion 2015-18		RLTP: Objective 1.2 Policy 3 To progressively reduce crashes and fatal and serious injuries in the Dunedin City Area as per the Dunedin City Road Safety Action Plan 2014 and aligned with the Otago Regional Land Transport Strategy 2011 and Road Safety 2020 Strategy. To achieve a level of safety associated with land transport in the Dunedin City area that is in accordance with national and regional objectives . Activities are road user behavior change activities for progressively reducing fatalities and serious injuries from the 2008 base line as specified in Dunedinâ€™s Road Safety Action plan 2014 and in the Government's Safer Journey's Action Plan or delivered through local programmes in a Safer Journeys area of high concern or local programmes for Dunedin as a community at high risk as highlighted in the Communities at Risk Register 2014.	2015-18 NLTP		$558,833	$563,623	$568,413	$580,000	$590,000	$600,000	$1,690,869	$3,460,869	n/a
109	QLDC	Road Safety Promotion 2015-18		Refer to section AF of the draft AMP (attached). In addition, refer to the following draft RLTP objectives: Draft LTP objective 1.1: Investment is made in effective road safety interventions, reflecting the importance of road safety to the region. Draft LTP objective 1.2: The number of fatal and serious accidents increasingly reduces over time. There is a 40 percentage reduction by 2020, and a significant reduction by 2045. Draft LTP objective 1.3: The number of fatal and serious accidents for pedestrians, cyclists and motorcyclists is significantly reduced by 2045. Draft LTP objective 1.5: There is high social pressure to drive safely.	Community Programmes		$20,000	$20,000	$20,000	$20,000	$20,000	$20,000	$60,000	$120,000	n/a
122	WDC	Road Safety Promotion 2015/18		To implement the Safe System in the Waitaki District and reduce deaths and serious injury. Reducing road trauma through community education and awareness programs in partnership with the wider community in the Waitaki District. -travel in Otago becomes progressively safer (statistically). -crashes are less severe and severe crashes are also reduced. -reducing the number of avoidable fatalities, concentrating on alcohol and drug-affected drivers, distracted drivers, high risk drivers, young drivers (under 25 years). safe speeds, unsafe loads and unsafe roadsides, including the placement of poles and trees (fixed objects) in the road corridor. RLTP Policy 1, Objective 1.1 to 1.3.	Construction		$150,000	$150,000	$150,000	$153,500	$153,500	$153,500	$450,000	$1,207,698	n/a
Activity Class 2 Total							**$892,225**	**$900,382**	**$908,250**	**$926,511**	**$939,685**	**$953,052**	**$2,700,857**	**$5,288,555**	

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
Activity Class 3 - Walking & Cycling															
16	DCC	Central City Transport Hub	The ORC are planning a Central City Bus Hub. This project is to enhance the bus hub to provide centralised facilities for other transport modes such as walking, cycling, taxis and intercity buses / coaches.	It is part of the Central City PBC. RLTP Objective 4.1 Policy 1	Implementation		$0	$0	$0	$0	$500,000	$0	$0	$500,000	4
17	DCC	Central City and NEV Cycle Network	Provision of a cycle network for the central city and North East Valley.	This is part of a programme business case, see uploaded PBC document. RLTP: Objective 1.3 Policy 1.	Indicative Business Case		$0	$170,000	$0	$0	$0	$0	$170,000	$170,000	1
	DCC	Central City and NEV Cycle Network	Provision of a cycle network for the central city and North East Valley.	This is part of a programme business case, see uploaded PBC document. RLTP: Objective 1.3 Policy 1.	Detailed Business Case		$0	$250,000	$0	$0	$0	$0	$250,000	$250,000	1

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
	DCC	Central City and NEV Cycle Network	Provision of a cycle network for the central city and North East Valley.	This is part of a programme business case, see uploaded PBC document. RLTP: Objective 1.3 Policy 1.	Implementation		$0	$580,000	$1,000,000	$1,000,000	$900,000	$750,000	$1,580,000	$4,230,000	1
28	DCC	Strategic Cycle Network - Mosgiel	Provide local cycle network in Mosgiel	This will be part of a programme business case to be developed in 2017/18. RLTP Objective 4.3 Policy 4	Indicative Business Case		$0	$0	$0	$0	$100,000	$0	$0	$100,000	4
	DCC	Strategic Cycle Network - Mosgiel	Provide local cycle network in Mosgiel	This will be part of a programme business case to be developed in 2017/18. RLTP Objective 4.3 Policy 4	Detailed Business Case		$0	$0	$0	$0	$0	$250,000	$0	$250,000	4
	DCC	Strategic Cycle Network - Mosgiel	Provide local cycle network in Mosgiel	This will be part of a programme business case to be developed in 2017/18. RLTP Objective 4.3 Policy 4	Implementation		$0	$0	$0	$0	$0	$0	$0	$0	4
29	DCC	Tertiary Precinct	Upgrade to streets surrounding University of Otago and Otago Poytechnic Campuses, to improve safety and accessibility by foot and cycle.	It is part of a PBC. RLTP Objective 4.2 Policy 1	Indicative Business Case		$0	$0	$0	$100,000	$0	$0	$0	$100,000	3
30	DCC	Tertiary Precinct	Upgrade to streets surrounding University of Otago and Otago Poytechnic Campuses, to improve safety and accessibility by foot and cycle.	It is part of a PBC. RLTP Objective 4.2 Policy 1	Detailed Business Case		$0	$0	$0	$0	$200,000	$0	$0	$200,000	3
31	DCC	Tertiary Precinct	Upgrade to streets surrounding University of Otago and Otago Poytechnic Campuses, to improve safety and accessibility by foot and cycle.	It is part of a PBC. RLTP Objective 4.2 Policy 1	Implementation		$0	$0	$0	$0	$0	$750,000	$0	$750,000	3
32	DCC	Update Tracks Model	Update Dunedin Tracks Model with results of Household Travel Survey and latest land use, population and transport data.	Part of Central City PBC. RLTP Objective 2.2 Policy 3	Implementation		$350,000	$0	$0	$0	$0	$0	$350,000	$350,000	n/a
42	OHNO	Dunedin One Way Pair Cycle Lanes	In Dunedin, to establish separated cycle lanes on the State Highway 1, one-way routes, through the central city.	To improve road safety for cyclists; to provide a safe route choice for cyclists, to facilitate the adoption of cycling as a safe and practical choice for inner city transport; and to integrate with the wider city cycling network. While this could be implemented as a standalone project, it integrally contributes to a wider inner & city network. Concurrent to this submission in TIO, the Dunedin City Council are proposing to set up a project covering the central city area (i.e. that would be the â€˜programmeâ€™ for which this is an initiative).	Detailed Business Case		$60,000	$0	$0	$0	$0	$0	$60,000	$60,000	1
	OHNO	Dunedin One Way Pair Cycle Lanes			Pre-implementation*		$254,000	$254,000	$0	$0	$0	$0	$508,000	$508,000	1
	OHNO	Dunedin One Way Pair Cycle Lanes			Implementation		$0	$1,988,000	$1,988,000	$0	$0	$0	$3,976,000	$3,976,000	1
61	OHNO	SH 88 Cycling and Pedestrian Facilities	SH 88 Cycling and Pedestrian Facilities		Construction		$1,000,000	$3,000,000	$2,000,000	$0	$0	$0	$6,000,000	$6,000,000	1
132	WDC	Walking and Cycling Oamaru to Pukeuri 2015/16	This is a separated cycleway on SH1 from the north end of Oamaru to the Pukeuri Alliance meat works located on the west side of the road carriageway.	The objective of this project is to provide a separated cycling track off SH1 from Oamaru's north end boundary to the Pukeuri Alliance meat works which will allow cyclists to commute to and from work in safety without death or serious injury. Otago RLTP Policy 1 Objective 4.1 and Policy 3 Objective 4.3	Construction		$0	$0	$0	$0	$0	$581,322	$581,322	$581,322	4
Activity Class 3 Total							**$1,664,000**	**$6,242,000**	**$4,988,000**	**$1,100,000**	**$1,700,000**	**$2,331,322**	**$13,475,322**	**$18,025,322**	

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
Activity Class 4 - Public Transport Services															
74	ORC	PT - Inter-Regional Ticketing Improvement - Otago	Inter-regionally coordinated procurement and implementation of an improved integrated ticketing system for publicly contracted bus services	The overarching objective is to improve the effectiveness of the public transport system. Specific objectives include: improving customer experience (bus users); improving fare revenue security; and improving network planning and optimization capability RLTP Objective 4.6	Implementation		$3,154,809	$319,500	$0	$0	$0	$0	$3,474,309	$3,474,309	1
75	ORC	Public Transport Infrastructure improvements	Development of a central city interchange (bus hub) to enable coordination of bus services and the ability for people to transfer from one bus to another and the provision of real-time information to assist people in their travel. Also includes the provision for the development of Superstops at Green Island, Cargill's Corner and the University.	This is part of the programme business case for the preferred programme of improvements.	Implementation		$1,042,541	$1,592,049	$299,081	$146,924	$139,408	$143,515	$2,933,671	$3,363,518	1
76	ORC	Public Transport Programme 2015-18	Bus services	Operation of the public transport networks in Dunedin and Wakatipu Basin. RLTP Objective 4.5	Operations		$6,262,784	$6,417,900	$6,464,375	$661,967	$6,155,264	$6,335,643	$19,145,059	$19,145,059	n/a
78	ORC	Public Transport Programme 2015-18	Passenger transport facilities and maintenance	Operation of the public transport networks in Dunedin and Wakatipu Basin. RLTP Objective 4.5	Operations		$253,328	$272,980	$250,824	$263,325	$291,030	$284,754	$777,132	$777,132	n/a
80	ORC	Public Transport Programme 2015-18	Total Mobility operations	Operation of the public transport networks in Dunedin and Wakatipu Basin. RLTP Objective 4.5	Operations		$803,863	$819,807	$836,860	$857,045	$881,489	$907,460	$2,460,530	$2,460,530	n/a
81	ORC	Public Transport Programme 2015-18	Wheelchair hoists	Operation of the public transport networks in Dunedin and Wakatipu Basin. RLTP Objective 4.5	Operations		$41,560	$42,600	$43,680	$44,880	$46,160	$47,520	$127,840	$127,840	n/a
82	ORC	Public Transport Programme 2015-18	Total Mobility flat rate payments	Operation of the public transport networks in Dunedin and Wakatipu Basin. RLTP Objective 4.5	Operations		$249,360	$255,600	$262,080	$269,280	$176,960	$185,120	$767,040	$767,040	n/a
83	ORC	Public Transport Programme 2015-18	Public transport information, operations and maintenance	Operation of the public transport networks in Dunedin and Wakatipu Basin. RLTP Objective 4.5	Operations		$1,106,242	$1,059,319	$1,040,409	$920,775	$1,090,132	$963,059	$3,205,970	$3,205,970	n/a

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
84	ORC	Public Transport Programme of Improvements	The 2014 RPTP signals improvements to Dunedin services to simplify the network, make better use of the existing resources, and ensure value for money from the investment. For Dunedin, the improvement programme proposes simplification of the bus routes and frequencies as well as improvements to weekday daytime services, the development of a central city bus hub/interchange, key super-stops, and real-time information. It also signals the intention for a review of bus services in the Wakatipu Basin and the need for a business case to support that review.	This is part of a Programme Business Case. RLTP Objective 4.6	Implementation		$365,483	$1,770,716	$1,626,233	$1,633,768	$3,533,994	$3,331,403	$3,762,432	$12,261,597	**1**
88	ORC	Total Mobility Agency system upgrade	Nationwide scheme for the administration of Total Mobility (smart card scheme)	Reduce fraud, improve effectiveness of administration of Total Mobility	Implementation		$103,900	$21,300	$21,840	$22,440	$23,080	$23,760	$147,040	$216,320	**n/a**
Activity Class 4 Total							**$13,383,870**	**$12,571,771**	**$10,845,382**	**$4,820,404**	**$12,337,517**	**$12,222,234**	**$36,801,023**	**$45,799,315**	

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
Activity Class 5 - Public Transport Infrastructure															
72	ORC	Minor improvements 2015-18		Goal: Viable passenger transport meeting the needs of Otagoâ€™s communities. Objectives: Passenger transport that: 1. supports community wellbeing through mobility, building social integration and participation and assisting economic development. 2. provides an alternative to car travel in urban areas and along key corridors, which benefits as a whole the communities in which those services operate. 3. offers those in urban areas personal choice in travel mode, assisting the transport disadvantaged and people with disabilities, and catering to those studying / working on the tertiary campuses. 4. helps ensure community resilience when external events (such as a rapid rise in the price of oil, or a shortage of fuel) disrupt normal travel patterns. 5. serves, through its existence, to encourage intensive residential development in areas where growth can be adequately supported, providing opportunity for people to be less car-dependant if they so choose. Refer Otago RLTS	PT Improvements		$293,117	$67,112	$280,769	$52,863	$296,711	$55,972	$640,998	$640,998	**n/a**
108	QLDC	Queenstown TC Programme Business Case Implementation	Implementation of transport interventions recommended by the Queenstown Town Centre Programme Business Case	This proposal is part of the programme business case for the Queenstown Town Centre, which is to be completed by February 2014.	Implementation		$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$450,000	$900,000	**1**
Activity Class 5 Total							**$443,117**	**$217,112**	**$430,769**	**$202,863**	**$446,711**	**$205,972**	**$1,090,998**	**$1,540,998**	

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
Activity Class 8 - Maintenance and Operations Local Roads															
2	CODC	Maintenance, Operations and Renewals Programme 2015-18		optimised, cost effective maintenance and renewals of the existing roading network to ensure a fit for purpose, efficient, fully accessible and safe roading network	Local Roads		$3,521,517	$3,579,439	$3,550,223	$3,730,372	$3,829,186	$3,850,261	$10,651,179	$22,060,998	**n/a**
7	CDC	Maintenance, Operations and Renewals Programme 2015-18		A safe and resilient transportation network. RLTP - Objective 2.1 Policy 1 & 2.2; Policy 1.	Local Roads		$4,899,300	$4,917,300	$4,861,300	$4,861,300	$4,861,300	$4,921,300	$14,677,900	$29,321,800	**n/a**
9	CDC	Maintenance, Operations and Renewals Programme 2015-18		A safe and resilient roading network. RLTP - Objective 2.1 Policy 1 & 2.2; Policy 1.	SPR		$115,000	$115,000	$115,000	$115,000	$115,000	$115,000	$345,000	$690,000	**n/a**
19	DCC	Maintenance, Operations and Renewals Programme 2015-18			Local Roads		$11,573,330	$11,742,847	$12,038,131	$11,921,900	$12,160,400	$12,403,700	$35,354,308	$71,840,308	**n/a**
99	QLDC	Maintenance, Operations and Renewals Programme 2015-18		Draft RLTP objective 2.1: The form and function of transport infrstructure is understood, and infrastructure is maintained at a level appropriate to its function. Draft RTLP objective 2.2: The transport system is resilient and reliable - to a level appropriate to the function of each route. Draft RLTP objective 3.1: The network supports efficient freight movement. Draft RLTP objective 3.2: Visitors have quality, safe travel experiences on Otago/Southland roads and cycle trails	Local Roads		$5,199,619	$4,767,208	$4,774,620	$4,453,605	$4,453,605	$4,453,605	$14,741,447	$28,102,262	**n/a**

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
101	QLDC	Maintenance, Operations and Renewals Programme 2015-18		Draft RLTP objective 2.1: The form and function of transport infrstructure is understood, and infrastructure is maintained at a level appropriate to its function. Draft RTLP objective 2.2: The transport system is resilient and reliable - to a level appropriate to the function of each route. Draft RLTP objective 3.1: The network supports efficient freight movement. Draft RLTP objective 3.2: Visitors have quality, safe travel experiences on Otago/Southland roads	Crown Range		$543,374	$516,305	$540,629	$480,744	$480,744	$480,744	$1,600,308	$3,042,540	**n/a**
103	QLDC	Maintenance, Operations and Renewals Programme 2015-18		Draft RLTP objective 2.1: The form and function of transport infrstructure is understood, and infrastructure is maintained at a level appropriate to its function. Draft RTLP objective 2.2: The transport system is resilient and reliable - to a level appropriate to the function of each route. Draft RLTP objective 3.1: The network supports efficient freight movement. Draft RLTP objective 3.2: Visitors have quality, safe travel experiences on Otago/Southland roads	SPR		$449,651	$439,609	$440,777	$408,099	$408,099	$408,099	$1,330,037	$2,554,334	**n/a**
118	WDC	Maintenance, Operations and Renewals Programme 2015-18		The objective is to achieve an efficient, effective, safe and fit for purpose network that achieves value for money. This requires realistic and appropriate network planning, management and operation which includes the implementation of customer levels of service and performance measures around the One Network Road Classification (ONRC). The following is required to achieve this; - a quality service defined by ONRC to meet basic needs, including freight, public and active transport. -managed capacity on the network with targeted maintenance and renewals on routes with high vehicle traffic. Roading Network Plan and ONRC are tools to achieve this. -acceptable, predictable travel times within the scope of One Network Road Classification customer and technical performance levels specified for key, routine journeys, covering both commuting and movement of product/freight. - Ensuring efficient use of infrastructure and good connections for freight which includes 50 MAX and HPMV vehicles. Resilience is essential in achieving this. -Efficient flow of traffic on the entire transport network. To achieve this a robust transition plan will be put in place to identify gaps in performance around the One Network Road Classification and current Levels of Service. -all aspects above are achieved with road safety an integral element of inputs and outputs. Objective and Policy for RLTP - Policy 1 & 2 Objective 2.1 Policy 2 - Objective 2.2	Local Roads		$4,205,641	$4,264,451	$4,386,418	$4,491,687	$4,608,470	$4,737,508	$12,856,510	$26,694,175	**n/a**
128	WDC	WDC River Training 2015/18	River training is required at these 2 locations to ensure that the river flows freely under the bridges.	The objective is to complete river training works at these 2 locations so that the rivers are free flowing and do not cause extensive damage to the bridge or road infrastructure.	Construction		$170,000	$0	$0	$195,720	$0	$0	$170,000	$421,776	**3**
Activity Class 8 Total							**$30,677,432**	**$30,342,159**	**$30,707,098**	**$30,658,427**	**$30,916,804**	**$31,370,217**	**$91,726,689**	**$184,728,193**	

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
Activity Class 9 - Maintenance and Operations State Highways															
50	OHNO	Maintenance, Operations and Renewals Programme 2015-18		Provide a business case to seek funding to enable HNO to provide networks that are fit for purpose to deliver appropriate customer level of service. The focus will be: On-going maintenance of assets in accordance with levels of service appropriate to the network hierarchy. On-going delivery of structures replacement at the end of their economic life. Demonstrate value for money. Please refer to State Highway Activity Management Plan (SHAMP) that covers planning, maintenance, operations and improvements activities to be delivered by HNO over the next ten years, making it a complete picture of how we plan, operate, maintain and improve the state highway network to deliver its vital role in enabling journeys safely and efficiently whilst achieving value for money.	State Highways		$18,625,370	$17,453,020	$18,342,330	$24,384,430	$23,925,870	$23,807,350	$54,420,720	$126,538,370	**n/a**
Activity Class 9 Total							**$18,625,370**	**$17,453,020**	**$18,342,330**	**$24,384,430**	**$23,925,870**	**$23,807,350**	**$54,420,720**	**$126,538,370**	

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
Activity Class 10 - Renewals Local Roads															
3	CODC	Maintenance, Operations and Renewals Programme 2015-18		optimised, cost effective maintenance and renewals of the existing roading network to ensure a fit for purpose, efficient, fully accessible and safe roading network	Local Roads		$3,237,840	$3,259,517	$3,220,080	$3,763,417	$3,723,050	$3,739,606	$9,717,437	$20,943,510	**n/a**

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
8	CDC	Maintenance, Operations and Renewals Programme 2015-18		A safe and resilient transportation network. RLTP - Objective 2.1 Policy 1 & 2.2; Policy 1.	Local Roads		$6,150,600	$5,891,000	$604,800	$6,206,000	$6,495,000	$6,096,000	$18,089,600	$36,886,600	**n/a**
10	CDC	Maintenance, Operations and Renewals Programme 2015-18		A safe and resilient roading network. RLTP - Objective 2.1 Policy 1 & 2.2; Policy 1.	SPR		$1,678,400	$880,700	$78,700	$110,700	$167,700	$414,700	$2,637,800	$3,330,900	**n/a**
20	DCC	Maintenance, Operations and Renewals Programme 2015-18			Local Roads		$10,560,000	$13,735,000	$13,895,000	$11,112,900	$11,335,200	$11,562,000	$38,190,000	$72,200,100	**n/a**
91	QLDC	Crown Range land instability	Refer to attached excerpts from the concept design report (2009/10). It is proposed that work relating to sites 8, 11, 12, and 18 be reviewed in 2015/16 and that following completion of the review, physical works be undertaken over 2 years	Draft RLTP objective 1.1: Investment is made in effective road safety interventions, reflectng the importance of road safety to the region. Draft RLTP objective 2.2: The transport system is resilient and reliable - to a level appropriate to the function of each route. Draft RLTP objective 3.2: Visitors have quality, safe travel experiences	Construction		$1,200,000	$420,170	$0	$0	$0	$0	$1,620,170	$1,620,170	**n/a**
92	QLDC	Crown Range land instability			Investigation		$50,000	$0	$0	$0	$0	$0	$50,000	$50,000	**n/a**
94	QLDC	Dangerous trees removal	Refer to Arbourist report (due end October 2014)	Draft RLTP objective 1.1: Investment is made in effective road safety interventions, reflecting the importance of road safety to the region. Draft RLTP objective 2.2: The transport system is resilient and reliable - to a level appropriate to the function of each route. Draft RLTP objective 3.2: Visitors have quality, safe travel experiences on Otago / Southland roads and cycle trails.	Implementation		$150,000	$150,000	$150,000	$0	$0	$0	$450,000	$450,000	**n/a**
97	QLDC	Glenorchy Road - Paradise Rd: Rees River Bridge Protection	Ongoing removal of gravel	Draft RLTP objective 2.1: The form and function of transport infrastructure is understood, and infrastructure is maintained at a level appropriate to its function. Draft RLTP objective 2.2: The transport system is resilient and reliable - to a level appropriate to the functipon of each route. Draft RLPT objective 3.2: Visitors have quality, safe travel experiences on Otago / Southland roads and cycle trails.	Construction		$200,000	$0	$200,000	$0	$200,000	$0	$400,000	$600,000	**n/a**
98	QLDC	Glenorchy Road land stabilisation	To be filled in with Richard	Draft RLTP objective 1.1: Investment is made in effective road safety interventions, reflecting the importance of road safety to the region. Draft RLTP objective 2.2: The transport system is resilient and reliable - to a level appropriate to the function of each route. Draft RLTP objective 3.2: Visitors have quality, safe travel experiences on Otago/Southland roads and cycle trails.	Implementation		$0	$90,000	$0	$0	$90,000	$0	$90,000	$180,000	**n/a**
100	QLDC	Maintenance, Operations and Renewals Programme 2015-18		Draft RLTP objective 2.1: The form and function of transport infrstructure is understood, and infrastructure is maintained at a level appropriate to its function. Draft RTLP objective 2.2: The transport system is resilient and reliable - to a level appropriate to the function of each route. Draft RLTP objective 3.1: The network supports efficient freight movement. Draft RLTP objective 3.2: Visitors have quality, safe travel experiences on Otago/Southland roads and cycle trails	Local Roads		$7,952,558	$7,133,408	$7,420,840	$9,705,770	$8,944,650	$10,978,110	$22,506,806	$52,135,336	**n/a**
102	QLDC	Maintenance, Operations and Renewals Programme 2015-18		Draft RLTP objective 2.1: The form and function of transport infrstructure is understood, and infrastructure is maintained at a level appropriate to its function. Draft RTLP objective 2.2: The transport system is resilient and reliable - to a level appropriate to the function of each route. Draft RLTP objective 3.1: The network supports efficient freight movement. Draft RLTP objective 3.2: Visitors have quality, safe travel experiences on Otago/Southland roads	Crown Range		$787,001	$499,872	$1,719,441	$717,485	$678,565	$565,265	$3,006,314	$4,967,629	**n/a**
104	QLDC	Maintenance, Operations and Renewals Programme 2015-18		Draft RLTP objective 2.1: The form and function of transport infrstructure is understood, and infrastructure is maintained at a level appropriate to its function. Draft RTLP objective 2.2: The transport system is resilient and reliable - to a level appropriate to the function of each route. Draft RLTP objective 3.1: The network supports efficient freight movement. Draft RLTP objective 3.2: Visitors have quality, safe travel experiences on Otago/Southland roads	SPR		$768,420	$440,520	$392,820	$573,820	$613,345	$277,520	$1,601,760	$3,066,445	**n/a**

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
119	WDC	Maintenance, Operations and Renewals Programme 2015-18		The objective is to achieve an efficient, effective, safe and fit for purpose network that achieves value for money. This requires realistic and appropriate network planning, management and operation which includes the implementation of customer levels of service and performance measures around the One Network Road Classification (ONRC). The following is required to achieve this; - a quality service defined by ONRC to meet basic needs, including freight, public and active transport. -managed capacity on the network with targeted maintenance and renewals on routes with high vehicle traffic. Roading Network Plan and ONRC are tools to achieve this. -acceptable, predictable travel times within the scope of One Network Road Classification customer and technical performance levels specified for key, routine journeys, covering both commuting and movement of product/freight. - Ensuring efficient use of infrastructure and good connections for freight which includes 50 MAX and HPMV vehicles. Resilience is essential in achieving this. -Efficient flow of traffic on the entire transport network. To achieve this a robust transition plan will be put in place to identify gaps in performance around the One Network Road Classification and current Levels of Service. -all aspects above are achieved with road safety an integral element of inputs and outputs. Objective and Policy for RLTP - Policy 1 & 2 Objective 2.1 Policy 2 - Objective 2.2	Local Roads		$4,517,774	$4,823,742	$4,903,336	$5,342,206	$5,202,973	$4,814,312	$14,244,852	$29,604,343	n/a
Activity Class 10 Total							**$37,252,593**	**$37,323,929**	**$32,585,017**	**$37,532,298**	**$37,450,483**	**$38,447,513**	**$112,604,739**	**$226,035,033**	
Row No	**Organisation Name**	**Project Name**	**Project Description**	**Project Objective**	**Phase Type**	**RLTP Objective**	**Cost 2015**	**Cost 2016**	**Cost 2017**	**Cost 2018**	**Cost 2019**	**Cost 2020**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**
Activity Class 11 - Renewals State Highways															
51	OHNO	Maintenance, Operations and Renewals Programme 2015-18		Provide a business case to seek funding to enable HNO to provide networks that are fit for purpose to deliver appropriate customer level of service. The focus will be: On-going maintenance of assets in accordance with levels of service appropriate to the network hierarchy. On-going delivery of structures replacement at the end of their economic life. Demonstrate value for money. Please refer to State Highway Activity Management Plan (SHAMP) that covers planning, maintenance, operations and improvements activities to be delivered by HNO over the next ten years, making it a complete picture of how we plan, operate, maintain and improve the state highway network to deliver its vital role in enabling journeys safely and efficiently whilst achieving value for money.	State Highways		$11,206,530	$9,079,270	$9,381,670	$12,478,920	$11,935,020	$13,327,010	$29,667,470	$67,408,420	n/a
Activity Class 11 Total							**$11,206,530**	**$9,079,270**	**$9,381,670**	**$12,478,920**	**$11,935,020**	**$13,327,010**	**$29,667,470**	**$67,408,420**	
Row No	**Organisation Name**	**Project Name**	**Project Description**	**Project Objective**	**Phase Type**	**RLTP Objective**	**Cost 2015**	**Cost 2016**	**Cost 2017**	**Cost 2018**	**Cost 2019**	**Cost 2020**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**
Activity Class 12 - New and Improved Infrastructure Local Roads															
`	CODC	Minor improvements 2015-18		to address change in demand from changes in land use and growth, to support implementation of safer speeds, to improve resilience of the network, and to accommodate cost effective solutions in conjunction with programmed renewals work. LED Lighting replacements have now been included under this W/C instead of renewals on advice from Regional P & I staff	Local Roads		$437,962	$437,962	$437,962	$707,662	$557,662	$407,662	$1,313,886	$1,313,886	n/a
11	CDC	Minor improvements 2015-18		A safe and resilient transportation network. RLTP - Objective 1.1 & 1.2; Policy 1.	Local Roads		$590,000	$540,000	$545,000	$564,000	$582,000	$577,000	$167,500	$1,890,500	n/a
12	CDC	Minor improvements 2015-18		A safe and resilient transportation network. RLTP - Objective 1.1 & 1.2; Policy 1.	SPR		$268,200	$143,000	$286,000	$0	$0	$0	$697,200	$697,200	n/a
14	CDC	Seal Extension of The Nuggets Road	Seal extension of The Nuggets Road.	The objective is to provide a safe and quality experience for Visiting Drivers using the route to the iconic sight seeing area of Nugget Point. With the constant loss of control by Visiting Drivers on this section of unsealed road, it is proposed to obtain the stated objective through the sealing of The Nuggets Road. RLTP - Objective 3.2 Policy 2 & 1.1 Policy 1; .	Construction		$2,630,000	$0	$0	$0	$0	$0	$2,630,000	$2,630,000	1
15	DCC	Central City Safety and Accessibility Upgrade	Safety and accessibility upgrade of the Central City and North Dunedin area.	PBC attached. RLTP: Objective 1.3 Policy 1	Indicative Business Case		$100,000	$150,000	$0	$0	$0	$0	$250,000	$250,000	1
	DCC	Central City Safety and Accessibility Upgrade	Safety and accessibility upgrade of the Central City and North Dunedin area.	PBC attached. RLTP: Objective 1.3 Policy 1	Detailed Business Case		$0	$0	$250,000	$0	$0	$0	$250,000	$250,000	1
	DCC	Central City Safety and Accessibility Upgrade	Safety and accessibility upgrade of the Central City and North Dunedin area.	PBC attached. RLTP: Objective 1.3 Policy 1	Implementation		$0	$0	$0	$3,000,000	$3,000,000	$3,000,000	$0	$9,000,000	1

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
18	DCC	Eastern Bypass	Improvements to the efficiency and design of the freight bypass between SH1 in Andersons Bay and SH88 to the Port.	This is part of the PBC. RLTP Objective 3.1 Policy 6	Indicative Business Case		$150,000	$0	$0	$0	$0	$0	$150,000	$150,000	1
	DCC	Eastern Bypass	Improvements to the efficiency and design of the freight bypass between SH1 in Andersons Bay and SH88 to the Port.	This is part of the PBC. RLTP Objective 3.1 Policy 6	Detailed Business Case		$0	$250,000	$0	$0	$0	$0	$250,000	$250,000	1
	DCC	Eastern Bypass	Improvements to the efficiency and design of the freight bypass between SH1 in Andersons Bay and SH88 to the Port.	This is part of the PBC. RLTP Objective 3.1 Policy 6	Implementation		$0	$0	$2,100,000	$0	$0	$0	$2,100,000	$2,100,000	1
21	DCC	Minor improvements 2015-18		RLTP: Objective 1.1 and 1.3 Policy 1. Primary objective is to address the outcomes of Safer Journeys, High Risk Rural Roads, City wide prioritisation and achieving the targets of the GPS and criteria of the PPFM for individual projects not exceeding $300,000. For overall safety risk the NZTAâ€™s Communities at Risk Register 2014 ranks Dunedin as having the 6th highest risk of all New Zealand Territorial and unitary authorities in 2014. The minor improvement programme for the 2015-18NLTP and the 2018-21NLTP is directed towards addressing the fatal and serious harm injury events through the programme of works at are prioritised according to the Risk Profile, One Network collaboration, complimentary Community Programmes, measured against a reduction in the fatal and serious harm injuries for intersections and high risk rural roads.	Local Roads		$1,450,000	$1,550,000	$1,550,000	$1,550,000	$1,550,000	$1,550,000	$4,550,000	$13,750,000	n/a
23	DCC	Mosgiel Safety and Accessibility Upgrade	Improve safety and accessibility in Mosgiel Town Centre	It will covered by a PBC. RLTP Objective 1.1 Policy 1	Indicative Business Case		$0	$0	$0	$100,000	$0	$0	$0	$100,000	2
	DCC	Mosgiel Safety and Accessibility Upgrade	Improve safety and accessibility in Mosgiel Town Centre	It will covered by a PBC. RLTP Objective 1.1 Policy 1	Detailed Business Case		$0	$0	$0	$0	$250,000	$0	$0	$250,000	2
	DCC	Mosgiel Safety and Accessibility Upgrade	Improve safety and accessibility in Mosgiel Town Centre	It will covered by a PBC. RLTP Objective 1.1 Policy 1	Implementation		$0	$0	$0	$0	$0	$0	$0	$0	2
25	DCC	Peninsula Roading - Harington Point Rd	Roading improvement works on the Otago Peninsula as detailed in the cityâ€™s Integrated Transport Strategy . Project to replace deliver security of sea wall protection, enable sustainability for sea level rise effects , security of tourist route, maintain connectivity of communities, accident rate reduction, travel time improvement and to enable safe separation of vulnerable road users with increasing demand volumes.	Peninsula roading adjacent to the harbour is protected by the historical sea wall which has come to the end of its life in many sections due to age degeneration of the materials and the continual wave surge effects. Sea level rise results and predictions have determined a raise level requirement for sea walls to ensure the continuation of connectivity and security to the tourism route. Network planning identifies this route as a network critical route due to the lack of or limitation on alternative routes, the tourism business that is dependent upon the continual availability and security, and the communities that are connected. The asset management planning for many years has been identifying a need to replace the sea wall to maintain the operation of this region of the city network. Identifying the renewal created the do minimum level of service requirement. Rising sea levels, while in the earlier stages of rising, have identified specifically the lower sections vulnerability to overtopping and the erosion of top surface and support behind the existing walls. Replacement of a historical structure (sea wall) requires both Resource and Historic Places consents and a working partnership has been developed where the original historical wall is preserved for future generations by entombing the historical wall into the fill created by constructing a new wall off set from the existing wall. Replacement of the wall conditions enable an increase in pavement width enabling provisions for sea level rise. The additional width created requires sealing from water erosion effect of rain and sea spray to protect the integrity of the wall structure. During the planning processes the Council identified that additional benefits could be gained resulting from the additional width requirement to replace the wall in a new (offset) location. The Council identified in the 2006 Transportation Strategy a long term vision of people being able to walk and cycle safely right around Otago Harbour. This Strategy vision is enabled by utilisation of these spaces. This package of projects are a major step towards achieving the renewal, protection, future proofing through optimised management	Construction		$2,200,000	$2,300,000	$0	$0	$0	$0	$4,500,000	$4,500,000	1
	DCC	Peninsula Roading - Portobello Rd	Roading improvement works on the Otago Peninsula as detailed in the cityâ€™s Integrated Transport Strategy . Project to replace deliver security of sea wall protection, enable sustainability for sea level rise effects , security of tourist route, maintain connectivity of communities, accident rate reduction, travel time improvement and to enable safe separation of vulnerable road users with increasing demand volumes..		Construction		$2,200,000	$2,300,000	$0	$0	$0	$0	$4,500,000	$4,500,000	1
	DCC	Peninsula Roading - Portobello Rd	Roading improvement works on the Otago Peninsula as detailed in the cityâ€™s Integrated Transport Strategy . Project to replace deliver security of sea wall protection, enable sustainability for sea level rise effects , security of tourist route, maintain connectivity of communities, accident rate reduction, travel time improvement and to enable safe separation of vulnerable road users with increasing demand volumes..		Construction		$0	$500,000	$3,120,000	$0	$0	$0	$3,620,000	$3,620,000	1
	DCC	Peninsula Roading - Portobello Rd	Roading improvement works on the Otago Peninsula as detailed in the cityâ€™s Integrated Transport Strategy . Project to replace deliver security of sea wall protection, enable sustainability for sea level rise effects , security of tourist route, maintain connectivity of communities, accident rate reduction, travel time improvement and to enable safe separation of vulnerable road users with increasing demand volumes..	Peninsula roading adjacent to the harbour is protected by the historical sea wall which has come to the end of its life in many sections due to age degeneration of the materials and the continual wave surge effects. Sea level rise results and predictions have determined a raise level requirement for sea walls to ensure the continuation of connectivity and security to the tourism route. Network planning identifies this route as a network critical route due to the lack of or limitation on alternative routes, the tourism business that is dependent upon the continual availability and security, and the communities that are connected. The asset management planning for many years has been identifying a need to replace the sea wall to maintain the operation of this region of the city network. Identifying the renewal created the do minimum level of service requirement. Rising sea levels, while in the earlier stages of rising, have identified specifically the lower sections vulnerability to overtopping and the erosion of top surface and support behind the existing walls. Replacement of a historical structure (sea wall) requires both Resource and Historic Places consents and a working partnership has been developed where the original historical wall is preserved for future generations by entombing the historical wall into the fill created by constructing a new wall off set from the existing wall. Replacement of the wall conditions enable an increase in	Construction		$0	$3,770,000	$0	$0	$0	$0	$3,770,000	$3,770,000	1
	DCC	Peninsula Roading - Portobello Rd	Roading improvement works on the Otago Peninsula as detailed in the cityâ€™s Integrated Transport Strategy . Project to replace deliver security of sea wall protection, enable sustainability for sea level rise effects , security of tourist route, maintain connectivity of communities, accident rate reduction, travel time improvement and to enable safe separation of vulnerable road users with increasing demand volumes..		Construction		$0	$400,000	$4,060,000	$450,000	$0	$0	$4,460,000	$4,910,000	1

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
	DCC	Peninsula Roading - Portobello Rd	Roading improvement works on the Otago Peninsula as detailed in the cityâ€™s Integrated Transport Strategy . Project to replace deliver security of sea wall protection, enable sustainability for sea level rise effects , security of tourist route, maintain connectivity of communities, accident rate reduction, travel time improvement and to enable safe separation of vulnerable road users with increasing demand volumes..	pavement width enabling provisions for sea level rise. The additional width created requires sealing from water erosion effect of rain and sea spray to protect the integrity of the wall structure. During the planning processes the Council identified that additional benefits could be gained resulting from the additional width requirement to replace the wall in a new (offset) location. The Council identified in the 2006 Transportation Strategy a long term vision of people being able to walk and cycle safely right around Otago Harbour. This Strategy vision is enabled by utilisation of these spaces. This package of projects are a major step towards achieving the renewal, protection, future proofing through optimised management	Construction		$0	$0	$0	$4,770,000	$0	$0	$0	$4,770,000	1
27	DCC	Strategic Corridors: Warehouse Precinct partial 2-waying SH1	The project is part of the Strategic Corridors package which assessed the existing and future requirements for the movement of goods, services and people including the corridor demands by major traffic generators. The revitalisation of the Harbourside area and the permeability across the rail corridor to the Central Activity Area (CAA) were also considered. Dunedin is an origin or destination for the majority of vehicle movements travelling within the city. The One Way Pair (SH1) is required to serve the access function equally as well as its mobility or through movement function. The project is located in Dunedin on State Highway 1 between Queens Gardens (Rattray Street) and Andersons Bay Road. This stage would convert the one-way pair of Crawford and Cumberland Streets to two-way. Cumberland Street will become a 4 lane median divided route with three signalised	The overarching objective of the project is to consolidate the arterial function of State Highway 1 onto Cumberland Street. The functionality of Crawford Street will also change to better align with the changing land use and to aid permeability between the Central Activity Area (CAA) and the Warehouse District. RLTP Objective 4.2 Policy 1	Indicative Business Case		$0	$0	$80,000	$80,000	$0	$0	$80,000	$160,000	2
	DCC	Strategic Corridors: Warehouse Precinct partial 2-waying SH1		The overarching objective of the project is to consolidate the arterial function of State Highway 1 onto Cumberland Street. The functionality of Crawford Street will also change to better align with the changing land use and to aid permeability between the Central Activity Area (CAA) and the Warehouse District. RLTP Objective 4.2 Policy 1	Detailed Business Case		$0	$0	$0	$0	$250,000	$0	$0	$250,000	2
	DCC	Strategic Corridors: Warehouse Precinct partial 2-waying SH1		The overarching objective of the project is to consolidate the arterial function of State Highway 1 onto Cumberland Street. The functionality of Crawford Street will also change to better align with the changing land use and to aid permeability between the Central Activity Area (CAA) and the Warehouse District. RLTP Objective 4.2 Policy 1	Implementation		$0	$0	$0	$0	$0	$0	$0	$0	2
86	ORC	Stock truck effluent disposal facilities	To install up to three new stock truck effluent disposal sites in Otago	To complete, and advise the industry of the network of stock truck effluent sites in southern NZ, thus minimising the spillage of stock effluent onto roads, and the resultant road safety risk and environmental pollution	Construction		$415,600	$426,000	$436,800	$0	$0	$0	$1,278,400	$1,278,400	1
93	QLDC	Dangerous trees removal	Refer to Arbourist report (due end October 2014)	Draft RLTP objective 1.1: Investment is made in effective road safety interventions, reflecting the importance of road safety to the region. Draft RLTP objective 2.2: The transport system is resilient and reliable - to a level appropriate to the function of each route. Draft RLTP objective 3.2: Visitors have quality, safe travel experiences on Otago / Southland roads and cycle trails.	Implementation		$300,000	$300,000	$300,000	$0	$0	$0	$900,000	$900,000	n/a
95	QLDC	Eastern Access Road	Eastern Access Road	The Frankton Flats programme business case is presently under development.	Construction		$0	$10,873,415	$0	$0	$0	$0	$10,873,415	$10,873,415	1
96	QLDC	Frankton Flats Programme Business Case Implementation	Placeholder for new works anticipated to arise from the completion of the Frankton Flats programme business case	This project is part of the Frankton Flats Programme Business Case. This work is being undertaken this financial year (2014/15)	Implementation		$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$450,000	$900,000	1
105	QLDC	Minor improvements 2015-18		Refer attached AMP, page 34: "to effectively, efficiently and sustainably provide an environmentally friendly roads and footpaths network to which people are able to gain easy access and travel on safely, efficiently and comfortably to their destinations."	Local Roads		$668,515	$611,932	$625,238	$542,481	$542,481	$717,481	$1,905,685	$1,905,685	n/a
106	QLDC	Minor improvements 2015-18		Refer attached AMP, page 34: "to effectively, efficiently and sustainably provide an environmentally friendly roads and footpaths network to which people are able to gain easy access and travel on safely, efficiently and comfortably to their destinations."	SPR		$126,948	$92,780	$161,885	$0	$0	$0	$381,613	$381,613	n/a
111	QLDC	Wanaka Programme Business Case Implementation	Implementation of the transport interventions emanating from the Wanaka Programme Business Case	This project will implement the suite of interventions recommended by the Wanaka programme business case, which is presently being developed.	Implementation		$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$450,000	$900,000	3
112	WDC	Beach Road Realignment 2015/16	Site treatment proposed is purchase of land and realignment of the road approximately 30m from the coast.	The objective is to ensure that the coastal route remains open for as long as practicable. This approach may result in one lane sections of road becoming more permanent eg Orore Point on Waiankarua Road. This is likely to meet ONRC levels of service for Access or Access Low Volume. RLTP Output Policy 1, Objective 2.1	Construction		$0	$255,625	$0	$0	$0	$0	$255,625	$255,625	3
114	WDC	Harbourside Projects 2015/18	An extract from the Oamaru Harbour Development Strategy. "Roads within the harbour will service commercial requirements and support business, tourism and connectivity. Shared space between pedestrians and vehicles will be enabled. Speed limits will be restricted to support pedestrian, penguin and port user safety. Roads will not â€žcut offâ€Ÿ users from the waterfront." Project covers upgrade of existing road behind the Historic Precinct linking Itchen Street and Wansbeck Street, creation of a transport hub in the Historic Precinct to access the Oamaru Blue Penguin Colony and realignment of Waterfront Road behind the Yacht and Power boat club.	Acceptable, predictable travel times within level of service specified for ONRC access roads. Otagoâ€™s transport system caters for increasing numbers of tourists and has adequate service and infrastructure ie road, rail, walkway and cycleway, with easy transfers between modes to ensure safe, quality travel experiences and manage adverse effects on the environment and communities. Otago RLTP - Policy1, Objective 1.1 and Policy 1, Objective 2.1	Construction		$0	$0	$0	$0	$0	$432,730	$0	$432,730	3

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
117	WDC	Haven Street stabilisation and rehabiitation 2015/18	Stabilisation and rehabiltation of Haven Street in Moeraki township directly east of Davids Street.	Movement at an aggressive rate has progressed historically and large displacements have been observed. Annual movements of 30 - 400mm have been noted as have total movements in excess of 2m. The objective of the works is to slow down the rates of movement to manageable levels providing route resilience with enhanced safety and reliability so that the main route into Moeraki and the port can be reinstated. RLTP Policy 1, Objective 2.1	Construction		$613,000	$0	$0	$0	$0	$0	$613,000	$613,000	**4**
121	WDC	Minor improvements 2015-18		Minor Improvements are aligned with the objective of the Activity and Asset Mangement Plans in achieving value for money, a fit for purpose network, whilst making sure the program is aligned and complies with the Safe System approach. RLTP Policy 1 Objectives 1.1-1.3	Local Roads		$569,633	$576,469	$584,539	$2,196,858	$614,161	$631,327	$1,730,641	$5,173,155	**n/a**
123	WDC	Rural Resilience Project 2015/18	The project is primarily to accelerate the renewal of culverts and complete the upgrade of more concrete wash-over pads that have been so successful for Council. In addition, Council is looking to implement plantings of brush willow in the district to stabilise sections of road that have been so badly affected by storm events. Further to that, Council will also be looking at developing new roadside drains. The target is to achieve at least 50% saving in storm events by investing $1.6m in rates.	The objective is to ensure improved drainage ie new and renewed culverts and roadside drains so that sealed and unsealed road pavements remain dry with optimum strength. This is to improve efficiency, is very effective, cost effective and value for money. Otago RLTP Policy 1 Objective 2.1 and Policy 2 Objective 2.2	Construction		$971,375	$983,032	$0	$0	$0	$0	$1,954,407	$1,954,407	**2**
125	WDC	Seal Widening 2015/18	Seal widening of arterial, collector and significant local roads to give effect to the One Network Road Classification and WDC 2008 Carrigeway Width Standards Policy, Safer Journeys and High Risk Rural Roads Guide.	The Road Infrastructure Safety Assessment (RISA) of Waitaki District (Feb 2008) made a specific recommendation to develop policies for seal widening. Policies have been developed and the obective is to implement the WDC 2008 carriageway widening policy and give effect to the Rural High Risk Roads Guildelines and Safer Journeys. Otago RLTP Policy 1 Objective 2.1 and Policy 2 Objective 2.2	Construction		$221,220	$223,875	$227,009	$232,003	$237,571	$243,748	$672,104	$1,385,426	**2**
130	WDC	Waianakarua Road Realignment 2017/18	Project covers the design and construction of a road realignment away from the Waianakarua River. This project has since been amended to a very small realignment of $50,000 around the site. If necessary, the project can be varied during the 2015/18 NLTP.	The objective is to realign the road away from the existing alignment to ensure safe passage for vehicles and future proof Waianakarua Road from the river. As the WDC Coastal Roads Strategy and ONRC will influence the final outcome for this project, the project value may be reduced from that submitted. Otago RLTP Policy 2objective 2.2	Construction		$0	$0	$426,000	$0	$0	$0	$426,000	$426,000	**4**
Activity Class 12 Total							**$14,212,453**	**$26,984,090**	**$15,490,433**	**$14,493,004**	**$7,883,875**	**$7,859,948**	**$55,179,476**	**$86,491,042**	
Row No	**Organisation Name**	**Project Name**	**Project Description**	**Project Objective**	**Phase Type**	**RLTP Objective**	**Cost 2015**	**Cost 2016**	**Cost 2017**	**Cost 2018**	**Cost 2019**	**Cost 2020**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**
Activity Class 13 - New and Improved Infrastructure Local Roads															
33	OHNO	Albert Burn Bridge Replacement	Replacement of vulnerable existing narrow bridge on poor vertical alignment with HPMV capable structure. Load limitations currently force trucks to cross at the Luggate Bridge which is increasing the maintenance costs of this structure.	Improved freight efficiency. Improved resilience. Improved vertical alignment by raising bridge to lessen the severity of the dip and reduce driver surprise. Reduced traffic and therefore loading on the Luggate Bridge resulting in lower maintenance costs.	Detailed Business Case		$0	$0	$0	$20,000	$0	$0	$0	$20,000	**5**
	OHNO	Albert Burn Bridge Replacement			Pre-implementation*		$0	$0	$0	$0	$20,000	$0	$0	$20,000	**5**
	OHNO	Albert Burn Bridge Replacement			Implementation		$0	$0	$0	$0	$0	$283,403	$0	$283,403	**5**
34	OHNO	Andersons Bay Rd/Caversham Motorway	Improvements to the intersection of Andersons Bay Rd and Caversham Motorway to improve efficiency for freight using the local arterial by-pass to access Port Otago. Current alignment requires deviation in the opposite direction of travel. Traffic signal control of approach and circulating flow.	Improved freight efficiency to Port Otago. By-product of improved safety and congestion relief on the Dunedin one way network.	Detailed Business Case		$0	$0	$0	$180,000	$0	$0	$0	$180,000	**1**
	OHNO	Andersons Bay Rd/Caversham Motorway			Pre-implementation*		$0	$0	$0	$0	$180,000	$0	$0	$180,000	**1**
	OHNO	Andersons Bay Rd/Caversham Motorway			Implementation		$0	$0	$0	$0	$0	$2,140,000	$0	$2,140,000	**1**
35	OHNO	Beaumont bridge replacement	Replacement bridge and approach realignment	An aging bridge,which has reached the (next 1 to 5 years) end of its economic life. The project proposes to replace the existing structure with a new two lane bridge. Objective(s): the project is to ensure (i) a resilient and secure transport network and; (ii) reduce delays. Otago RLTS Outputs: 3.3 Ensuring efficient use of infrastructure and good connections, especially for freight; 3.3.2 Good use of the road and rail networks by appropriately sized vehicles and loads, through appropriate hubs, bridge capacity, and road and rail configuration. Bridges are adequate for the type and volume of transport using them. [Delivery mechanism (	Detailed Business Case		$0	$0	$0	$1,200,000		$0	$0	$1,200,000	**3**
	OHNO	Beaumont bridge replacement			Pre-implementation*		$0	$0	$0	$0	$1,200,000	$0	$0	$1,200,000	**3**
	OHNO	Beaumont bridge replacement			Construction		$0	$0	$0	$0	$0	$5,866,667	$0	$5,866,667	**3**
	OHNO	Beaumont bridge replacement			Property		$0	$0	$0	$0	$300,000	$0	$0	$300,000	**3**
36	OHNO	Big Kuri Creek Flood Mitigation	Regular flooding at Big Kuri Creek bridge due to aggradation of river bed. Raise approaches and bridge deck to clear peak flood levels.	Improved highway corridor resilience with fewer or no road closures during storm events. Reliable freight movement with little or no delays Reduced maintenance costs through construction of a pavement less susceptible to inundation by floodwater.	Detailed Business Case		$0	$0	$0	$60,000	$0	$0	$0	$60,000	**3**
	OHNO	Big Kuri Creek Flood Mitigation			Pre-implementation*		$0	$0	$0	$0	$60,000	$0	$0	$60,000	**3**
	OHNO	Big Kuri Creek Flood Mitigation			Implementation		$0	$0	$0	$0	$0	$880,000	$0	$880,000	**3**
38	OHNO	Cromwell Intersection Improvement	SH6 & SH8B, fatal crash site. Separated left turn lane has improved safety but may require further improvement.	Improved safety for all road users. Reduction in crashes and the severity of crashes that are unavoidable.	Detailed Business Case		$0	$0	$0	$90,000	$0	$0	$0	$90,000	**5**
	OHNO	Cromwell Intersection Improvement	SH6 & SH8B, fatal crash site. Separated left turn lane has improved safety but may require further improvement.	Improved safety for all road users. Reduction in crashes and the severity of crashes that are unavoidable.	Pre-implementation*		$0	$0	$0	$0	$90,000	$0	$0	$90,000	**5**

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
38	OHNO	Cromwell Intersection Improvement	SH6 & SH8B, fatal crash site. Separated left turn lane has improved safety but may require further improvement.	Improved safety for all road users. Reduction in crashes and the severity of crashes that are unavoidable.	Implementation		$0	$0	$0	$0	$0	$1,020,000	$0	$1,020,000	5
	OHNO	Cromwell Intersection Improvement	SH6 & SH8B, fatal crash site. Separated left turn lane has improved safety but may require further improvement.	Improved safety for all road users. Reduction in crashes and the severity of crashes that are unavoidable.	Property		$0	$0	$0	$0	$300,000	$0	$0	$300,000	5
39	OHNO	Deborah Realignment	Realign the road to a 100km/h design speed over the railway line, by lowering the railway line 5.1m and installing a new 76m culvert railway underpass on the new alignment.	Reverse curves cause driver surprise and pose a crash hazard, particularly with respect to HCVâ€™s which is exacerbated in wet conditions. The project proposes to undertake a realignment of the railway line and highway to eliminate driver surprise and improve network resilience. Objective(s): the project is to: (i) improve safety for motorists Otago RLTS Outputs: 3.2 Ensuring travel safety and personal security; 3.2.1 Everyoneâ€™s travel in Otago becomes progressively safer	Pre-implementation*		$300,000	$0	$0	$0	$0	$0	$300,000	$300,000	2
	OHNO	Deborah Realignment			Implementation		$0	$2,523,500	$2,523,500	$0	$0	$0	$5,047,000	$5,047,000	2
	OHNO	Deborah Realignment			Property		$200,000	$0	$0	$0	$0	$0	$200,000	$200,000	2
40	OHNO	Dunedin - Fairfield Safety Improvements	Infill of wire rope side barriers and other improvements to create safer and more forgiving roadsides. Part of the Safer Journeys - Roads & Roadsides business case.	Improved safety for all road users. Reduction in crash rates and severity of crashes that are unavoidable. A by-product of safety improvements is improved network efficiency and resilience with fewer highway closures as a result of crashes.	Detailed Business Case		$0	$0	$0	$105,000	$0	$0	$0	$105,000	2
	OHNO	Dunedin - Fairfield Safety Improvements			Pre-implementation*		$0	$0	$0	$0	$105,000	$0	$0	$105,000	2
	OHNO	Dunedin - Fairfield Safety Improvements			Implementation		$0	$0	$0	$0	$0	$1,550,000	$0	$1,550,000	2
43	OHNO	Glenda Drive Intersection and Associated Roads	Repositioning the existing priority intersection as a roundabout. Intersection has poor safety record. The intersection also requires upgrading to allow development to take place on Frankton Flats, developers willing to significantly contribute	Right-turning crashes at the existing intersection. Roundabout required for the intersection of the Eastern Access Road and SH 6. Frankton Flats development relies upon the Eastern Access Road. The project proposes providing a right-turn bay. Objective(s): the project is to: (i) improve safety for vehicles, from head-on and turning crashes. 3.2 Ensuring travel safety and personal security; 3.2.1 Everyoneâ€™s travel in Otago becomes progressively safer (statistically).Crashes are less severe, on average. Fewer severe crashes. Reducing towards zero, the number of avoidable fatalities, concentrating on those involving: [Delivery mechanisms: Safe roads and rail, more accommodating of human error. (g.) Reconfigure/ refit unsafe intersections.]	Construction		$1,414,353	$0	$0	$0	$0	$0	$1,414,353	$1,414,353	1
44	OHNO	Grant Rd to KF Bridge Improvements	Capacity issues, widening, urbanisation and intersection improvements. Work necessary to compliment development projects in the area including improvements for pedestrians, lighting, widening and utility integration. Includes surrounding projects for Glenda Drive, Frankton BP R/A Improvements and BP R/A to Kawarau Falls Bridge Corridor Improvements.	Reduced congestion and improved use of existing corridor. Improved customer experience.	Detailed Business Case		$0	$0	$0	$360,000	$0	$0	$0	$360,000	1
	OHNO	Grant Rd to KF Bridge Improvements			Pre-implementation*		$0	$0	$0	$0	$360,000	$0	$0	$360,000	1
	OHNO	Grant Rd to KF Bridge Improvements			Implementation		$0	$0	$0	$0	$0	$2,640,000	$0	$2,640,000	1
	OHNO	Grant Rd to KF Bridge Improvements			Property		$0	$0	$0	$0	$1,000,000	$0	$0	$1,000,000	1
45	OHNO	Hilderthorpe Straight Flood Mitigation	Flooding at various locations from surface water run-off during heavy rainfall resulting in road closures. Flood-prone areas include McEneaney passing lanes, 45th Parallel, Hilderthorpe Floodway, Hilderthorpe Rd & Wai-iti Park. Significant drainage work required.	Improved highway corridor resilience with fewer or no road closures during storm events. Reliable freight movement with little or no delays Safer highway for motorists with less potential for surface flooding along the corridor. Reduced maintenance costs through construction of a pavement less susceptible to inundation by floodwater	Detailed Business Case		$0	$0	$0	$240,000	$0	$0	$0	$240,000	1
	OHNO	Hilderthorpe Straight Flood Mitigation			Pre-implementation*		$0	$0	$0	$0	$240,000	$0	$0	$240,000	1
	OHNO	Hilderthorpe Straight Flood Mitigation			Implementation		$0	$0	$0	$0	$0	$1,760,000	$0	$1,760,000	1
46	OHNO	Katiki Erosion Protection	Coastal erosion along Katiki straight. Currently being monitored but requires a long term solution.	Improved highway corridor resilience to storm events. Reliable freight movement with little or no delay. Reduced pavement maintenance costs through improved coastal protection and shoulder support.	Detailed Business Case		$0	$0	$0	$60,000	$0	$0	$0	$60,000	3
	OHNO	Katiki Erosion Protection	Coastal erosion along Katiki straight. Currently being monitored but requires a long term solution.	Improved highway corridor resilience to storm events. Reliable freight movement with little or no delay. Reduced pavement maintenance costs through improved coastal protection and shoulder support.	Pre-implementation*		$0	$0	$0	$0	$60,000	$0	$0	$60,000	3
	OHNO	Katiki Erosion Protection	Coastal erosion along Katiki straight. Currently being monitored but requires a long term solution.	Improved highway corridor resilience to storm events. Reliable freight movement with little or no delay. Reduced pavement maintenance costs through improved coastal protection and shoulder support.	Implementation		$0	$0	$0	$0	$0	$880,000	$0	$880,000	3

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
47	OHNO	Kawarau Falls Bridge	To build a new two-lane bridge immediately downstream of the existing bridge.	To remove the delays to all road users on the current single-lane bridge. Traffic includes commercial tourism operators and freight between southland and Queenstown. The project proposes a new two-lane bridge on a substantially improved alignment with a speed environment of 70 km/hour. There will be provision for on-road cyclists also an off-road pedestrian route and route for slower classes of cyclists on the existing bridge. Objective(s): the project is to: (i) improve safety for vehicles from head on-crashes; (ii) improve the safety for vulnerable road users; (iii) reducing travel time and; (iv) vehicle operating costs. Otago RLTS Outputs: 3.2 Ensuring travel safety and personal security; 3.2.1 Everyoneâ€™s travel in Otago becomes progressively safer (statistically).Crashes are less severe, on average. Fewer severe crashes. Reducing towards zero, the number of avoidable fatalities, concentrating on those involving:... [Delivery mechanism: e. Erect crash barriers on state highways (open road situations) where the effect of leaving a road is likely to be fatal. On high volume roads, erect barriers separating oncoming traffic to prevent headon crashes. Within shared space, separate modes where required for safety. Where the safety of those using active transport to commute on arterials is at significant risk from motorised traffic, build cycleways/walkways separated from traffic.] [Deliverymechanism: (h.)Replace one-lane bridges on state highways with two-lane ones (see section 3.3 re priority for bridge replacements).] 3.3 Ensuring efficient use of infrastructure and good connections, especially for freight; 3.3.2 Good use of the road and rail networks by appropriately sized vehicles and loads, through appropriate hubs, bridge capacity, and road and rail configuration. Bridges are adequate for the type and volume of transport using them. [Delivery mechanism (g.): Construct new bridges (able to take over width vehicles) over.... the Kawarau River (replacing the Kawarau falls Bridge).] 5.1 Walking and cycling networks and facilities taht provide for safe, convient travel by these modes; 5.1.1 Greater provision for these active modes, enabling people in urban areas to choose to commute as pedestrians or cyclists; 5.1.2 Greater use of active travel for local trips, resulting in a lower level of dependence on non-renewable fuels for transport energy, increased physical activity levels in society and improved community health. [Delivery mechanism: c. Where the safety of those using active transport to commute on state highways or arterials is at significant risk from motorised traffic, build cycleway/walkways separated from that traffic.]	Construction		$10,788,319	$5,500,000	$0	$0	$0	$0	$16,288,319	$16,288,319	**1**
48	OHNO	Ladies Mile Corridor Improvements	Capacity and safety issues related to Howards Drive which is the only access to the Lake Hayes Estate residential development. Development down Stalker, Lower Shotover & Tucker Beach Rds require corridor and access improvements. Further population growth predicted for the area.	Reduced congestion and improved use of existing corridor. Improved customer experience. Journey time reliability.	Detailed Business Case		$0	$0	$0	$90,000	$0	$0	$0	$90,000	**3**
	OHNO	Ladies Mile Corridor Improvements			Pre-implementation*		$0	$0	$0	$0	$90,000	$0	$0	$90,000	**3**
	OHNO	Ladies Mile Corridor Improvements			Implementation		$0	$0	$0	$0	$0	$1,320,000	$0	$1,320,000	**3**
49	OHNO	Maheno Flood Mitigation	Prone to flooding from the Kakanui River resulting in road closures with no logical commercial vehicle detour. Approximately 300m section of highway needs to be raised by up to 500mm with large diameter culverts installed to provide resilience to flood events.	Improved highway corridor resilience with fewer or no road closures during storm events. Reliable freight movement with little or no delays Safer highway for motorists with less potential for surface flooding along the corridor. Reduced maintenance costs through construction of a pavement less susceptible to inundation by floodwater.	Detailed Business Case		$0	$0	$0	$40,000	$0	$0	$0	$40,000	**1**
	OHNO	Maheno Flood Mitigation			Pre-implementation*		$0	$0	$0	$0	$40,000	$0	$0	$40,000	**1**
	OHNO	Maheno Flood Mitigation			Implementation		$0	$0	$0	$0	$0	$620,000	$0	$620,000	**1**
52	OHNO	Minor improvements 2015-18		Activities will be targeted to low cost safety, optimisation and resilience activities which contribute to the Transport Agencyâ€™s goals of either (a) reducing the number of deaths and serious injuries (SOI Objective 4); (b) making best use of urban capacity (SOI Priority 2); or (c) greater resilience of the state highway network (SOI Objective 7). The objective will be to either reduce the level of deaths and serious injuries, improve urban network capacity in our major centres or to reduce the resilience risk on our key routes through preventative maintenance activities.	State Highways		$1,947,233	$2,086,321	$2,225,410	$0	$0	$0	$6,258,964	$6,258,964	**n/a**
53	OHNO	Mosgiel - Balclutha Safety Improvements	ATP infill to encourage lane discipline on a highway with challenging geometry. Additional treatment as required. Part of the Safer Journeys - Roads & Roadsides business case.	Improved safety for all road users. Reduction in crash rates and severity of crashes that are unavoidable. A by-product of safety improvements is improved network efficiency and resilience with fewer highway closures as a result of crashes.	Detailed Business Case		$0	$0	$0	$315,000	$0	$0	$0	$315,000	**2**
	OHNO	Mosgiel - Balclutha Safety Improvements			Pre-implementation*		$0	$0	$0	$0	$315,000	$0	$0	$315,000	**2**
	OHNO	Mosgiel - Balclutha Safety Improvements			Implementation		$0	$0	$0	$0	$0	$2,301,500	$0	$2,301,500	**2**
55	OHNO	Nevis Bluff Rockfall Protection	Ongoing work by Opus under NMM contract but capital project required. International peer review recommends staged physical catch fences.	Improved safety for users and resilience of a key regional and tourism route.	Detailed Business Case		$50,000	$0	$0	$0	$0	$0	$50,000	$50,000	**1**
	OHNO	Nevis Bluff Rockfall Protection			Pre-implementation*		$0	$130,000	$0	$0	$0	$0	$130,000	$130,000	**1**
	OHNO	Nevis Bluff Rockfall Protection			Implementation		$0	$0	$2,870,000	$0	$0	$0	$2,870,000	$2,870,000	**1**
56	OHNO	North Oamaru Corridor Improvements	Possible re-allocation of road space with removal of cycle lanes and provision of quiet streets detours for cyclists. Intersection improvements.	Improved safety for all users. Improved efficiency for people and goods on main highway corridor with improved access for residents from side roads. Improved amenity for residents.	Detailed Business Case		$0	$0	$0	$120,000	$0	$0	$0	$120,000	**3**
	OHNO	North Oamaru Corridor Improvements			Pre-implementation*		$0	$0	$0	$0	$120,000	$0	$0	$120,000	**3**
	OHNO	North Oamaru Corridor Improvements			Implementation		$0	$0	$0	$0	$0	$1,760,000	$0	$1,760,000	**3**
57	OHNO	Oamaru - Dunedin Safety Improvements	Installation of wire rope barrier and ATP in high risk areas along the highway corridor. Part of the Safer Journeys - Roads & Roadsides business case.	Improved safety for all road users. Reduction in crash rates and severity of crashes that are unavoidable. A by-product of safety improvements is improved network efficiency and resilience with fewer highway closures as a result of crashes.	Detailed Business Case		$0	$0	$0	$300,000	$0	$0	$0	$300,000	**3**
	OHNO	Oamaru - Dunedin Safety Improvements			Pre-implementation*		$0	$0	$0	$0	$400,000	$0	$0	$400,000	**3**
	OHNO	Oamaru - Dunedin Safety Improvements			Implementation		$0	$0	$0	$0	$0	$2,778,125	$0	$2,778,125	**3**
58	OHNO	Pine Hill Rd/Great King St Intersection Improvements	Identified as one of the 100 high risk intersections in the country. Restricted visibility from priority controlled intersection located at base of a steep incline. Consideration of an improved at grade solution required. Part of the Safer	Improved safety for all intersection users by potentially signalising with pre-warning amber signals located prior to the George St over bridge and installation of a downhill crawl lane for heavies. Priority phasing may be given to heavies using the crawl lane to ensure the intersection is clear. It is anticipated that this will mitigate the risk of conflict at the intersection. Part of the Safer Journeys - Roads &	Detailed Business Case		$240,000	$0	$0	$0	$0	$0	$240,000	$240,000	**1**
	OHNO	Pine Hill Rd/Great King St Intersection Improvements			Pre-implementation*		$0	$240,000	$0	$0	$0	$0	$240,000	$240,000	**1**

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
	OHNO	Pine Hill Rd/Great King St Intersection Improvements	Journeys - Roads & Roadsides business case.	Mitigate the risk of conflict at the intersection. Part of the Safer Journeys - Roads & Roadsides business case.	Implementation		$0	$0	$1,760,000	$1,760,000	$0	$0	$1,760,000	$3,520,000	1
60	OHNO	Roaring Meg Bridge Widening	Narrow bridge on poor alignment. I&R completed but lower cost option of widening one side needs progression.	Improved safety for all motorists. Improved corridor resilience on an arterial route linking Queenstown with the wider Central Otago region and further north.	Pre-implementation*		$0	$0	$0	$50,000	$0	$0	$0	$50,000	5
	OHNO	Roaring Meg Bridge Widening	Narrow bridge on poor alignment. I&R completed but lower cost option of widening one side needs progression.	Improved safety for all motorists. Improved corridor resilience on an arterial route linking Queenstown with the wider Central Otago region and further north.	Implementation		$0	$0	$0	$0	$375,000	$375,000	$0	$750,000	5
	OHNO	SH 88 Cycling and Pedestrian Facilities	SH 88 Cycling and Pedestrian Facilities		Property		$100,000	$0	$0	$0	$0	$0	$100,000	$100,000	1
64	OHNO	SH6A Corridor Improvements	Corridor improvements to relieve congestion and ease access from side roads.	Reduced congestion and improved use of existing corridor. Improved customer experience with greater accessibility from side roads	Detailed Business Case		$0	$0	$0	$300,000	$0	$0	$0	$300,000	3
	OHNO	SH6A Corridor Improvements	Corridor improvements to relieve congestion and ease access from side roads.	Reduced congestion and improved use of existing corridor. Improved customer experience with greater accessibility from side roads	Pre-implementation*		$0	$0	$0	$0	$300,000	$0	$0	$300,000	3
	OHNO	SH6A Corridor Improvements	Corridor improvements to relieve congestion and ease access from side roads.	Reduced congestion and improved use of existing corridor. Improved customer experience with greater accessibility from side roads	Implementation		$0	$0	$0	$0	$0	$2,200,000	$0	$2,200,000	3
65	OHNO	St Andrews St Anzac Ave	Revise layout of existing signal controlled intersection to improve operational efficiency, especially for port-bound freight. Intersection complicated by adjacent rail line.	Improved freight efficiency to Port Otago. By-product of improved safety and congestion relief on the Dunedin one way network.	Detailed Business Case		$0	$0	$0	$42,000	$0	$0	$0	$42,000	1
	OHNO	St Andrews St Anzac Ave			Pre-implementation*		$0	$0	$0	$0	$42,000	$0	$0	$42,000	1
	OHNO	St Andrews St Anzac Ave			Implementation		$0	$0	$0	$0	$0	$616,000	$0	$616,000	1
66	OHNO	Stanley St Corridor Improvements	Main arterial link into Queenstown which doesn't cope with peak hour demand. Delays also occur due to the current roundabout configuration at the major intersections and a pedestrian crossing.	Reduced congestion and associated driver frustration. Improved and more reliable travel times. Enhanced safety for pedestrians along the corridor. Improved visitor experience.	Detailed Business Case		$0	$0	$0	$240,000	$0	$0	$0	$240,000	2
	OHNO	Stanley St Corridor Improvements			Pre-implementation*		$0	$0	$0	$0	$240,000	$0	$0	$240,000	2
	OHNO	Stanley St Corridor Improvements			Implementation		$0	$0	$0	$0	$0	$1,760,000	$0	$1,760,000	2
68	OHNO	Visiting Driver Signature Project Otago	Safety improvements to the Otago network for tourist drivers on key links: Queenstown - Milford (Otago section), Queenstown - West Coast, Queenstown - Christchurch (Otago section), ATP, pull-off areas, barriers.	A reduction in tourist driver related crashes and where these cannot be avoided, a reduction in their severity. Consistency in the application of safety measures on major routes through Otago which provide key links to the adjacent regions of Canterbury & The West Coast.	Detailed Business Case		$0	$0	$0	$360,000	$0	$0	$0	$360,000	1
	OHNO	Visiting Driver Signature Project Otago			Pre-implementation*		$0	$0	$0	$0	$360,000	$0	$0	$360,000	1
	OHNO	Visiting Driver Signature Project Otago			Implementation		$0	$0	$0	$0	$0	$2,640,000	$0	$2,640,000	1
69	OHNO	Waikouaiti Flood Mitigation	Highway prone to flooding from the Waikouaiti River between the Waikouaiti River bridge and Karitane turn-off. Possible solution to overlay and raise highway by up to 700mm requiring installation of large diameter culverts.	Improved highway corridor resilience with fewer or no road closures during storm events. Reliable freight movement with little or no delays Safer highway for motorists with less potential for surface flooding along the corridor. Reduced maintenance costs through construction of a pavement less susceptible to inundation by floodwater and erosion from the adjacent river.	Detailed Business Case		$0	$0	$0	$90,000	$0	$0	$0	$90,000	1
	OHNO	Waikouaiti Flood Mitigation			Pre-implementation*		$0	$0	$0	$0	$90,000	$0	$0	$90,000	1
	OHNO	Waikouaiti Flood Mitigation			Implementation		$0	$0	$0	$0	$0	$1,320,000	$0	$1,320,000	1
70	OHNO	Waitati Curve Realignment	Realign curve to 550m radius, relocate Blueskin store and SH1: Harvey Street Intersection	Curve very much out of context and adjacent commercial land use. The project proposes a realignment of curve to 550m radius, relocate Blueskin store and SH1: Harvey Street Intersection Objective(s): the project is to: (i) improve safety for vehicles; (ii) reduce potential for roadside impact crashes; (iii) reducing travel time and; (iv) vehicle operating costs. Otago RLTS Outputs: 3.2 Ensuring travel safety and personal security; 3.2.1 Everyoneâ€™s travel in Otago becomes progressively safer (statistically).Crashes are less severe, on average. Fewer severe crashes. Reducing towards zero, the number of avoidable fatalities, concentrating on those involving:... [Delivery mechanisms: Safe roads and rail, more accommodating of human error. (f.) Remedy tight corners in icy, or persistently shady or wet situations based on traffic volumes and other risk factors within the funding available. (g.) Reconfigure/refit unsafe intersections. (l.) Minimise unsafe road user behaviour.]	Construction		$0	$0	$0	$370,000	$1,900,000	$1,950,000	$0	$4,220,000	5
71	OHNO	Weigh Right - Otago	Weigh in motion station	A key part of the NZTAâ€™s work programme for the â€˜Moving more freight on fewer trucksâ€™ initiative is called â€˜Weigh/Rightâ€™, and is designed to support weight compliance in the heavy truck fleet. Enhancing existing weigh bridges with Weigh in Motion and Automatic Number Plate Recognition provides for the selection of vehicles which will directly increase the effectiveness of enforcement when matched with linked roadside, data analysis and investigative activity. Improved strategic siting of additional weigh bridges significantly increases the likelihood of an errant operator of being prosecuted and should result in a higher level of incentive to comply.	Construction		$0	$0	$0	$500,000	$0	$0	$0	$500,000	4
Activity Class 13 Total							**$15,039,905**	**$10,479,821**	**$9,378,910**	**$6,892,000**	**$8,187,000**	**$36,660,695**	**$34,898,636**	**$86,638,331**	
Row No	**Organisation Name**	**Project Name**	**Project Description**	**Project Objective**	**Phase Type**	**RLTP Objective**	**Cost 2015**	**Cost 2016**	**Cost 2017**	**Cost 2018**	**Cost 2019**	**Cost 2020**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**

Row No	Organisation Name	Project Name	Project Description	Project Objective	Phase Type	RLTP Objective	Cost 2015	Cost 2016	Cost 2017	Cost 2018	Cost 2019	Cost 2020	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority
Activity Class 31 - Super Gold Card															
87	ORC	SuperGold Card Allocation	Operating the SuperGold Card scheme offering free off-peak bus travel in the Dunedin and Wakatipu Basin integated public transport networks	Improving transport accessibility for older people	Implementation		$770,000	$790,000	$815,000	$880,000	$905,000	$932,000	$2,375,000	$5,092,000	**n/a**
Activity Class 31 Total							**$770,000**	**$790,000**	**$815,000**	**$880,000**	**$905,000**	**$932,000**	**$2,375,000**	**$5,092,000**	

Appendix E:Otago ten-year financial forecast

The LTMA requires regional land transport plans to include a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the plan.

The forecast should only be regarded as indicative. Parts of it are likely to vary as projects are refined and, in some cases, expanded or removed. Furthermore, the forecast does not include revenue projections, which are unavailable at present. The funding assistance rates (proportion of national to local funding share) have not yet been provided to local authorities.

Table X Ten-year forecast of expenditure for Otago

To be completed

Appendix F: Otago significant and inter-regionally significant projects

The LTMA requires regional land transport plans to identify and prioritise projects of significance, and identify those of inter-regional significance. This is discussed in sections 4.4 – 4.6.

Table X Otago significant and inter-regionally significant projects

Projects are ranked in bands 1 (highest priority) – 5 (lowest priority). All projects within a band have equal ranking.

Programme Item No.	Project Name	Organisation	Has Inter-regional Significance
	Band 1		
45	Hilderthorpe Straight Flood Mitigation	OHNO	Yes
49	Maheno Flood Mitigation	OHNO	Yes
69	Waikouaiti Flood Mitigation	OHNO	Yes
47	Kawarau Falls Bridge	OHNO	Yes
44	Grant Rd to Kawarau Falls Bridge Improvements	OHNO	Yes
96	Frankton Flats Programme Business Case Implementation	QLDC	Yes
95	Eastern Access Road	QLDC	Yes
55	Nevis Bluff Rockfall Protection	OHNO	Yes
18	Eastern Freight Bypass Upgrade	DCC	Yes
34	Andersons Bay Rd/Caversham Motorway	OHNO	Yes
66	St Andrews St Anzac Ave	OHNO	Yes
86	Stock Truck Effluent Disposal Facilities	ORC	Yes
14	SOUTHERN PENGUIN SCENIC JOURNEY, Upgrade for Tourism & Visiting Drivers (Seal extension of the Nuggets Road)	CDC	Yes
68	Visiting Driver Signature Project Otago	OHNO	Yes
17	Central City and North East Valley Cycle Network	DCC	
42	Dunedin One Way Pair Cycle Lanes	OHNO	
75	Public Transport Programme of Improvements	ORC	
84	Public Transport Infrastructure Improvements	ORC	
74	PT – Inter-Regional Ticketing Improvement - Otago	ORC	
15	Central City Safety and Accessibility Upgrade	DCC	
25	Peninsula Roading – Harington Point / Portobello Roads	DCC	
43	Glenda Drive Intersection and Associated Roads	OHNO	
58	Pine Hill Rd/Great King St Intersection Improvements	OHNO	
61	SH 88 Cycling and Pedestrian Facilities	OHNO	
108	Queenstown TC Programme Business Case Implementation	QLDC	

Programme Item No.	Project Name	Organisation	Has Inter-regional Significance
	Band 2		
23	Mosgiel Safety and Accessibility Upgrade	DCC	
27	Strategic Corridors: Warehouse Precinct Accessibility (SH1)	DCC	
39	Deborah Realignment	OHNO	Yes
40	Dunedin - Fairfield Safety Improvements	OHNO	Yes
53	Mosgiel - Balclutha Safety Improvements	OHNO	Yes
66	Stanley St Corridor Improvements	OHNO	Yes
123	Rural Resilience Project 2015/2017	WDC	
125	Seal Widening 2015/21	WDC	
	Band 3		
30	Tertiary Precinct Safety and Accessibility Upgrade	DCC	
56	Katiki Erosion Protection	OHNO	Yes
35	Beaumont Bridge Replacement	OHNO	Yes
36	Big Kuri Creek Flood Mitigation	OHNO	Yes
48	Ladies Mile Corridor Improvements	OHNO	Yes
56	North Oamaru Corridor Improvements	OHNO	Yes
57	Oamaru - Dunedin Safety Improvements	OHNO	Yes
64	SH6A Corridor Improvements	OHNO	Yes
111	Wanaka Programme Business Case Implementation	QLDC	Yes
112	Beach Road Realignment 2016/17	WDC	
114	Harbourside Projects 2020/21	WDC	
128	WDC River Training 2015/16	WDC	
	Band 4		
16	Central City Transport Hub	DCC	
28	Strategic Cycle Network – Mosgiel	DCC	
71	Weigh Right - Otago	OHNO	Yes
117	Alternative Access to Moeraki 2015/16	WDC	
130	Waianakarua Road Realignment 2017/18	WDC	
132	Walking and Cycling Oamaru to Pukeuri 2020/21	WDC	
	Band 5		
33	Albert Burn Bridge Replacement	OHNO	Yes
38	Cromwell Intersection Improvement	OHNO	Yes
60	Roaring Meg Bridge Widening	OHNO	Yes
70	Waitati Curve Realignment	OHNO	Yes

BAND 1

Project Name:	**Hilderthorpe Straight Flood Mitigation**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$2,240,000	**Project Years**	2018/19 – 2020.21
Project description:	Flooding at various locations from surface water run-off during heavy rainfall resulting in road closures. Flood-prone areas include McEneaney passing lanes, 45th Parallel, Hilderthorpe Floodway, Hilderthorpe Rd & Wai-iti Park. Significant drainage work required.		
Reason for priority:	Improved highway corridor resilience with fewer or no road closures during storm events. Reliable freight movement with little or no delays. Safer highway for motorists with less potential for surface flooding along the corridor. Reduced maintenance costs through construction of a pavement less susceptible to inundation by floodwater		
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Dunedin to Christchurch		

Project Name:	**Maheno Flood Mitigation**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$700,000	**Project Years**	2018/19 – 2020/21
Project description:	Prone to flooding from the Kakanui River resulting in road closures with no logical commercial vehicle detour. Approximately 300m section of highway needs to be raised by up to 500mm with large diameter culverts installed to provide resilience to flood events.		
Reason for priority:	Improved highway corridor resilience with fewer or no road closures during storm events. Reliable freight movement with little or no delays Safer highway for motorists with less potential for surface flooding along the corridor. Reduced maintenance costs through construction of a pavement less susceptible to inundation by floodwater.		
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Dunedin to Christchurch		

Project Name:	**Waikouaiti Flood Mitigation**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$1,500,000	**Project Years**	2015/16
Project description:	The highway is prone to flooding from the Waikouaiti River between the Waikouaiti River bridge and Karitane turn-off. Possible solution is to raise highway by up to 700mm requiring installation of large diameter culverts.		
Reason for priority:	Improved highway corridor resilience with fewer or no road closures during storm events. Reliable freight movement with little or no delays Safer highway for motorists with less potential for surface flooding along the corridor. Reduced maintenance costs through construction of a pavement less susceptible to inundation by floodwater and erosion from the adjacent river.		
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Dunedin to Christchurch		

Project Name:	Kawarau Falls Bridge		
Organisation:	Otago Highways and Network Operations		
Project Funding	$16,288,319	**Project Years**	2015/16 – 2016/17
Project description:	The project proposes a new two-lane bridge immediately downstream of the existing bridge on a substantially improved alignment with a speed environment of 70 km/hour. There will be provision for on-road cyclists also an off-road pedestrian route and route for slower classes of cyclists on the existing bridge.		
Reason for priority:	To remove the delays to all road users on the current single-lane bridge. Traffic includes commercial tourism operators and freight between Southland and Queenstown. Objective of the project is to reduce travel time and vehicle operating costs and improve safety for vehicles from head on-crashes and to improve the safety for vulnerable road users.		
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Queenstown to Milford		

Project Name:	Grant Rd to Kawarau Falls Bridge Improvements		
Organisation:	Otago Highways and Network Operations		
Project Funding	$4,360,000	**Project Years**	2018/19 – 2020/21
Project description:	Addresses the capacity issues on SH6 and may include widening, urbanisation and intersection improvements. Work necessary to compliment development projects in the area including improvements for pedestrians, lighting, widening and utility integration.		
Reason for priority:	Reduced congestion and improved use of existing corridor. Will provide better access to the network for a variety of modes and support the economic productivity of the tourist industry.		
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Queenstown to West Coast and to Christchurch and also from Queenstown to Milford		

Project Name:	Frankton Flats Programme Business Case Implementation		
Organisation:	Queenstown Lakes District Council		
Project Funding	$900,000	**Project Years**	2015/16 – 2020/21
Project description:	Implementation of the Frankton Flats programme business case. The business case is presently being developed. A draft business case will be ready before the end of 2014/15. The business case will propose measures aimed at addressing the following problems identified through the strategic business case: • The transport system is not providing for growth in a timely manner resulting in the increasingly inefficient movements of goods and people • The existing transport system favours cars at the expense of investment in and use of alternative modes which makes it difficult to encourage change It is expected to include significant initiatives affecting parking, public transport, cycling, walking and roading management. It will establish the timing and priority for a series of roading project: the Eastern Access Road, improvements to the SH6/6A intersection, the link between Hawthorne Drive and SH6 (in the vicinity of		

	the Kawarau Falls Bridge.
Reason for priority:	The urgency for this project derives from the growth in congestion that is presently being experienced, and pressure to enable the development of the Frankton Flats precinct to proceed. The project will contribute to the following regional priorities 2. The network is resilient and reliable (through reducing pressure on the congested sections of SH6 between Glenda Drive and Humphrey Street) 3. Transport services and infrastructure support economic productivity and growth (by improving access to the Frankton Flats precinct. The proposed road will provide the spine from which developer provided roads will extend, enabling the planned development of the precinct to proceed.) 4. Being able to access the network, no matter what their mode, in a manner that is convenient, affordable to funders and users (through improved quality of mode choices)
Is it inter-regionally significant, and why	Yes. Most inter-regional tourism trips starting/finish in Queenstown pass through Frankton.

Project Name:	**Eastern Access Road**		
Organisation:	Queenstown Lakes District Council		
Project Funding	$10,873,415	**Project Years**	2016/17
Project description:	Construction of the Eastern Access Road in Frankton. This is a 2.6km urban arterial road between the Glenda Drive area of Frankton and Remarkables Park. The location of the proposed road location is illustrated by blue line in the map to the right. The road will provide alternative access to use of the congested state highway as well as improved accessibility in Frankton.  		
Reason for priority:	The project will contribute to the following regional priorities 2. The network is resilient and reliable (through reducing pressure on the congested sections of SH6 between Glenda Drive and Humphrey Street) 3. Transport services and infrastructure support economic productivity and growth (by improving access to the Frankton Flats precinct. The proposed road will provide the spine from which developer provided roads will extend, enabling the planned development of the precinct to proceed.)		
Is it inter-regionally significant, and why	Yes. Most inter-regional tourism trips starting/finish in Queenstown pass through Frankton.		

Project Name:	**Nevis Bluff Rockfall Protection**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$3,050,000	**Project Years**	2015/16 – 2017/18
Project description:	Ongoing work by Opus under NMM contract but capital project required. International peer review recommends staged high velocity catch fences.		
Reason for priority:	Improved safety for users and resilience of a key regional and tourism route.		
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Queenstown to West Coast and to Christchurch		

Project Name:	**Eastern Freight Bypass Upgrade**		
Organisation:	Dunedin City Council		
Project Funding	$2,500,000	**Project Years**	2015/16 – 2017/18
Project description:	The 'Eastern Bypass' freight route provides a bypass of the Dunedin central city for Port traffic, connecting SH1 and SH88. The route is from SH1 Andersons Bay - Strathallan Street – Portsmouth Drive – Wharf Street – Thomas Burns Street – St Andrew Street - Anzac Avenue – SH88. The route was identified in the 2004 NZTA/DCC Strategic Corridor Study. It is anticipated that the upgrade would include: • intersection upgrades and remarking to improve provision for heavy vehicles. • changes to Anzac Avenue in front of the railway station to better reflect the land use and high levels of tourist/pedestrian activity in that area. • changes to signal phasing to give increased priority to the SH88/SH1 movement • significantly improved signage at both ends of the bypass Planning and construction will be in 2015-18, due to the high priority of this project.		
Reason for priority:	The RAG identified this project as a Priority 1. Designating a priority freight route enables a higher level of service to be provided for freight movement, providing an improved end/start of journey experience for freight, and supporting efficiency and economic development for Otago/Southland (3). The project also supports the Dunedin Central City Safety and Accessibility Upgrade, as making the bypass more attractive will reduce freight volumes in the central city (1). NZTA have identified two linked projects in their work programme (see Andersons Bay Rd/Caversham Motorway and St Andrews St/Anzac Ave). Currently the timing is not well aligned, the RTC are asked to consider requesting NZTA move forward the planning stages of their projects to better align with the Eastern Freight Bypass Upgrade.		
Is it inter-regionally significant, and why	Yes, as it is the start and end of journeys to and from the Otago / Southland rural hinterland to and from Port Chalmers.		

Project Name:	**Andersons Bay Rd/Caversham Motorway**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$2,500,000	**Project Years**	2018/21

Project description:	Improvements to the intersection of Andersons Bay Rd and Caversham Motorway to improve efficiency for freight using the local arterial by-pass to access Port Otago. Current alignment requires deviation in the opposite direction of travel. This project will improve the efficiency for right turning trucks.
Reason for priority:	Improved freight efficiency to Port Otago. Improved safety and congestion relief on the Dunedin one way network.
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Southland to Port Chalmers

Project Name:	**St Andrews St Anzac Ave**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$700,000	**Project Years**	2018/19 – 2020/21
Project description:	Revise layout of existing signal controlled intersection to improve operational efficiency, especially for port-bound freight. Intersection is complicated by adjacent rail line.		
Reason for priority:	Improved freight efficiency to Port Otago. Improve safety and congestion relief on the Dunedin one way network.		
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Southland to Port Chalmers		

Project Name:	**Stock Truck Effluent Disposal Facilities**		
Organisation:	Otago Regional Council		
Project Funding	$1,278,400	**Project Years**	2015/16 – 2017/
Project description:	To install up to three new stock truck effluent disposal sites in Otago		
Reason for priority:	This project meets the following regional transport priorities: 1. These facilities will reduce stock effluent discharging from trucks onto the road, reducing the number of crashes 3. Transport services support economic productivity and growth		
Is it inter-regionally significant, and why	Yes. Links with the Stock Effluent disposal facilities in Southland and Canterbury to improve the service and ensure stock effluent does not discharge to Otago, southland or Canterbury roads as a result of the transport of stock throughout Otago and onwards.		

Project Name:	**SOUTHERN PENGUIN SCENIC JOURNEY, Upgrade for Tourism & Visiting Drivers (Seal extension of the Nuggets Road)**		
Organisation:	Clutha District Council (and Southland District Council)		
Project Funding	$2,630,000	**Project Years**	2015/16

Project description:	The ideal objective is to upgrade this part of the Tourism Journey between Nugget Point in the Clutha District and the Southland District's Catlins area for tourism traffic in order to ensure that such Visiting Drivers experience a safe and uniform/consistent journey, by way of the seal extension of the Nuggets Road (Clutha) and the Haldane – Curio Bay road (Southland) as part of this uniform travel continuity on this part of their journey. For the most part the Clutha District section of this journey requires the Nugget Point linkage to tie in with the uniformity across boundaries to Southland's Catlin's key tourism areas. The completion of this continuity will deliver the benefits listed below. ➢ Southland DC Journey portion Estimation for upgrade – primarily $4.5M under 20KM in total, ➢ Clutha DC – Primarily $2.6M to complete the balance of seal extension already in place to Nugget Point (previously sealed 3 routes on the Southern Scenic Route as part of Otago Regional funding). ➢ Combined Southern Scenic Penguin Journey approx. $7.1M – including seal upgrade, new visiting tourist signage and road marking, scenic photo stops, frequent rest areas, new tracks and parking areas, new maps and brochures, online web-site and Google-maps, weather and journey information sites. ➢ To Include: - Wide enough carriage width to support biking lanes, where feasible - Additional Rest Areas and parking sites for tour Buses, Campers, Vans - Estimated 6 VMS Signs required, signalling slower speed required, Forecast bad weather, high traffic periods, Campground and POI Key areas of interest. - High Crash Area Signage - Single Lane Bridges – signed and speed reduction
Reason for priority:	D) SDC's local roads 18% of all crashes are caused or partly caused by Visiting (overseas) drivers: • Reviewing CAS we have identified that 27% of all crashes on the Catlin's route are caused or partly caused by a visiting driver. • The data indicates that 20-29yr olds are more likely to lead the incidents and is more likely their crashes on take place on remote parts of the network (i.e. predominately on gravel roads). • The groundswell from the locals is that the visiting drivers do not know how to drive on our unsealed roads. • The police are strongly indicating from reviewing the visiting drivers crash incidents are resulting from drivers who simply do not know how to drive on New Zealand Roads and more when journeying onto unsealed parts of our network. • Self-Explaining Roads are not readily understood! For (any) first time 'Visiting Driver'. They will have nil reference and zero tolerance for making errors as not understand how to drive our unsealed roads versus their home-ground roads. Often, they will confront the typical three exposed wheel tracks and not understand to ride the right wheel in the middle track and slow down considerably with oncoming traffic. Driving on unsealed at a consistent speed of 70KPH can often be a safety challenge for most Kiwi Drivers – let alone at the default 100KPH speed that would result in instant disaster for a fresh visiting driver. E) Clutha DC is experiencing 300+ vehicles per day peak rates and Southland 500+ vehicles per day. Unknown where the additional 200/day from – yet speculated they are possibly from the other QLDC to Milford Sound

	Journey – swinging by to visit the Catlins and Nugget Point. F) Prime Tourism season traffic same as our Holidays – hence why the profound clash. This activity is increasing year by year and we expect a high level of economic benefit and continued growth. As will the combined journey build on visitors to travel a few kilometres more to see considerably more.
Is it inter-regionally significant, and why	• **Journey Benefit 1:** By enhance the ability to upgrade the economic return to increased Tourism via the combined Journey and Coastal Scenic Gateway is apportioned at 45% of the reason to adopt the shared Penguin Colony found at each end of the combined journey with Clutha DC (Nugget Point Visitors) and Southland DC Catlins Curio Bay. This is where the increased tourism can jointly amplify the combined joint benefit from visitors integrating a wider journey from one to other. This will extend the journey both ways and with the opportunity for the visitor with more to see, extends the benefit of their stay. In addition there is more overnight accommodation in Clutha where Nugget Point is a tad more limited, this being a win for all sides. • **Journey Benefit 2:** By combined Journey we can apply from what is learned from the Visiting Driver Signature Project (the other journey from QLDC to Milford Sound). Where there can be the driver safety benefit of improved continuity over the journey: ➢ Same signage and road marking ➢ Journey maps and hand-outs that depict the signage used, combined journey Key points of interest, road marking and where the most frequented rest stops and attractions are. ➢ Shared promotion with JOURNEY TIMES connecting the combinations of origin and destination times on a hard copy map or handbook as we have already done with following the lead from the signature project, offering warning pictures and graphics of the 'Do's and Don'ts" that visiting drivers must adopt and take on board. At least to keep the Safety message in train with one area and linking with the other, taking away unnecessary confusion and ambiguity from differing signage, usual road stops, photo vantage points, parking controlled lots, well-marked tracks, well defined in advance areas to picnic • **Benefit 3:** Reduced risk of an increasing number and serious of crashes for both locals and visitors. Our hospitalisation data (Crash Related) indicate this Catlin areas requires some immediate intervention. • **Benefit 4:** A greater ability to maximise maintenance investment across the region (40%) and eventually intra-regional – maintenance from Nugget Point to Catlins with the same contractor to ensure all the treatment and intervention are in cadence to prevent or minimise interruptions and have less journey ambiguity or disconnect from one end to the other.

Project Name:	**Visiting Driver Signature Project Otago**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$3,360,000	**Project Years**	2018/19 – 2020/21
Project description:	Safety improvements to the Otago network for tourist drivers on key links: Queenstown - Milford (Otago section), Queenstown - West Coast, Queenstown - Christchurch (Otago section), ATP, pull-off areas and barriers.		

Reason for priority:	A reduction in tourist driver related crashes. Consistency in the application of safety measures on major routes through Otago which provide key links to the adjacent regions of Canterbury & The West Coast.
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Queenstown to West Coast and to Christchurch and also from Queenstown to Milford

Project Name:	**Central City and North East Valley Cycle Network**		
Organisation:	Dunedin City Council		
Project Funding	$4,650,000	**Project Years**	2016/17 – 2020/21
Project description:	There is significant community pressure to improve cycle facilities in the city. The existing cycle network is fragmented and consists primarily of cycle lanes, which only cater for confident cyclists (5-10% of population). Cycle injury crashes within the central city area over the period 2009-2013 are significant (2 Fatalities; 11 Serious; 16 Minor; 5 Non-Injury). Dunedin City currently ranks 5th highest risk for a TLA for cycle crashes on the NZTA's 2014 Communities at Risk register and addressing this is a focus for the city council and the local NZTA office. Creating a cycle network will also provide a low cost travel option for those on low incomes, many of whom live within the area covered by the proposed network. The NZTA have a project in their programme 'Dunedin One Way Pair Cycle Lanes' which will provide separate cycle facilities on the one-way pair. This Dunedin City project is to support the provision of that facility by providing the supporting cycle network for cyclists. Construction is in the 2015-18 and 2018-21 period, aligned with NZTA project.		
Reason for priority:	The RAG identified this project as Priority 1 due to the safety issues (1) and access to the network by all modes (4), as well as the alignment with the NZTA 'Dunedin One Way Pair Cycle Lanes' project, taking a whole of journey approach.		

Project Name:	**Dunedin One Way Pair Cycle Lanes**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$4,544,000	**Project Years**	2015/16 – 2017/18
Project description:	In Dunedin, to establish separated cycle lanes on the State Highway 1, one-way pair, through the central city.		
Reason for priority:	To improve road safety for cyclists; to provide a safe route choice for cyclists, to facilitate the adoption of cycling as a safe and practical choice for inner city transport; and to integrate with the wider city cycling network. While this could be implemented as a standalone project, it integrally contributes to a wider inner & city network. Concurrent to this submission, the Dunedin City Council are proposing to set up a complimentary project covering the central city area.		

Project Name:	**Public Transport Programme of Improvements**		
Organisation:	Otago Regional Council		
Project Funding	$12,261,597	**Project Years**	2015/16 – 2020/21

Project description:	The 2014 RPTP signals improvements to Dunedin services to simplify the network, make better use of the existing resources, and ensure value for money from the investment. For Dunedin, the improvement programme proposes simplification of the bus routes and frequencies as well as improvements to weekday daytime services, the development of a central city bus hub/interchange, key super-stops, and real-time information. It also signals the intention for a review of bus services in the Wakatipu Basin and the need for a business case to support that review.
Reason for priority:	This project meets the following regional transport priorities: 1. They are existing bus services for the Wakatipu Basin and Dunedin which reduce the number of vehicles on the road, and hence the number of crashes. 2. Provides resilience in times of oil spikes and inclement weather 3. The movement of people supports economic development and employment 4. Mode choice enables access to good and services as well as health and employment and education for a large number of residents in Dunedin and Wakatipu Basin This project compliments the PT Baseline programme and needs to be developed in conjunction with the following programmes: • Public Transport Infrastructure Improvements • Inter-Regional Ticketing Improvement • Central City safety and accessibility upgrade (DCC) • Eastern Bypass (DCC) • Central City and NEV cycle networks (DCC)

Project Name:	**Public Transport Infrastructure Improvements**		
Organisation:	Otago Regional Council		
Project Funding	$3,363,518	**Project Years**	2015/16 – 2020/21
Project description:	Development of a central city interchange (bus hub) to enable coordination of bus services and the ability for people to transfer from one bus to another and the provision of real-time information to assist people in their travel. Also includes the provision for the development of Superstops at Green Island, Cargill's Corner and the University.		
Reason for priority:	This project meets the following regional transport priorities: 1. They are existing bus services for the Wakatipu Basin and Dunedin which reduce the number of vehicles on the road, and hence the number of crashes. 2. Provides resilience in times of oil spikes and inclement weather 3. The movement of people supports economic development and employment 4. Mode choice enables access to good and services as well as health and employment and education for a large number of residents in Dunedin and Wakatipu Basin This project compliments the PT Baseline programme and needs to be developed in conjunction with the following programmes: • Public Transport Programme of Improvements • Inter-Regional Ticketing Improvement • Central City safety and accessibility upgrade (DCC) • Eastern Bypass (DCC)		

	• Central City and NEV cycle networks (DCC)

Project Name:	**PT – Inter-Regional Ticketing Improvement - Otago**		
Organisation:	Otago Regional Council		
Project Funding	$3,474,309	**Project Years**	2015/16 – 2016/17
Project description:	Inter-regionally coordinated procurement and implementation of a new, improved integrated ticketing system for publicly contracted bus services		
Reason for priority:	This project meets the following regional transport priorities: 5. They are existing bus services for the Wakatipu Basin and Dunedin which reduce the number of vehicles on the road, and hence the number of crashes. 6. Provides resilience in times of oil spikes and inclement weather 7. The movement of people supports economic development and employment 8. Mode choice enables access to good and services as well as health and employment and education for a large number of residents in Dunedin and Wakatipu Basin This project compliments the PT Baseline programme and needs to be developed in conjunction with the following programmes: • Public Transport Programme of Improvements • Public Transport Infrastructure Improvements		

Project Name:	**Central City Safety and Accessibility Upgrade**		
Organisation:	Dunedin City Council		
Project Funding	$9,500,000	**Project Years**	2015/16 – 2020/21
Project description:	The central city is the area where most of Dunedin's commercial activity occurs. It has the highest concentration of vulnerable user activity and the highest levels of conflict between different modes. The current design of the central city transport network revolves around traffic movement and vehicle speeds are higher than desirable for an area of high pedestrian activity. Consequently, most of Dunedin's crashes occur in the central city and it is the highest risk area of the city (e.g. pedestrian crashes for 2010-2013 2 deaths, 52 serious injuries; so far in 2014, 2 deaths, 10 serious injuries). A Programme Business Case has been completed, which identified the programme as a high strategic fit due to the potential to significantly reduce the actual crash risk involving deaths and serious injuries at high-risk urban intersections and routes within the central city. Dunedin has a very poor road safety record, and was identified as having the highest crash risk at intersections in all of New Zealand. The NZTA have released the 100 highest risk intersections in the country; five of these are within Dunedin, and three of these are located in the central city. Planning will be in the 2015-18 period, construction in the 2018-21 period.		

Reason for priority:	The RAG identified this as a Priority 1 project, due to the potential for a significant reduction in injury crashes (1), including crashes involving pedestrians and cyclists; and the contribution to network access by all modes (4). The contribution to reducing death and serious injury crashes for Otago is significant, as Dunedin City Centre is the hotspot for crashes involving pedestrians and cyclists.

Project Name:	**Peninsula Roading – Harington Point / Portobello Roads**		
Organisation:	Dunedin City Council		
Project Funding	$21,300,000	**Project Years**	2015/16 – 2018/19
Project description:	This project is for roading improvement works on the Otago Peninsula. Network planning identifies this route as a network critical route due to the lack of or limitation on alternative routes, the tourism business that is dependent upon the continual availability and security, and the communities that are connected by the route. The project involves replacing the historic sea wall which has come to the end of its life in many sections. The project will allow the carriageway to be replaced at a higher level, reducing flooding incidents and providing resilience from sea level rise threats. The road is identified as a high risk rural road, with many injury crashes and cars frequently in the harbour. Accident rate reduction and travel time improvements will be achieved, and safe separation of vulnerable road users will be provided via provision for pedestrians and cyclists, responding to increasing volumes. Travel times and safe travel improvements result from increased lane widths, corner easing, safe shoulder, separation of vulnerable road users and specific safety improvements from accident spots. The package has commenced and is endorsed by NZTA.		
Reason for priority:	The RAG identified this as a Priority 1 project because of its contribution to safety outcomes (1), resilient network outcomes (2), economic productivity outcomes (3) and access outcomes (4)		

Project Name:	**Glenda Drive Intersection and Associated Roads**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$1,414,353	**Project Years**	2015/16 – 2018/19
Project description:	Repositioning the existing priority intersection as a roundabout. Intersection has poor safety record. The intersection also requires upgrading to allow development to take place on Frankton Flats, developers are willing to significantly contribute.		
Reason for priority:	Right-turning crashes at the existing intersection. Roundabout required for the intersection of the Eastern Access Road and SH 6. Frankton Flats development relies upon the Eastern Access Road. The project proposes providing a right-turn bay. Objective of the project is to improve safety for vehicles, from head-on and turning crashes and that crashes are less severe.		

Project Name:	**Pine Hill Rd/Great King St Intersection Improvements**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$4,000,000	**Project Years**	2015/16
Project description:	Identified as one of the 100 high risk intersections in the country. Restricted visibility from priority controlled intersection located at base of a steep incline. Consideration of an improved at grade solution required. Part of the Safer Journeys - Roads & Roadsides business case.		
Reason for priority:	Improved safety for all intersection users. It is anticipated that this will mitigate the risk of vehicle conflict at the intersection. Part of the Safer Journeys - Roads & Roadsides business case.		

Project Name:	SH 88 Cycling and Pedestrian Facilities		
Organisation:	Otago Highways and Network Operations		
Project Funding	$6,100,000	**Project Years**	2015/16 – 2.17/18
Project description:	Completion of the St Leonards to Port Chalmers section of the SH88 shared path.		
Reason for priority:	Reduce the risk to pedestrian and cyclists along the route of SH88 narrow road corridor combined with the high number of heavy vehicles using SH88 to access Port Otago. Objective of the project is to improve safety for cyclists and pedestrians.		

Project Name:	Queenstown TC Programme Business Case Implementation		
Organisation:	Queenstown Lakes District Council		
Project Funding	$900,000	**Project Years**	2015/16 – 2020/21
Project description:	Implementation of the Queenstown town centre programme business case. The business case will propose measures aimed at addressing the following problems identified through the strategic business case: 1. Increasing volumes of vehicle and pedestrian movement creates congestion with broad effects to the quality of life. 2. Cars are the preferred mode into and around the town centre which creates an inefficient use of road space and parking. 3. The tension from conflicting demands between pedestrians, cyclists and vehicles degrades the Queenstown experience The business case is presently being developed. It is expected to include significant initiatives affecting parking, public transport, cycling, walking and roading management. A draft programme business case/transport strategy will be ready in February 2015.		
Reason for priority:	Urgency is required because of growing congestion affecting the town centre. The project will contribute to the following regional priorities 2. The network is resilient and reliable (through addressing the trip time unreliability project to increase as a result of growth congestion) 3. Transport services and infrastructure support economic productivity and growth (through improving visitor experience, through improved transport) 4. Being able to access the network, no matter what their mode, in a manner that is convenient, affordable to funders and users (through providing improved mode choices) Associated projects are proposed within the 2015-18 period: • Public Transport Improvement Programme Business Case (QLDC), 2015/16 • Public Transport Programme of Improvements (ORC), 2015/16-2017/18 • Stanley Street Corridor Improvements (OHNO) This project is required to ensure QLDC activity aligns with those other projects.		

BAND 2

Project Name:	**Mosgiel Safety and Accessibility Upgrade**		
Organisation:	Dunedin City Council		
Project Funding	$350,000	**Project Years**	2017/18 – 2019/20
Project description:	This project will significantly improve the safety and accessibility of the Mosgiel town centre. The key challenge in Mosgiel is to manage traffic and freight demands in a way that enables improvement of the amenity and safety within the Mosgiel town centre, particularly for vulnerable users. This is particularly important in Mosgiel as there are a high proportion of elderly residents and young people, who are dependent on good pedestrian and cycling facilities and high levels of access for those with mobility-impairments. Existing safety issues and growth in Mosgiel have also led to its identification as a high priority. A Strategic Case was undertaken during early 2014, which identified that the compelling case for change regarding freight was 1) improving the Eastern Freight Bypass to remove freight from central city streets with a safety benefit 2) focussing on reducing the negative impact of freight through Mosgiel town centre, particularly the safety impact. Gordon Road, the main street in Mosgiel, is SH87, managed by the NZTA. At this stage the funding does not include a component for any freight bypass, but it is recognised that this could emerge through the business case process. Similarly, the NZTA have identified other issues with the safe operation of SH87 that could emerge through the business case process. The Dunedin Transport model forecasts declining levels of service at Quarry Road/SH1 intersection, and this may also need to be included in any improvements. Planning will start in 2015-18. Construction is in 2018-21.		
Reason for priority:	The RAG identified this as a Priority 2 project due the safety issues (1), the need to provide for all users (4), the need to respond to residential growth in Mosgiel (3), alignment with issues identified by the NZTA on SH87, and the need to provide a resilient network and access for all modes (2).		

Project Name:	**Strategic Corridors: Warehouse Precinct Accessibility (SH1)**		
Organisation:	Dunedin City Council		
Project Funding	$410,000	**Project Years**	2017/18 – 2019/20
Project description:	There has been significant recent private investment in the area of Dunedin known as the 'Warehouse Precinct'. This is a growth area for the city, with an emerging mixed use environment consisting of creative industries, apartment living and some bigger format retail. Currently the Warehouse Precinct is cut off from the rest of the city particularly for foot traffic, as it is located between the two legs of the one way pair (SH1). The aim of the project is to identify accessibility improvements to enable the Warehouse Precinct to become a fully functioning part of the city by reducing the current severance caused by the northbound one way street (Crawford Street). This will significantly aid the revitalisation of the Warehouse district and will help simulate the local economy. Redevelopment of the area will also aid protection and enhancement of heritage buildings. One possible solution to improve accessibility is to convert the one-way system to two-way south of Queens Gardens and a Project Feasibility Study shows this is feasible and offers travel time savings and economic benefits. Cumberland Street could become a 4 lane median divided route with three signalised intersections. This would be the main arterial route. Crawford Street would be downgraded to a local two lane two-way road. A reduction in the speed environment on Crawford Street		

	would be reinforced by a central median and improved walking and cycling facilities. Alternative options will be explored during the investigation and reporting phase.
Reason for priority:	The RAG identified this project as a Priority 2 due to its strong connection to the other Dunedin central city projects, and the potential to support economic development in the city (3), reduce injury crashes (1), and provide access by all modes (4).

Project Name:	**Deborah Realignment**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$5,547,000	**Project Years**	2015/16 – 2017/18
Project description:	Realign the road to a 100km/h design speed over the railway line, by lowering the railway line 5m and installing a new 76m long culvert railway underpass on the new alignment.		
Reason for priority:	The project objective is to undertake a realignment of the railway line and highway to eliminate driver surprise and thereby reducing the number of high severity crashes. This project will also improve network resilience.		
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Dunedin to Christchurch		

Project Name:	**Dunedin - Fairfield Safety Improvements**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$1,760,000	**Project Years**	2018/19 – 2020/21
Project description:	Infill of wire rope side barriers and other improvements to create safer and more forgiving roadsides. Part of the Safer Journeys - Roads & Roadsides business case.		
Reason for priority:	Improved safety for all road users. Reduction in crash rates and severity of crashes.		
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Dunedin to Invercargill		

Project Name:	**Mosgiel - Balclutha Safety Improvements**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$2,931,500	**Project Years**	2018/19 – 2020/21
Project description:	ATP infill to encourage lane discipline on a highway with challenging geometry. Additional treatment as required. Part of the Safer Journeys - Roads & Roadsides business case.		
Reason for priority:	Improved safety for all road users. Reduction in crash rates and severity of crashes.		
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Dunedin to Invercargill		

Project Name:	**Stanley St Corridor Improvements**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$2,240,000	**Project Years**	2018/19 – 2020/21

Project description:	This is the main arterial link into Queenstown which doesn't cope with peak hour demand. Delays also occur due to the current roundabout configuration at the major intersections and a pedestrian crossing.
Reason for priority:	Reduced congestion. Improved and more reliable travel times. Enhanced safety for pedestrians along the corridor. Improved visitor experience.
Is it inter-regionally significant, and why	Yes

Project Name:	**Rural Resilience Project 2015/2017**		
Organisation:	Waitaki District Council		
Project Funding	$1,950,407	**Project Years**	2015/16 – 2016/17
Project description:	The Waitaki District has suffered numerous storm events over the last 6 years which has cost NZTA and Council a total of $5.4m. To make the road network more resilient, this project is aimed at reducing the effects of these events by renewing culverts, making sure they are clear and working, installing new roadside drains, completing more concrete washover pads and completing the installation of willow brush plantings to stabilise areas of slips on the side of the road. By implementing this project, year 1 is currently in progress, it will reduce the reliance of Council on emergency works but should also provide an improved roading network for Waitaki customers.		
Reason for priority:	1. The social cost of crashes and accidents is substantially reduced 2. The network is resilient and reliable 3. Transport services and infrastructure support economic productivity and growth 4. Being able to access the network, no matter what their mode, in a manner that is convenient, affordable to funders and users This project will improve the journey within the Waitaki District and reduce the incidence and number of road closures during storm events. It may not be considered regionally significant but is significant in ensuring that the average $900,000 per annum for storm events is reduced by at least 50% or more.		

Project Name:	**Seal Widening 2015/21**		
Organisation:	Waitaki District Council		
Project Funding	$1,385,426	**Project Years**	2015/16 – 2020/21
Project description:	This project covers seal widening of routes that are prioritised to give effect to the One Network Road Classification, WDC 2008 Carriageway Width Standards Policy, Safer Journeys and High Risk Rural Roads Guide. The project is primarily around safety, reduction of crashes and caters for over-width agricultural vehicles.		
Reason for priority:	1. The social cost of crashes and accidents is substantially reduced 2. The network is resilient and reliable 3. Transport services and infrastructure support economic productivity and growth Many of the busier routes in Waitaki are historically narrow and need widening to cater for over-width vehicles and also to allow for 2 full width traffic lanes where necessary. One Network Road Classification is being introduced to ensure that roads of a certain classification are of a similar standard wherever you may be in the rural districts of NZ.		

BAND 3

Project Name:	**Wanaka Programme Business Case Implementation**		
Organisation:	Queenstown Lakes District Council		
Project Funding	$900,000	**Project Years**	2015/16 – 2020/21
Project description:	Implementation of the Frankton Flats programme business case. The business case is presently being developed. A draft business case will be ready before the end of 2014/15. The business case will propose measures aimed at addressing the following problems identified through the strategic business case: • Increasing transport demand from residents and visitors are leading to parts of the network increasingly not being fit for purpose • Conflicting expectations of residents and visitors of the transport network will increasingly lead to negative experiences for users • Key tourist routes are vulnerable to road closures which impacts on visitor numbers to Wanaka. It is expected to include significant initiatives affecting parking, cycling, walking and roading planning.		
Reason for priority:	The project will contribute to the following regional priorities: 2. The network is resilient and reliable 3. Transport services and infrastructure support economic productivity and growth 4. Being able to access the network, no matter what their mode, in a manner that is convenient, affordable to funders and users		
Is it inter-regionally significant, and why	Yes. As established by the QLDC economic network plan Wanaka is part of a significant tourist route between the West Coast and destinations further south (Queenstown / Milford Sound)		

Project Name:	**Tertiary Precinct Safety and Accessibility Upgrade**		
Organisation:	Dunedin City Council		
Project Funding	$1,050,000	**Project Years**	2018/19 – 2020/21
Project description:	There is a strong desire from the tertiary organisations to see an improved pedestrian and cycling environment around the tertiary area. This has come through as a priority for the Tertiary Sector Steering Group, which is a partnership between the DCC, University of Otago, the Otago Polytechnic and Southern District Health Board. Analysis has also identified a number of safety and accessibility issues in the transport network around the tertiary area and wider North Dunedin area. This includes sections of street and intersections on Albany Street, Clyde Street, Forth Street and Union Street in particular. This project was part of the original Tertiary Precinct Plan, and is a strong focus of the joint group and particularly the Steering Group which consists of the Mayor of Dunedin, CEOs of DCC and the Polytech, and Vice-Chancellor of the University. The existing streetscape around the campus is not an attractive environment, has some known safety issues, and does not encourage active and public transport use. It is expected that the project will continue to be funded jointly between the partners.		
Reason for priority:	The RAG gave this project Priority 3 due to the contribution to safety (1), pedestrian / cycling access (4) and economic development (3) outcomes of the regional land transport strategy.		

Project Name:	Katiki Erosion Protection		
Organisation:	Otago Highways and Network Operations		
Project Funding	$1,000,000	**Project Years**	2018/19 – 2020/21
Project description:	Coastal erosion along Katiki straight. Currently being monitored but requires a long term solution.		
Reason for priority:	Improved highway corridor resilience to storm events. Reliable freight movement with little or no delay. Reduced pavement maintenance costs through improved coastal protection and shoulder support.		
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Dunedin to Christchurch		

Project Name:	Beaumont Bridge Replacement		
Organisation:	Otago Highways and Network Operations		
Project Funding	$8,566,667	**Project Years**	2018/19 – 2020/21
Project description:	Replacement of the existing bridge with a new 2-lane structure and approach realignment.		
Reason for priority:	This is an aging bridge, which is close to the end of its economic life. The objective of the project is to ensure a resilient and secure transport network and reduce delays. Ensuring efficient use of infrastructure and good connections, especially for freight.		
Is it inter-regionally significant, and why	Yes		

Project Name:	Big Kuri Creek Flood Mitigation		
Organisation:	Otago Highways and Network Operations		
Project Funding	$1,000,000	**Project Years**	2018/19 – 2020/21
Project description:	Regular flooding at Big Kuri Creek bridge due to aggradation of river bed. Raise approaches and bridge deck to clear peak flood levels.		
Reason for priority:	Improved highway corridor resilience with fewer or no road closures during storm events. Reliable freight movement with little or no delays. Reduced maintenance costs through construction of a pavement less susceptible to inundation by floodwater.		
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Dunedin to Christchurch		

Project Name:	Ladies Mile Corridor Improvements		
Organisation:	Otago Highways and Network Operations		
Project Funding	$1,500,000	**Project Years**	2018/19 – 2020/21
Project description:	Capacity and safety issues related to Howards Drive which is the only access to the Lake Hayes Estate residential development. Residential traffic from Stalker Rd, Lower Shotover Rd & Tucker Beach Rd require corridor and access improvements. Further population growth is predicted for the area.		
Reason for priority:	Reduced congestion and improve efficiency of existing corridor. Improve safety for all modes.		

Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Queenstown to West Coast and to Christchurch

Project Name:	**North Oamaru Corridor Improvements**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$2,000,000	**Project Years**	2018/19 – 2020/21
Project description:	Possible re-allocation of road space with removal of cycle lanes and provision of quiet streets detours for cyclists. Intersection improvements.		
Reason for priority:	Improved safety for all users. Improved efficiency for people and goods on main highway corridor with improved access for residents from side roads. Improved amenity for residents.		
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Dunedin to Christchurch		

Project Name:	**Oamaru - Dunedin Safety Improvements**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$3,478,125	**Project Years**	2018/19 – 2020/21
Project description:	Installation of wire rope barrier and ATP in high risk areas along the highway corridor. Part of the Safer Journeys - Roads & Roadsides business case.		
Reason for priority:	Improved safety for all road users. Reduction in crash rates and severity of crashes.		
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Dunedin to Christchurch		

Project Name:	**SH6A Corridor Improvements**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$2,800,000	**Project Years**	2018/19 – 2020/21
Project description:	Corridor improvements to relieve congestion and improve access from side roads along Frankton Rd		
Reason for priority:	Reduced congestion and improved use of existing corridor. Improve safety by providing better accessibility from side roads.		
Is it inter-regionally significant, and why	Yes		

Project Name:	**Beach Road Realignment 2016/17**		
Organisation:	Waitaki District Council		
Project Funding	$255,625	**Project Years**	2020/21
Project description:	Beach Road immediately north of Kakanui is restricted to single lane access after the road batter slipped out causing the edge of the road to break off into the sea. This was a combination of coastal erosion and high groundwater levels. The treatment proposed is purchase of land and realignment of the road approximately 30m from the coast. This project is to ensure that 2 lane connectivity		

Reason for priority:	2. The network is resilient and reliable 3. Transport services and infrastructure support economic productivity and growth 4. Being able to access the network, no matter what their mode, in a manner that is convenient, affordable to funders and users Beach Road is the main route between Oamaru and Kakanui. Fortification Road is an alternative route but is under width and will need extensive widening to become the main route. It is significant in that it is also used as an emergency route in the event that SH1 at Maheno is closed or if the Kakanui River is in flood.

Project Name:	**Harbourside Projects 2020/21**		
Organisation:	Waitaki District Council		
Project Funding	$432,730	**Project Years**	2015/16
Project description:	This project includes the upgrade of an existing service lane behind the Historic Precinct linking Itchen Street and Wansbeck Street which will allow Harbour Street to become pedestrianised in the future. Creation of a transport hub in the Historic Precinct to provide alternative access to the Oamaru Blue Penguin Colony to reduce congestion Realignment of Waterfront Road behind the Yacht and Power boat club for safety reasons.		
Reason for priority:	3. Transport services and infrastructure support economic productivity and growth 4. Being able to access the network, no matter what their mode, in a manner that is convenient, affordable to funders and users The Historic Precinct of Oamaru is a significant tourist attraction in the region. The Oamaru Blue Penguin Colony is also a significant destination with over 100,000 visitors per year.		

Project Name:	**WDC River Training 2015/16**		
Organisation:	Waitaki District Council		
Project Funding	$421/776	**Project Years**	2018/19
Project description:	Fuschia Creek Road crosses the Kakanui River. The bridge is under threat of becoming obsolete as the river threatens the road. The Kakanui Valley Road bridge crosses the Kaura River and the north bridge abutment is continually under threat of being extensively damaged. River training is required at these 2 locations to ensure that the river flows freely under the bridges to reduce potential damage to roading network and infrastructure.		
Reason for priority:	2. The network is resilient and reliable 3. Transport services and infrastructure support economic productivity and growth It is essential that that the river flows are corrected in these 2 locations to reduce damage to infrastructure. May not be considered regionally significant but closure of these two important routes in the district will result in lengthy detours and loss of efficiencies particularly in the dairy industry.		

BAND 4

Project Name:	**Central City Transport Hub**		
Organisation:	Dunedin City Council		
Project Funding	$500,000	**Project Years**	2019/206
Project description:	The ORC's proposed bus hub is integral to the success of the proposed new bus network. Additional funding from DCC is allocated to ensure the hub is enhanced to provide for other modes of transport such as inter-city buses and cycles. This would enable a broader Central City Transport Hub to be provided. Construction is in the 2018-21 period.		
Reason for priority:	The RAG identified this as a Priority 4 project; its primary contribution is being able to access the network by all modes (4).		

Project Name:	**Strategic Cycle Network – Mosgiel**		
Organisation:	Dunedin City Council		
Project Funding	$350,000	**Project Years**	2019/20 – 2020/21
Project description:	The 2014 Communities at Risk register recognises that Dunedin City Council has the 5th highest rate for accidents involving cyclists, and identifies this as a 'high strategic priority' for Dunedin. This is a disproportionate level of risk. The Council's Long Term Plan includes funding for the city's Strategic Cycle Network. Providing facilities for people in Mosgiel to undertake cycling for everyday activities – getting to school, work and the shops, is the purpose of the project. The solutions proposed through the package will significantly increase the protection offered to cyclists in this area. By installing the proposed facilities, we would expect to significantly reduce the crash risk primarily by providing separated facilities for cyclists and by allocating road space to cyclists. The project will be aligned with the Mosgiel Safety and Accessibility Upgrade project, and delivered in tandem.		
Reason for priority:	The RAG gave this project Priority 4, due primarily to the timing of the project, which is somewhat delayed, due to the need for the City to complete the Central City and North East Valley part of the network first; and the need to align with the Mosgiel Safety and Accessibility Upgrade. The project contributes to safety and access by all modes outcomes (1 and 4).		

Project Name:	**Weigh Right - Otago**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$500,000	**Project Years**	2018/19
Project description:	Weigh in motion station at Saddle Hill for northbound trucks.		
Reason for priority:	A key part of the NZTA work programme for the Moving more freight on fewer trucks initiative is called Weigh/Right and is designed to support weight compliance in the heavy truck fleet. Enhancing existing weigh bridges with Weigh in Motion and Automatic Number Plate Recognition provides for the selection of vehicles which will directly increase the effectiveness of enforcement when matched with linked roadside, data analysis and investigative activity. Improved strategic siting of additional weigh bridges significantly increases the likelihood of an errant operator of being prosecuted and should result in a higher level of incentive to comply.		
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Dunedin to Invercargill		

Project Name:	**Alternative Access to Moeraki 2015/16**		
Organisation:	Waitaki District Council		
Project Funding	$613,000	**Project Years**	2015/16
Project description:	Haven Street, Moeraki, is the main route into the town. This road is continuously subject to settlement caused by a deep seated landslide resulting in closure. The alternative route is Tenby Street which is currently being used and is suitable for light traffic however is narrow in places increasing risks of crashes. The grade of road is within acceptable limits but poses difficulties for vehicles with trailers and heavy service vehicles. The project will look at the viable options and implement the best solution.		
Reason for priority:	1. The social cost of crashes and accidents is substantially reduced 2. The network is resilient and reliable 3. Transport services and infrastructure support economic productivity and growth 4. Being able to access the network, no matter what their mode, in a manner that is convenient, affordable to funders and users Moeraki is a significant tourist destination and is part of the journey from Dunedin to Oamaru.		

Project Name:	**Waianakarua Road Realignment 2017/18**		
Organisation:	Waitaki District Council		
Project Funding	$426,000	**Project Years**	2017/18
Project description:	Waianakarua Road has been reduced to one lane traffic as a result of a slip above the Waianakarua River. The batter down to the river is quite steep and is also 20-30m in height making the road vulnerable to the possibility of slip. The project covers the design and construction of a road realignment away from the Waianakarua River. This project is likely to be amended to a small realignment of around the site. If necessary, the project can be varied during the 2015/18 NLTP.		
Reason for priority:	2. The network is resilient and reliable 3. Transport services and infrastructure support economic productivity and growth 4. Being able to access the network, no matter what their mode, in a manner that is convenient, affordable to funders and users The current single lane route has been in place for a number of years. The site has acceptable site visibility and may only require realignment in the event of further movement or slip into the river. It is not considered regionally significant however has been used in the past as an emergency route in case of road closure on SH1 between Herbert and Kakanui.		

Project Name:	**Walking and Cycling Oamaru to Pukeuri 2020/21**		
Organisation:	Waitaki District Council		
Project Funding	$581,322	**Project Years**	2020/21
Project description:	This is a separated cycleway on SH1 from the north end of Oamaru to the Alliance Pukeuri meat works located on the west side of the road carriageway. This project will address the dangerous commute for cyclists on the highway from Oamaru to Pukeuri and back. A crash in 2012 highlights the need to complete this project.		

Reason for priority:	1. The social cost of crashes and accidents is substantially reduced 4. Being able to access the network, no matter what their mode, in a manner that is convenient, affordable to funders and users It is recommended that this project be part of the NZTA Oamaru North End Strategy commencing in 2018/19 through to implementation in 2020/2021. Council have put this project forward for NZTA HNO funding and will collaborate with NZTA on these 2 projects. There is currently about 60 cyclists per day commuting to the Alliance Pukeuri meat works. This number is expected to increase by at least 10% on completion of the track. The track is not regionally significant but may become part of the wider walking and cycling network in Oamaru.

BAND 5

Project Name:	**Albert Burn Bridge Replacement**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$323,403	**Project Years**	2018/19 – 2020/21
Project description:	Replacement of vulnerable existing narrow bridge on poor vertical alignment with HPMV capable structure. Load limitations currently force trucks to cross at the Luggate Bridge which is increasing the maintenance costs of this structure.		
Reason for priority:	Improved freight efficiency. Improved resilience. Improved vertical alignment by raising bridge to lessen the severity of the dip and reduce driver surprise. Reduced traffic and therefore loading on the Luggate Bridge resulting in lower maintenance costs.		
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey between Otago and the West Coast		

Project Name:	**Cromwell Intersection Improvement**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$1,500,000	**Project Years**	2018/19 – 2020/21
Project description:	SH6 & SH8B intersection which is a fatal crash site. Separated left turn lane has improved safety but may require further improvement.		
Reason for priority:	Improved safety for all road users. Reduction in crashes and the severity of crashes.		
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Queenstown to West Coast and to Christchurch		

Project Name:	**Roaring Meg Bridge Widening**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$800,000	**Project Years**	2018/19 – 2020/21
Project description:	Narrow bridge on poor alignment. I&R completed but lower cost option of widening one side needs progression.		
Reason for priority:	Improved safety for all motorists. Improved corridor resilience on an arterial route linking Queenstown with the wider Central Otago region and further north.		
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Queenstown to West		

	Coast and to Christchurch

Project Name:	**Waitati Curve Realignment**		
Organisation:	Otago Highways and Network Operations		
Project Funding	$4,220,000	**Project Years**	2018/19 – 2020/21
Project description:	Realign curve to 550m radius, relocate Blueskin store and SH1: Harvey Street Intersection.		
Reason for priority:	Objective of the project is to improve safety for vehicles and reduce potential for roadside impact crashes. Also to reduce travel time and vehicle operating costs.		
Is it inter-regionally significant, and why	Yes This project is located on the inter-regional journey from Dunedin to Christchurch		

Appendix G: Significance Policy

A Purpose of this policy

This policy sets out how to determine significance with regard to the RLTP. It is required by section 106(2) of the Land Transport Management Act 2003. It gives guidance to the RTC in creating the RLTP, and in considering variations to the RLTP.

B Significant transport activities

Application of this policy

The RTC must assess the significance of activities and expenditure to meet certain requirements under section 16 of the Act:

- identify significant activities (so they can be prioritised - section 16(3)(d) of the Act)
- identify activities that have inter-regional significance (section 16(2)(d) of the Act)
- identify regionally significant expenditure to be funded from sources other than the National Land Transport Fund (section 16(2)(c) of the Act)

Significant activities

Significant transport activities are typically high-cost, large, new projects that require significant funding and have a larger impact on the local, regional and interregional transport networks.

They are not regular, day-to-day activities or 'business as usual' (projects such as maintenance, operations and renewals).

Note – Approved Organisations can choose to bundle activities into a package - a related set of activities that, when delivered in a coordinated manner, produce synergies. Only activities need to be assessed for significance, not packages. A package is not in itself significant, even if the sum of its parts appear significant. However, an individual activity within a package could be significant.

Inter -Regional Significance

The following activities are likely to have inter-regional significance:

- activities of national significance are considered to also be of inter-regional significance.
- those that have implications for connectivity with other regions, especially relating to key freight, tourism, and lifeline links
- activities for which a high level of cooperation with other regions is required

There may be other activities falling outside the above categories that the RTC considers are inter-regionally significant.

Significant expenditure from other sources

The identification of significant expenditure from other sources will include any expenditure not from the NLTF, which is greater than $5 million on individual transport activities (whether the unsubsidised activities are included in the RLTP or not), including any from:

- financial expenditure by Approved Organisations
- in-kind donations of goods and/or services
- third party contributions
- public private partnership projects.

C Variations to the RLTP

Application of this policy

The RLTP can be varied at any time. Consultation will be required in accordance with section 18 of the Land Transport Management Act 2003, unless the variation is not significant. Therefore, the RTC must determine whether a variation is significant.

When considering variations, it is necessary to ask whether:

- the matter requires variation
- the variation is significant.

Is a variation required?

To decide whether a variation is required, the advice of the NZTA Planning and Investment Manager should be sought. Sections 18D and 18E of the Act are relevant.

There are a number of changes and amendments that do not require a formal RLTP variation. These include:

- requests to vary the NLTP allocation amounts
- requests for emergency works
- changes to the following Approved Organisations' activities:
    - public transport existing services programmes
    - local road maintenance, operations and renewals programmes
    - preventive maintenance activities
    - local road minor capital works
- variations to timing, cash flow or total cost for improvement projects or community programmes
- delegated transfers of funds between activities within groups
- supplementary allocations
- end of year carryover of allocations
- road policing and NZTA national programmes
- adjustments to the scope of projects that do not change the objective of the project (for

example, similar type of work undertaken in a different location, possibly with increased costs).

General determination of significance

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 Government objectives and/or GPS objectives and priorities
- affect residents (variations with a moderate impact on a large number of residents, or variations with a major impact on a small number of residents will have greater significance than those of a minor impact)
- 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.

Variations generally not significant

Subject to the general determination of significance, the following variations to the RLTP will usually be considered not significant:

- replacement of activities within an approved programme (e.g. maintenance programme) or group, with activities of the same type and general priority
- addition of an activity that has previously been consulted on in accordance with sections 18 and 18A of the Act. e.g. the addition of a new phase of a project where the project has already been consulted on in the RLTP
- a scope change to an activity that does not materially change the project description, objective(s) and proposed outcomes of the activity.
- on its own, a cost change to an activity.
- activities that are in the urgent interests of public safety
- on its own, a change of responsibility for implementing an approved activity from one agency to another
- a change to the duration and/or order of priority of the activity or activities that the Regional

Transport Committee decides to include in the programme, which does not substantially alter the balance of the magnitude and timing of the activities included in the programme, provided that the change does not entail a delay of more than 18 months in the introduction of a walking, cycling, public transport or road safety promotion activity

- the addition, deletion or delay of an activity budgeted to cost less than $3 million for whole project.

Appendix H: Key provisions of the LTMA

The 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 I: Legislative compliance

Table X assesses compliance of both the draft Otago RLTP, and the draft Southland RLTP with the core requirements of RLTPs, as set out in section 14 of the Land Transport Management Act 2003.

To be completed.

Table X Assessment of compliance with S14 Land Transport Management Act 2003

Section 14 requirements		Assessment of compliance
Section 14(a)(i)	The RLTP contributes to the purpose of this Act:"To contribute to an effective, efficient, and safe land transport system in the public interest."	**Complies**: Section X provides the strategic framework for the plan, including objectives, priorities, policies, and key monitoring measures. This strategic framework, 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)	The RLTP is consistent with the GPS on land transport.	**Complies**:
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**:

Section 14(c)(i)	RTCs have taken into account any National Energy Efficiency and Conservation Strategy	**Complies**:
Section 14(c)(ii)	RTCs have taken into account relevant national and regional policy statements or plans under the Resource Management Act 1991	**Complies**:
Section 14(c)(ii)	RTCs have taken into account any likely funding from any source	**Complies:**

Glossary of Terms and Acronyms

To be completed

Accessibility	Accessibility in relation to public transport means infrastructure, services and information is accessible to those with different access and mobility requirements.
Accident	Includes both motorised and non-motorised accidents, including incidents such as tripping, falling down bus stairs.
AMP	Activity Management Plan
AO	Approved Organisation (see explanation on page 1)
Arterial road	
CBD	Central business district
CDC	Clutha District Council
C funding	Crown (C) funding
CODC	Central Otago District Council
DCC	Dunedin City Council
Excluded service	Excluded passenger service means a service for the carriage of passengers for hire or reward, and that— (a)is contracted or funded by the Ministry of Education for the sole or primary purpose of transporting school children to and from school; or (b)is not available to the public generally, and is operated for the sole or primary purpose of transporting to or from a predetermined event all the passengers carried by the service; or (c)is not available to the public generally, and is operated for the sole or primary purpose of tourism; or (d)does not fall within any of paragraphs (a) to (c), and is not operated to a schedule. (s 5 LTMA)
ES	Environment Southland
Exempt service	A public transport service that is exempt under Section 130(2) of the LTMA or deemed exempt under section 153(2) of the LTMA. (s 5 LTMA)
FAR	Funding Assistance Rate
GDC	Gore District Council
GPS	Government Policy Statement
HNO	Highway and Network Operations

HPMV	High productivity motor vehicle. A class of heavy vehicle that with permit is allowed to exceed standard length and mass limits.
ICC	Invercargill City Council
LTP	Long Term Plan
LTMA	Land Transport Management Act
M	Million
National road	
N funding	National (N) funding
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
NZTA	New Zealand Transport Agency
ORC	Otago Regional Council
Otago RLTP	Otago Regional Land Transport Programme
Otago RLTS	Otago Regional Land Transport Strategy
Primary collector road	
QLDC	Queenstown Lakes District Council
Regional road	
Reliability	The consistency of travel times that road users can expect (One Network Road Classification)
Resilience	Includes two aspects: ■ the availability and restoration of each road when there is a weather or emergency event, whether there is an alternative route available and the road user information provided" (One Network Road Classification) ■ resilience of the transport system when/if changes to oil prices and supply occur.
R funding	Regional (R) funding
RLTP	Regional Land Transport Programme
RLTS	Regional Land Transport Strategy
RPS	Regional Policy Statement

RPTP	Regional Public Transport Plan
RMA	Resource Management Act
RTC	Regional Transport Committee
SDC	Southland District Council
SH	State highway.
SPR	Special purpose road
TAMP	Transportation Activity Management Plan
TLA	Territorial Local Authority
WDC	Waitaki District Council
50MAX	A heavy vehicle with one more axle than conventional 44 tonne trucks, to spread load is spread further and reduce wear on roads. A permit is required, and they are only allowed on specified routes.

Making a Submission

The draft RLTP has been prepared together by the Regional Transport Committees of Otago and Southland. Submissions can be delivered to either organisation.

- For plan provisions relating to both Otago and Southland, submissions will be taken to be made on both the Otago and the Southland RLTPs.
- For plan provisions relating to only one region, submissions will be taken to be made on only the RLTP of that region.

How do I make a submission on the draft RLTP?

Write a letter or complete the submission form at the end of this document and send it to:

Otago Southland RLTP Consultation
Otago Regional Council
Private Bag 1954
Dunedin 9054

OR

Otago Southland RLTP Consultation
Environment Southland
Private Bag 90116
Invercargill

Additional information in support of your submission may be included in your letter or on your submission form.

Alternatively, you can email your submission to transport_submissions@orc.govt.nz or service@es.govt.nz

Please include your telephone number.

All submissions must be received at the Otago Regional Council or Environment Southland by:

5.30pm Friday 6 March 2015.

Do I have to come and speak at the hearing of submissions?

You are welcome to speak, but if you decide not to attend the hearing of submissions, your written submission will be given full consideration.

Submitters wishing to speak in support of their submission should indicate this on their submission.

Hearing dates and locations are yet to be confirmed but are likely to take place in the week commencing 24 March 2015.

What happens after the hearing?

The Regional Transport Committees will prepare a final RLTP after hearing submissions, and recommend adoption of the Regional Land Transport Plan to their respective Regional Councils.

All submissions will be acknowledged and the final decision will be communicated to the submitter, in writing.

Copies of the final document will be available in August 2015.

Figure X shows the process for the preparation of the RLTP. Insert process diagram

Colour logo

Submission Form

Draft Otago / Southland Regional Land Transport Plan 2015/25

- For plan provisions relating to both Otago and Southland, submissions will be taken to be made on both the Otago and the Southland RLTPs.
- For plan provisions relating to only one region, submissions will be taken to be made on only the RLTP of that region.

Full name of submitter

.....

Name of organisation (if applicable)

.....

Postal address

.....

.....

.....

Postcode .....

Telephone .....

Email .....

Fax .....

I **wish /do not wish** to speak in support of my submission in person (delete one option).

Signature of submitter_____

Date_____

NOTE: HEARINGS LOCATIONS AND DATES HAVE YET TO BE CONFIRMED BUT ARE LIKELY TO TAKE PLACE IN THE WEEK COMMENING 24 MARCH 2015.
All submissions are made available for public inspection.

My submission is:

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(Please attach additional sheets if necessary)

SUBMISSIONS MUST BE RECEIVED BY **5.30pm 6 March 2015**.

SEND TO

OTAGO SOUTHLAND RLTP CONSULTATION
OTAGO REGIONAL COUNCIL
PRIVATE BAG 1954
DUNEDIN 9054

FACSIMILE: (03) 479-0015
EMAIL: transport_submissions@orc.govt.nz

OTAGO SOUTHLAND RLTP CONSULTATION
ENVIRONMENT SOUTHLAND
PRIVATE BAG 90116
INVERCARGILL
FACSIMILE: 03 211 5252
EMAIL: service@es.govt.nz

Need help?

Otago Regional Council - Freephone on 03 474 0827 or phone 0800 474 082

Environment Southland - Freephone 0800 76 88 45 (Southland only) or phone 03 211 5115