Attachment Three

OTAGO SOUTHLAND
Regional Land Transport Plans

2015 – 2021

Otago Regional Council

environment SOUTHLAND
Te Taiao Tonga

Chairmen's Foreword

The Otago and Southland Regional Transport Committees are pleased to present these 2015–2021 Otago Southland Regional Land Transport Plans. These plans set our vision of transport in the future, and how we - the 10 local authorities in our two regions and the NZ Transport Agency - intend to achieve this by funding and providing transport services and infrastructure.

The prosperity of both Otago and Southland - our quality of life - depends heavily on good land transport infrastructure and services. Our primary industries drive much of the area's economic growth, so good access and freight services linking farms and forests, suppliers, processors and export gateways are critical. Tourism, another major economic driver in Otago and Southland, also depends on quality road links.

Covering almost half of the South Island, the Otago and Southland regions face common transport challenges. These include a very large land area and road network but comparatively low rating population in many areas, natural hazards impacting on the roads, and infrastructure upgrades needed to give longer, heavier freight trucks access to key parts of the transport network. Our two regions also have many common road safety issues. It is these shared issues and opportunities that have led us to jointly develop our Regional Land Transport Plans.

Our Regional Transport Committees have developed a common transport strategy for the two regions. This strategy focuses on maintaining our established transport networks, while making key improvements to transport services and infrastructure, focusing on:

- reducing the social cost of crashes;
- supporting economic productivity and growth by enabling freight journeys and visitor journeys;
- increasing network resilience; enabling all modes of transport appropriate access to the network; and
- ensuring value for money investments.

Joining together to create these plans has heightened our awareness that journeys do not stop at administrative boundaries. Many journeys span Otago and Southland, and beyond, particularly the flow of freight to and from the rural hinterlands, and the flow of visitors between the two regions. By focusing on critical journeys, and taking a pan-regional view, we have identified which of the proposed projects will be of greatest significance in achieving our vision for our two regions.

Flood mitigation work proposed on SH1 in Otago at Waikouaiti, Hilderthorpe, and Maheno is considered of importance to both Otago and Southland because this highway is a key freight route linking Southland, Otago and Canterbury.

A group of improvements proposed in the Frankton Flats area of the Wakatipu Basin is of high importance to both regions - these will increase safety and resilience, and reduce travel time, on a key tourism and freight route between Queenstown and Southland. Similarly, projects on SH94 to Milford in Southland to increase safety and resilience are of high importance as they will improve the visitor journey from Milford to Queenstown.

The Southern Penguin Scenic Journey through the Catlins area takes visitors across Otago and Southland. Two seal extensions along this route are proposed, one in Otago and

one in Southland - the link to the Nuggets and the section between Haldane and Curio Bay. The joint development of these plans has enabled us to link these projects in recognition of the importance of providing visitors with a safe, consistent experience across our administrative boundaries.

We are proud of our collaboration; elected members and staff have worked hard together across the two regions, and we would like to thank the participating organisations for their time and assistance in the preparation of these plans.

The committees sought public submissions on the draft plans - 217 submissions were received by ORC and 88 by ES. Each regional council received some submissions that related to the other regional council's area. The committees thank all those who took the time to comment on our draft plans. Your views were carefully considered as we finalised this document and your contributions are appreciated.

Most submissions were supportive, of either the activities in the plans, and/or the strategic direction. In response to submissions, the panel made changes to the strategic section of the plan – including increasing the focus on accessible public transport, promoting touring routes, and better recognising rail transport. The Southland submissions were mainly focused on supporting the two seal extensions on the Southern Penguin Scenic Journey, while in Otago significant support was shown for the extension of an off-road cycleway adjacent to State Highway 88 between Dunedin and Port Chalmers, along with other cycling projects in Dunedin. The panel reconfirmed the priority one status of these two seal extensions and the State Highway 88 cycleway extension, and made minor changes to other projects.

The final decision on whether or not any of the activities proposed in the plans receive funds rests with NZTA. The agency will announce the National Land Transport Programme in June 2015.

Trevor Kempton
Chairman, Otago Regional Transport Committee

Ali Timms
Chairman, Southland Regional Transport Committee

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Executive Summary

This document sets the strategic direction for land transport in Otago Southland, and lists the activities recommended by the Otago and Southland Regional Transport Committees (the RTCs) for funding from the National Land Transport Fund (NLTF) administered by the NZ Transport Agency (NZTA). The two RTCs have collaborated closely on this document, which contains two plans: the Otago Regional Land Transport Plan 2015 - 2021 and the Southland Regional Land Transport Plan 2015 – 2021 (referred to here as "the plans" or the RLTPs).

A common strategic framework has been developed for the two regions. This focuses on delivering a transport system that:

- is safe;
- delivers appropriate levels of service;
- supports economic activity and productivity;
- provides appropriate transport choices.

All local authorities in the two regions (two regional councils, eight territorial authorities listed at the start of the Glossary) and the NZTA have proposed new projects. By working together on this plan, the Committees have been able to identify which of the proposed projects are the top priorities. These key projects are listed in Table 1. Appendix A (page 74) lists all the proposed activities, with details in Appendices B (page 83) and C (page 96).

Table 1: Key projects proposed in Otago Southland, 2015-2021

Region(s)	Name of Proposed Project	Organisation Proposing the Project	Refer Page No
Otago, 2015-18	Waikouaiti Flood Mitigation	NZTA	53
	Kawarau Falls Bridge	NZTA	54
	Frankton Flats Programme Business Case Implementation	QLDC	55
	Eastern Arterial Road, Frankton Flats	QLDC	56
	Queenstown Town Centre Programme Business Case Implementation	QLDC	64
	Nevis Bluff Rockfall Protection	NZTA	56
	Eastern Freight Bypass Upgrade, Dunedin	DCC	57
	Stock Truck Effluent Disposal Facilities, Central Otago	ORC	58
Otago, 2018/19 onwards	Andersons Bay Road/Caversham Motorway, Dunedin	NZTA	57
	St Andrews Street/ Anzac Avenue, Dunedin	NZTA	57
	SH1 - Hilderthorpe Straight Flood Mitigation	NZTA	53
	Maheno Flood Mitigation	NZTA	53
	Grant Road to Kawarau Falls Bridge Improvements, Frankton Flats	NZTA	54
Otago and Southland, 2015-18*	Visiting Driver Signature Project (*Otago component commences 2018/19)	HNO	49 & 60
	Southern Penguin Scenic Journey, Upgrade for Tourism & Visiting Drivers: Seal Extension of the Nuggets Road, Otago Alternative Scenic Route Seal Extension, Southland	 CDC SDC	 58 47
Southland, 2015-18	Stock Truck Effluent Disposal Facilities, Southland	ES	45
	SH 1 - Edendale Realignment	NZTA	48
	SH 94 - Falls Creek Bridge Widening	NZTA	50
	SH 94 - Milford Rockfall / Avalanche Protection	NZTA	50

Note: *In Table 1, items that commence in first three years of the plans are colored orange. These are not necessarily all going to be completed within those three years – see tables in Appendices B and C*

for details of each project.

Summary of projected expenditure

Appendix A contains a master list of all the activities and projects submitted, with details of the item number, activity name, the National Land Transport Programme (NLTP) activity class it seeks funding from, and the organisation proposing to undertake the activity.

Southland

(Section currently being updated, version incorporating hearing panel decisions will be tabled at the RTC meeting)

Recommended expenditure for Southland transport projects 2015–2018 (those eligible for NLTF funding) is $218.52 million and 2019–2021 $221.80 million. Table 2 gives a detailed breakdown of projected costs for each activity class by organisation.

Table 2: Proposed cost of activities subsidised by NZTA in Southland region, 2015-2018

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

***Note:** ICC's public transport services budget includes a small amount (around $10,000) for funding for the SuperGold Card concession (the reimbursement of which is sought from the Government).*

Otago

(Section currently being updated, version incorporating hearing panel decisions will be tabled at the RTC meeting)

Recommended expenditure for Otago transport projects 2015-2018 (those eligible for NLTF funding) is $435.25 million and 2019–2021 $423.90 million.

Table 3 gives a detailed breakdown of projected costs for each activity class by organisation.

Table 3: Proposed cost of activities subsidised by NZTA in Otago region, 2015-2018

Activity Class	CODC	CDC	DCC	NZTA	ORC	QLDC	WDC	Total Otago Region
Transport planning	$214,635	$179,100	$430,000	$480,000	$2,304,156	$330,000	$301,875	$4,239,766
Maintenance and operation of local roads	$10,651,179	$15,386,800	$35,354,308			$17,671,792	$12,856,510	$91,920,589
Local road renewals	$9,717,437	$21,187,500	$38,190,000			$29,725,050	$14,244,852	$113,064,839
Maintenance and operation of state highways				$54,420,720				$54,420,720
State highway renewals				$29,667,470				$29,667,470
New and improved infrastructure for state highways				$33,984,283				$33,984,283
New and improved infrastructure for local roads	$1,313,886	$5,042,200	$24,630,000		$1,278,400	$14,960,713	$5,038,777	$52,433,976
Public transport services					$36,801,023			$36,801,023
Public transport infrastructure					$640,998	$450,000		$1,090,998
Super Gold Card					$2,375,000			$2,375,000
Road safety promotion (new in 2012/15)	$305,888	$198,800	$1,690,869			$60,000	$450,000	$2,705,557
Walking and cycling			$2,000,000	$10,544,000			$0	$12,544,000
TOTAL	$22,203,025	$41,994,400	$102,295,177	$129,096,473	$43,399,577	$63,197,555	$33,062,014	$435,248,220

Glossary of Participating Organisations, Terms and Acronyms

Approved organisations participating in this plan

CDC	Clutha District Council
CODC	Central Otago District Council
DCC	Dunedin City Council
ES	Environment Southland
GDC	Gore District Council
ICC	Invercargill City Council
NZTA	New Zealand Transport Agency. The Government agency with statutory functions to manage the funding of the land transport system and manage the State highway system.
OHNO	Highway and Network Operations (NZ Transport Agency) in Otago
ORC	Otago Regional Council
QLDC	Queenstown Lakes District Council
SDC	Southland District Council
SHNO	Highway and Network Operations (NZ Transport Agency) in Southland
WDC	Waitaki District Council

Other terms and acronyms used in this plan

Accessibility	Accessibility in relation to public transport means infrastructure, services and information is accessible to those with different access and mobility requirements.
Crash	Includes both motorised and non-motorised incidents, including incidents such as tripping or falling down bus stairs (crashes are sometimes referred to as accidents, particularly when no motorised vehicle is involved).
Activity	Defined in the Land Transport Management Act 2003 as a land transport output or capital project, or both.
Activity class	Refers to a grouping of similar activities.
Active modes	Transport by walking, cycling or other methods which involve the direct application of kinetic energy by the person travelling.
AMP	Activity Management Plan
AO	Approved Organisation. Organisations eligible to receive funding from the

	New Zealand Transport Agency for land transport activities. Approved organisations are defined in the Land Transport Management Act 2003 as regional councils, territorial authorities or a public organisation approved by the Governor-General by Order-in-Council.
Arterial road	A high-capacity urban road, the primary function of which is to deliver traffic from collector roads to motorways, or between urban centres, at the highest level of service possible. As such, many arterial roads have restrictions on private access.
ATP	Audio Tactile Profiled road markings (which are also known by road users as rumble strips)
C funding	Crown (C) funding
CAS	Crash Analysis System. The Police use this system to record traffic crashes and injuries.
CBD	Central business district
CLOS	Customer level of service (a term used in the One Network Road Classification scheme)
DC	District council
ENP	Economic network plan (a new type of modelling being used, which is geo-spatial and models from where the value of products being transported – and sometimes tourists – flow.
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; (b) is not available to the public generally, and is operated for the sole or primary purpose of transporting to or from a predetermined event all the passengers carried by the service; (c) is not available to the public generally, and is operated for the sole or primary purpose of tourism; or (d) does not fall within any of paragraphs (a) to (c), and is not operated to a schedule. (s 5 LTMA).
Exempt service	A public transport service that is exempt under Section 130(2) of the LTMA or deemed exempt under Section 153(2) of the LTMA. (s 5 LTMA)
FAR	Funding Assistance Rate
Fuel excise duty	A tax imposed by the Government on fuel and used to fund land transport activities.
GPS 2015	Government Policy Statement on Land Transport 2015/16-2024/25
HNO	Highway and Network Operations (NZ Transport Agency)
HPMV	High productivity motor vehicle. A class of heavy vehicle that with permit is allowed to exceed standard length and mass limits.
I&R	Investigation and reporting phase of work

km	Kilometre
kph or km/hr	Kilometres per hour
Land transport revenue	Revenue paid into the National Land Transport Fund under the Land Transport Management Act 2003.
LOS	Level of service
LTP	Long Term Plan
LTMA	Land Transport Management Act 2003. The main Act governing the land transport planning and funding system.
m	Metre
M	Million
Maintenance	Repairing a road so that it can deliver a defined level of service, while leaving the fundamental structure of the existing road intact.
mm	Millimetre
Motor vehicle registration and licensing fees	Motor vehicle registration and licensing fees are defined as land transport revenue and are a charge paid by vehicle owners and operators. The Motor Vehicle Register established under the Transport (Vehicle and Driver Registration and Licensing) Act 1986, which is continued under Part 17 of the Land Transport Act 1998. It records the details of vehicles that are registered to operate on the road.
National road	Category of road classification in the One Network Road classification scheme
N funding	National (N) funding
NLTF	National Land Transport Fund. The set of resources, including land transport revenue, that are available for land transport activities under the National Land Transport Programme.
NLTP	National Land Transport Programme. A programme, prepared by the Agency, that sets out the land transport activities which are likely to receive funding from the National Land Transport Fund. The National Land Transport Programme is a 3-yearly programme of investment in land transport infrastructure and services.
NMM	Network Maintenance Management contract
ONRC	One Network Road Classification scheme; see http://www.nzta.govt.nz/projects/road-efficiency-group/onrc.html for details
Otago RLTP	Otago Regional Land Transport Plan
Otago RLTS	Otago Regional Land Transport Strategy
P&I	NZTA's Planning and Investment section

PBC	Programme business case (second stage of preparing a full business case, undertaken after completing the strategic case).
Primary collector road	Category of road classification in the One Network Road classification scheme.
PTOM	Public Transport Operating Model
RAG	Regional Advisory Group, comprising transport or roading staff from approved organisations in the region and chaired by a regional council; this group advises the RTC. Otago and Southland have a combined RAG.
R/A	Risk assessment.
Regional road	Category of road classification in the One Network Road classification scheme
Reliability	The consistency of travel times that road users can expect (as defined in the One Network Road Classification scheme).
Resilience	Includes 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; R-funds	Regional (R) funding: Regional (R) funds
RLTP	Regional Land Transport Plan
RLTS	Regional Land Transport Strategy
RPS	Regional Policy Statement
RPTP	Regional Public Transport Plan
RMA	Resource Management Act
Road controlling authorities	Authorities and agencies which have control of the roads, including the NZTA, territorial authorities, and the Department of Conservation.
Road user charges	Charges on diesel and heavy vehicles paid to the Government and used to fund land transport activity
RSAP	Road safety action plan (prepared by a road controlling authority)
RTC	Regional Transport Committee. A transport committee which must be established by every regional council or unitary authority for its region. The main function of a Regional Transport Committee is to prepare a Regional Land Transport Plan.
SH	State highway. A road operated by the NZTA, as defined under the Land Transport Management Act 2003.
SHAMP	State Highway Activity Management Plan

SPR	Special purpose road
SOI	A government agency's Statement of Intent (e.g. NZTA)
STAMP	Smarter Transport Asset Management Planning
TAMP	Transportation Activity Management Plan
TA	Territorial authority
TIO	Transport investment online, the online database of project proposals and decisions operated by NZTA.
Total Mobility Scheme	Subsidised taxi services.
Transport-disadvantaged	People whom a local authority or NZTA considers are least able to get to basic community activities and services (for example, work, education, health care, welfare and food shopping)
vpd	Vehicles per day
Vulnerable road users	Road users who are more likely than others to suffer a serious injury or to die if they are involved in an accident, including pedestrians, cyclists, motorcylists, and horse users.
Yr	year
50MAX	A heavy vehicle with one more axle than conventional 44 tonne trucks, to spread a load further and reduce wear on roads. A permit is required, and they are only allowed on specified routes.

1 Introduction

1.1 Purpose of the plans

This document sets out the strategic direction for land transport in Otago Southland and the activities recommended by the Otago and Southland Regional Transport Committees for funding from the National Land Transport Fund (NLTF) administered by the NZ Transport Agency (NZTA). The activities and projects included in this document represent each region's bid for national financial assistance from the NLTF.

The document contains two plans combined into a single document: the Otago Regional Land Transport Plan 2015–2021 and the Southland Regional Land Transport Plan 2015-2021 (referred to here as "the plans" or the RLTPs). This is the first time that Otago and Southland have jointly produced a regional land transport planning document. Acknowledging shared challenges and opportunities, the Otago and Southland Regional Transport Committees (RTCs) are collaborating closely on the development of this plan. Appendix F describes the process being used to prepare these plans.

These plans are the first to combine strategy and project components, which the Land Transport Management Act 2003 (LTMA) previously required be produced separately. Strategy is set out as long-term objectives and policies (covering the next 30 years) and the particular priorities over the next 10 years. The activities (including improvement projects) comprise proposals put forward by the territorial authorities of the two regions, the two regional councils and NZTA itself. The main contribution each project will makes toward the objectives is shown in the tables contained in Appendices B (page 83) and C (page 96).

To be eligible for national assistance, an activity must first be included in the RLTPs. The final decision on which activities and projects receive national funding rests with the NZTA Board. To assist NZTA in making funding allocations, these plans identify which of the proposed projects the RTCs consider as being of regional and inter-regional significance.

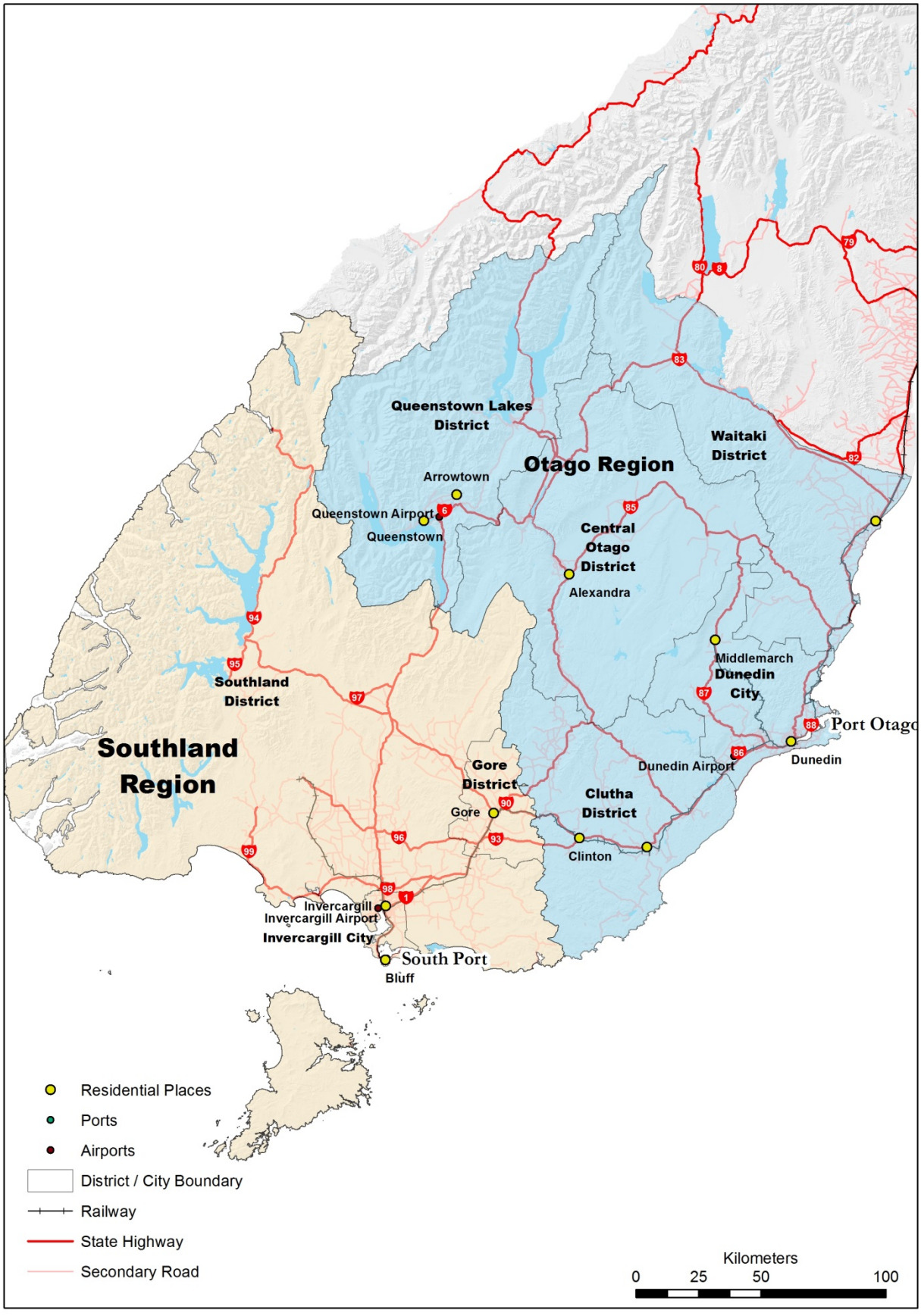
Although NZTA prepares the National Land Transport Plan (NLTP) on a three year cycle, the RLTPs are required to contain details of activities proposed for the next six years. Consequently, these plans not only identify all activities proposed in the next three years commencing July 2015, they also list several improvement projects proposed for 2018-2021. Activities proposed for these years (years 4-6 of these plans) will be resubmitted in detail as part of the required review in year three of the plans.

Please note that RTCs have consulted on these plans before any of the local authorities consult on their draft Long-term Plans (LTPs) 2015-2024.

1.2 Area covered by the plans

These plans covers the two regions, shown on the map below, including all of the Waitaki District.

Figure 2: Area covered by the RLTPs



1.3 Our regions

Physical description

Otago and Southland are the southernmost regions in New Zealand, together comprising nearly half of the South Island's land area. They are among the largest regions in New Zealand (Otago's land area is 32,000 km^2, Southland's land area is 34,000 km^2).

Stretching from the Waitaki River in the north to The Brother's Point in the south, Otago is bounded by Southland, Canterbury and the West Coast regions, and physically by the Pacific Ocean to the east. Coastal waters flank Southland to the east, south and west. Coastal Southland extends for 3,100 km from Awarua Point, where it meets the West Coast region, down the South Island's most western coast (bounded by the Tasman Sea), and across the South Island's most southern coast (bounded by Foveaux Strait) to Waiparau Head in The Catlins. The latter area spans the eastern boundary of the two regions. The Southland region includes Stewart Island.

Otago and Southland contain three national parks. New Zealand's largest national park, Fiordland National Park, as well as most recent gazetted national park, Rakiura on Stewart Island, are located in Southland.

Population

Both regions are sparsely populated compared to New Zealand as a whole. Otago has a population of approximately 202,500 (4.8% of the national population); its main population centres are along the east coast and around the central lakes. Southland has a population of approximately 93,500 (2.1% of the national population), with its main centres of population along the southern coast and inland close to the border with the Clutha District.

Southland's population is forecast to be relatively static out to 2031. Most parts of Otago's population is relatively stable or declining, however, over the last 10 years, population growth in Queenstown Lakes and Central Otago has been among the highest in New Zealand. Growth is predicted to continue in these areas.

Like most of New Zealand, an aging population is predicted for Otago and Southland. Therefore, the provision of access and mobility through reliable transport services will become of increasing importance.

Economy

Dunedin, the only city in the Otago region, has a population of 122,000. Dunedin's largest employment sectors are education, followed by business services, health services, accommodation, cafés and restaurants, retail, community services, construction, food retailing and manufacturing. Major employers are the University of Otago, Otago Polytechnic and the region's base hospital in Dunedin, which includes specialist services.

The main urban area of Southland is Invercargill, with a population of 51,696. It primarily services the farming community, and also houses the Southern Institute of Technology.

Otago accounted for 4.3 per cent of national GDP in 2013, and Southland 2.4 per cent. The regions' economy relies largely on agriculture and other primary industry, and on downstream manufacturing industries. These industries are heavily dependent on land transport infrastructure for their continued economic growth.

Trends in land-use such as growth in dairy conversions from dry-stock farming, and the maturation of forests to be harvested, is expected to drive increased freight movement, increasing pressure on the existing road network.

The two regions also have a strong tourism industry, with the coastal, lake and mountain areas and scenery being major attractions. Tourism is one of the three fastest growing sectors of the Otago region's economy, with growth - particularly from international visitors - projected to increase in Central Otago and the Queenstown Lakes areas. Southland's visitors are mainly domestic, although international tourists predominate in Fiordland. Most international visitors to Southland enter and exit via Queenstown. There is expected to be an increase in international visitors to Southland, most significantly in Fiordland, and an overall reduction in domestic visitors.

The Transport Network

Land transport in Otago and Southland is mainly road-based and focused on the use of private cars and trucks. It is likely that road transport will continue to be the primary mode of transport in the years to come.

The Otago region has:[1]

- 1,300 km of state highway (managed by NZTA);
- 9,199 km of local roads (managed by TAs), of which 61% are unsealed;
- 279 km of main trunk rail line and 10 km of branch line;
- Two urban bus networks and long-distance buses between Otago towns and to other regions.

The Southland region has: [1]

- 777 km of state highway (managed by NZTA);
- 6,460 km of local roads (managed by TAs), of which 57% are unsealed;
- 90 km of main trunk rail line and 105 km of branch line;
- One urban bus network and long-distance buses between Southland towns and to other regions.

A short network of roads on Stewart Island is part of Southland District Council's roading network.

The extensive road network in Otago and Southland, combined with a sparse population, and the rising costs of road maintenance, places a relatively high burden of road maintenance on the population.

Figure 1 shows the infrastructure links between Otago and Southland, West Coast and Canterbury. Key transportation routes cross Otago and Southland linking cities and towns in Otago and further north with those in Southland. State Highway (SH) 1 runs north-south along the eastern coast of Otago, through key population centres in Southland, ending at the bottom of the Southland region, at Stirling Point. SH6, SH8 and SH90 provide links between inland Otago and Southland, and West Coast and Canterbury. The remaining state

[1] Ministry of Transport statistics for roads available at http://www.transport.govt.nz/ourwork/tmif/infrastructureandinvestment/; the measures of roads are for 2013. For rail: Neil Campbell, KiwiRail Dunedin, *pers. comm.* 27 January 2015

highways in Otago and Southland form strategic links throughout the region for freight, visitors, and other traffic.

A large proportion of the roading network within Otago and Southland is local roads – 88% in Otago and 89% in Southland. The extensive local network across the two regions is vital for travel across the large land area, and to provide the freight link between farm gate and the state highway network.

Port Otago, at Port Chalmers in Dunedin, is a freight port for regional and international import/export and a key South Island port, exporting containerised produce from throughout Otago and Southland. South Port New Zealand Ltd (South Port) is the southern most commercial port in New Zealand, located at Bluff. It services Southland's export and import industries, with bulk non-containerised cargo making up the majority of tonnes handled, and is vital for the economic wellbeing of the region. The locations of these ports are shown on the map of the regions - Figure 2.

The railway line south of Christchurch, the Main South Line, mirrors the route of SH1 along the eastern coast, linking coastal towns and cities, including Timaru, Oamaru, Dunedin (with an extension to Port Chalmers), Gore, Invercargill and Bluff. In Otago and Southland this line is used primarily for freight transport. Note that while rail is covered in the strategic section of this RLTP, the funding of rail is outside of this RLTP and the National Land Transport Fund.

Dunedin, Queenstown, Invercargill, Wanaka, Alexandra, Oamaru and Balclutha all have regional or local airports, with the Dunedin and Queenstown airports also providing international services.

As well as the road network, the two regions have an extensive off-road cycle network, which is economically important. The network includes both official and unofficial trails. There are around 500 km of official trails including several Great Rides, listed below:

- Alps 2 Ocean Cycle Trail
- Around the Mountain
- Clutha Gold Trail
- Otago Central Rail Trail
- Roxburgh Gorge Trail
- The Queenstown Trail.

Department of Conservation Roading

The Department of Conservation is responsible for roads on the conservation estate that provide public access to this estate. These roads have been maintained on an ad hoc basis in the past but may in the future be considered for funding assistance within the National Land Transport Programme (NLTP). NZTA's recent Financial Assistance Rate review, released in September 2014, identified the Department of Conservation as a Road Controlling Authority that receives funding for some of their major access roads. During the first three years of these plans we expect the Department of Conservation to identify roads within the combined regions that may qualify for funding assistance from the NLTP and to work with the RTCs to identify ways qualifying projects can be incorporated into the RLTPs.

2 Strategic Framework

2.1 Introduction

The strategic framework in these plans provides the context for the assessment, undertaken by the RTCs, of the importance of each proposed project. This strategic framework, set out in this section of the plans, covers both Otago and Southland and comprises four parts:

- the overall goal for the plans;
- a statement of the role that the RTCs envisage each mode of transport will play in Otago Southland in the coming years;
- a list of the strategic objectives and policies set by the RTCs, with a 30 year outlook; and
- a list of the matters considered a priority over the next 10 years.

By covering a 30 year period, the objectives and policies of these plans provide long-term direction to transport providers in Otago and Southland which are developing infrastructure plans. Within this longer-term strategic frame, 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 have guided how the committees have assessed their significance of the projects proposed in this plan, and how they have prioritised them. Section 2.3 shows the relationship between the 30 year objectives and the priorities for the next 10 years.

Section 2.4 lists policies for each objective. All policies are included in Section 2.4 are judged by the RTCs to be necessary to achieve the goal set for land transport in Otago Southland. These policies fall into two categories: those that directly relate to the delivery of projects that are of the type that NZTA funds from the NLTF, and those relating to matters that are outside the NLTF funding regime (e.g. building local authority capability, improving funding systems, and including advocating for change on various matters). For these outcomes to be progressed, the RTCs will need to develop alternative workstreams; this will happen after the RLTPs are completed.

2.2 Overall goal, key strategic objectives and priorities

The long-term goal set by the Committee for land transport in Otago Southland is:

To provide accessible transport connections, giving users an appropriate choice of modes, and to gain improved performance from the land transport system, by focusing on:

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

Table 4: Key long-term strategic objectives, with priorities for the next 10 years

Key strategic objectives for next 30 years	Priorities for next 10 years
1. A transport system that is safe	The social cost of crashes and accidents is substantially reduced
2. A transport system that delivers appropriate levels of service	Right transport services and infrastructure delivered to right level at best cost
	The network is reliable and resilient, helping community resilience
3. A transport system that supports economic activity and productivity	Transport services and infrastructure support economic productivity and growth
4. A transport system that provides appropriate transport choices	Being able to access the network, no matter what their mode, in a manner that is convenient and affordable to funders and users
5. A transport system based on effective coordination	
6. Mitigating the effects of the transport system on the environment	

2.3 The appropriate role of each transport mode

This section explains the strategic context for each mode of transport. It will guide the participating organisations as they implement those projects that NZTA decides to fund. Note, readers may wish to refer to the tables in Appendices B (Southland) and C (Otago) which list the **main** objective to which each proposed project will contribute (many projects contribute to multiple objectives).

The transport needs for rural communities are different to those of urban ones and solutions need to be targeted to these different needs. This may require, in some instances, prioritising the value of the local roading network for light vehicle and heavy traffic over the more urban focus on public transport.

Freight – road, rail

Delivering on priorities: *Transport services and infrastructure support economic productivity and growth.*
Users are able to access the network, in a manner that is convenient and affordable to funders and users.
The network is reliable and resilient.

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. These plans recognise the importance of optimising the operational efficiency of this network for freight traffic. They also recognise 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 strategic part of these plans envisage rail as an energy-efficient way of transporting bulk and containerised commodities moving along the east coast, including to and from the South Island's 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

Delivering on priorities: *Users are able to access the network, in a manner that is convenient and affordable to users and funders*
The network is reliable and resilient, helping community resilience.
The social cost of crashes (and any accidents on the roadway) is substantially reduced.

For the past few decades, 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. These plans acknowledge 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 possible volatility 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.

These plans consider 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 (usually considered to be around 2 km for walking and 10 km for cycling, although recent indications are that journeys taken by these modes in NZ are lengthening). For urban areas, these plans seek 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 these plans therefore expect rural communities to have a high degree of self-reliance and self-organisation concerning transport.

The plans envisage that, should the price of oil-based fuels rise and/or transport fuels become scarce at times, people would make much greater use of shared transport using private or community-owned vehicles – whether formal arrangements such as RideShare or 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 where younger generations are less reliant on the private motor vehicle.

The plans also aim to increase road safety for vulnerable road users, with several projects focusing on the safety of cyclists in particular.

Public passenger transport (scheduled/unscheduled services, taxis, shuttles, private hire)

Delivering on priorities: *Users are able to access the network, in a manner that is convenient and affordable to users and funders.*
The network is reliable and resilient, helping community resilience.
Value for money.

The plans envisage public passenger transport continuing to play a vital role in supporting community well-being by providing a means for those without cars, and those who choose 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' population ages, 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 – scheduled bus services – will play an important role in easing the current and projected congestion. Gradually reducing reliance on private motor vehicles will require significant investment over time in public transport services and infrastructure, from both the public and the private sectors.

Public transport networks operate in Dunedin, Invercargill and the Wakatipu Basin. Outside these three areas, existing bus services are largely orientated to the visitor market (both domestic and international), and priced accordingly. The services on arterial routes across/through Otago and Southland are either shuttle services or scheduled, interregional bus services. Shuttle bus services also support the operation of the off-road cycle networks such as the Great Rides in the two regions. The plans envisage these visitor-oriented services continuing to be an important mode of travel in coming decades. The plans also envisage 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 plans anticipate 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 be 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

Delivering on priorities: *Users being able to access the network, in a manner that is convenient and affordable to users and funders.*
The network is reliable and resilient, helping community resilience.
The social cost of crashes and accidents is substantially reduced.

The plans seek 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 plans envisage people walking longer distances and more often. The strategic part of these plans seek 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

Delivering on priorities: *Users are able to access the network, in a manner that is convenient and affordable to users and funders.*
The network is reliable and resilient, helping community resilience.
The social cost of crashes and accidents is substantially reduced.

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 plans seek 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 (although is not a major focus of this plan) will encourage visitors to remain longer in the south.

Other modes of personal transport

Delivering on priorities: *Users are able to access the network, in a manner that is convenient and affordable to funders and users.*

The RTCs recognise the need to provide for the safe use of the other modes of personal transport such as mobility scooters, electric bikes, skateboards, and horses. 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.

Addressing current and future demand for access to economic and social opportunities

Delivering on priorities: *Support economic productivity and growth.*
The network is reliable and resilient, helping community resilience.

The plans seek to manage demand for travel and freight in order to make best use of the existing transport network, to promote resilience in the face of potential volatility in the price and supply of oil-based fuels, and to address any localised congestion on particular routes (current and future). Demand for vehicle travel is forecast to rise in areas experiencing economic and population growth (GPS 2015).

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.

Changes in oil price, the increasingly availability of alternative fuels (including “drop-in” fuels), possible 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. Walking and cycling facilities and public transport, provide an alternative to car travel and help 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.

To build resilience and help manage capacity on the transport network, the plans propose 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 strategic part of these plans promote 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 – in Otago, principally). This reduced

reliance on the private vehicle should ease congestion in busy areas such as SH6A. The plans consider 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.

2.4 Land Transport Objectives and Policies

The following pages set out the objectives under each of the six key objective areas listed in Table 4, along with the policies that apply to each of these objectives. Policies labelled as primary policies directly relate to the delivery of the types of projects able to be included in the RLTPs and funded from the NLTF. In contrast, policies labelled as supporting policies concern other activities needing to be done to improve the transport system in Otago and Southland in order to achieve the objectives, but which are outside the funding regime of the NLTF. For these to be progressed, the RTCs will need to develop alternative workstreams.

Please note:

- unless it is otherwise evident from the wording, all objectives and policies cover not only motorised traffic, but also all transport modes, including public transport, walking, and cycling;
- the AOs, NZTA, or groups of them, or the RTCs, as appropriate to their functions, will be responsible for implementing the policies. Other agencies may also be responsible, for example KiwiRail or NZ Police.

1.	**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	**Substantial reduction in the social cost to the region of serious road trauma achieved within 10 years by focusing on vulnerable road users and other significant issues.**
1.3	**Acceptance, by all, of the significant responsibilities in moving, over the longer-term, towards zero serious road trauma on our networks, and of managing our networks to achieve this vision.**
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 Develop a more accurate baseline of serious injuries on the regions' transport corridors, based on reliable information, using 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 co-ordinated, effective and efficient:

- complete an Otago Southland pan-regional Road Safety Strategy that guides road safety planning, investment, and coordination of initiative;
- develop common responses across the region to significant common issues;
- regional councils exercise leadership across the regions, in road safety strategic planning and co-ordination.

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 set to reflect the form and function of the road as defined by the One Network Road Classification system.

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

2. 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 decisions take a journey based customer focused approach based on the One Network system included in the One Network Road Classification system.

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.

P.2.8 Advocate for a national requirement that all trucks carrying stock have an effluent tank, that prevents any effluent discharge onto public roads, and provide adequate disposal facilities.

Objective

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

Primary policies

P.2.9 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.2.10 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.2.11 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 land use. Alternatively, as appropriate, use congestion to prompt a change in travel behavior.

P.2.12 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.2.13 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.2.14 Manage travel demand to promote resilience when expected changes in the price and supply of oil-based fuels necessitate this.

P.2.15 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.2.16 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.2.17 Ensure protocols for responding to emergencies make reopening the road/rail line a high priority.

P.2.18 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.

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.2.19 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.2.20 Approved Organisations competently use Business Cases planning techniques, ensuring that the benefits to be gained from projects are really worth the cost.

P.2.21 Approved Organisations develop cost-benefit analysis on first principles (or access the expertise to do this).

P.2.22 Advocate for economic evaluation methodology that better recognises the benefits of walking, cycling, public transport, and new bridges.

P.2.23 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.2.24 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.

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.2.25 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.2.26 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.2.27 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.2.28 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.2.29 Advocate for new mechanisms to ensure land is available for critical future projects.

P.2.30 All transport planning, takes a journey based, customer-focused approach.

3. 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;**
- **there are appropriate links to the rail network.**

Primary policies

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

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 New Zealand, 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.

P.3.23 Promote touring routes within Otago and Southland, including between Dunedin and Queenstown, Queenstown and Milford, and the Southern Penguin Scenic Journey through The Catlins.

4. 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 Advocate to regional and territorial local authorities to protect existing rail corridors and 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.

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.

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

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 (with or without subsidy, as appropriate) 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 and small passenger service vehicles;
(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).

Objective

4.6 Public transport use and infrastructure in Dunedin and the Wakatipu Basin grows steadily - providing a fully accessible public transport 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 capacity and improve accessibility 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.

Objective

4.7 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 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.

5. A transport system based on effective co-ordination

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.

6. 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 Programme of transport projects

3.1 Identifying significant and important projects

The full list and details of proposed activities, including improvement projects, is set out in tables in Appendices B (for Southland) and C (for Otago). These appendices are organised by activity class. All activities have an item number, to aid cross referencing with the tables in the main body of the document (Appendix A (page 74) contains the full list of activities).

This section of the document contains further information on the improvement projects proposed, and the RTCs' assessment of these. Tables 5 and 6 list all the projects assessed as having being of significance (which are all the improvements projects, including some high-cost, new public transport projects), and the priority band into which the RTCs have placed them. These tables also show which of these significant projects have interregional significance. Section 3.2 (for Southland) and 3.3 (for Otago) state the reasons for the significance and priority placed on each of these projects.

Assessing interregional or national significance

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

The Otago and Southland RTCs discussed which of the proposed projects in our two regions are inter-regionally significant, focusing on the journeys people take between the two regions and beyond.

The RTCs considered the Visiting Driver Signature Projects in Otago and Southland to be of national significance.

Note that the draft West Coast RLTP also considers the Economic Network Planning work of inter-regional significance. Southland's work on this is completed, but updates will be done in years three and six of the RLTP. The ORC's Regional Land Transport Planning project includes the Economic Network Planning work, 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.

Table 1, in the Executive Summary, lists those projects that the RTCs have identified as being of particular importance. Some of these are discussed further in the Chairmen's Foreword.

3.2 List of Significant Projects in Southland

For Southland, projects are ranked in bands 1 (highest priority) – 3 (lowest priority). All projects within a band have equal ranking. All are scheduled to be undertaken in the first three years of the Plan.

Table 5: Southland projects of significance, including inter-regional significance

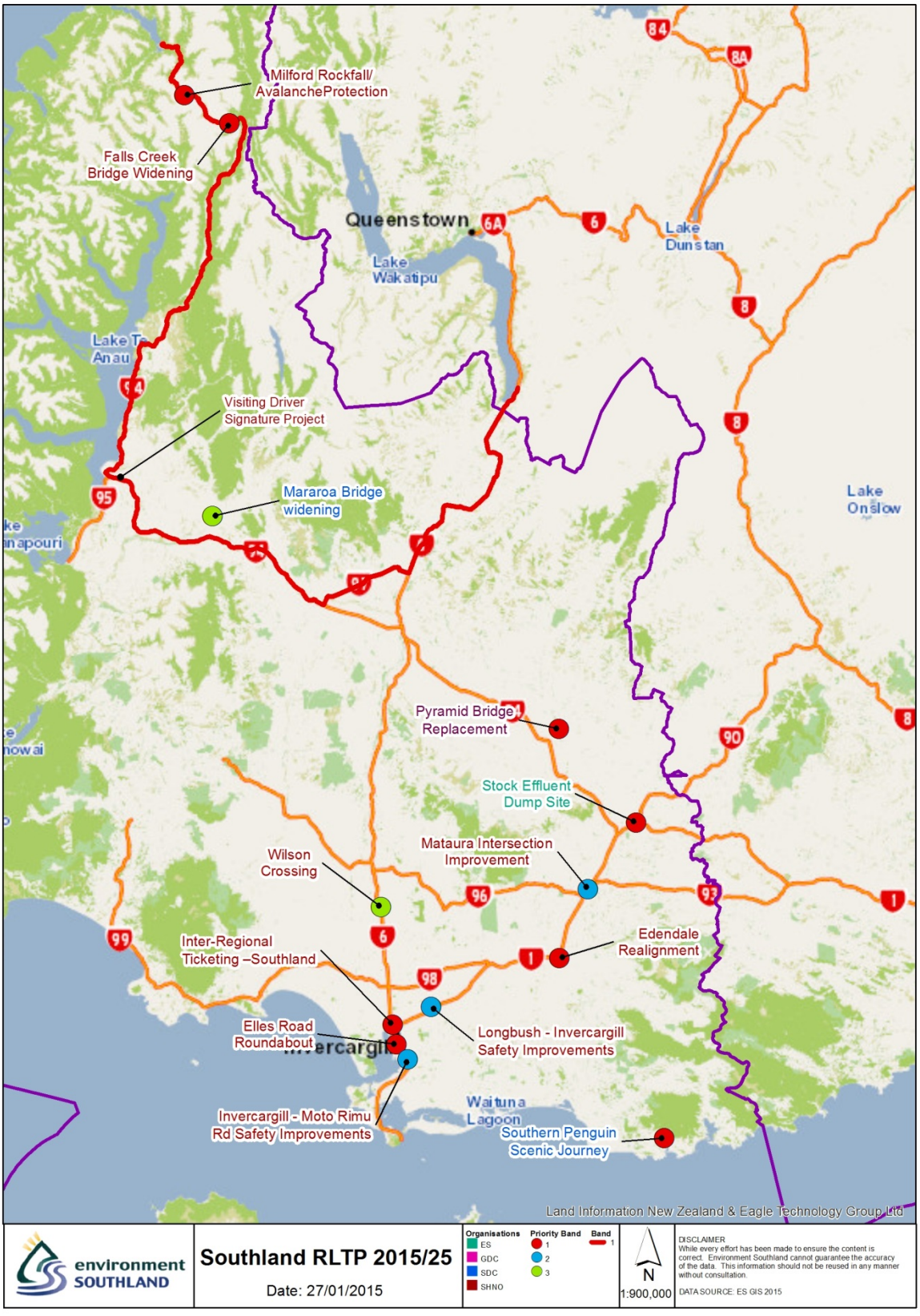
Programme Item No.	Project Name	Organisation
Priority Band 1		
1	Eastern Southland Stock Effluent Dump Site Project	ES
6	Pyramid Bridge Replacement	GDC
15	PT – Inter-Regional Ticketing Improvement –Southland	ICC
27	Southern Penguin Scenic Journey (Alternative Scenic Route Seal Extension)	SDC
36	SH 1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

Key:

Projects of inter-regional significance 

Project of limited inter-regional significance: Pyramid Bridge Replacement 

Figure 3: Projects of significance in the Southland Region



3.3 List of Significant Projects in Otago

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

Table 6: Otago projects of significance, including inter-regional significance

Programme Item No	Project Name	Organisation	Started in first three years of programme (not necessarily completed)
Priority Band 1			
45	Hilderthorpe Straight Flood Mitigation	NZTA	NO
49	Maheno Flood Mitigation	NZTA	NO
69	Waikouaiti Flood Mitigation	NZTA	YES
47	Kawarau Falls Bridge (committed activity)	NZTA	YES
44	Grant Road to Kawarau Falls Bridge Improvements	NZTA	NO
96	Frankton Flats Programme Business Case Implementation	QLDC	YES
95	Eastern Arterial Road	QLDC	YES
55	Nevis Bluff Rockfall Protection	NZTA	YES
18	Eastern Freight Bypass Upgrade	DCC	YES
34	Andersons Bay Road / Caversham Motorway	NZTA	NO
65	St Andrews Street / Anzac Avenue	NZTA	NO
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	NZTA	NO
17	Central City and North East Valley Cycle Network	DCC	YES
42	Dunedin One Way Pair Cycle Lanes	NZTA	YES
75	Public Transport Programme of Improvements	ORC	YES
84	Public Transport Infrastructure Improvements	ORC	YES
74	Public Transport Inter-Regional Ticketing Improvement, Otago	ORC	YES
15	Central City Safety and Accessibility Upgrade	DCC	YES
25	Peninsula Roading – Harington Point / Portobello Roads	DCC	YES
43	Glenda Drive Intersection and Associated Roads	NZTA	YES
58	Pine Hill Road/Great King Street Intersection Improvements	NZTA	YES
61	SH 88 Cycling and Pedestrian Facilities	NZTA	YES
108	Queenstown Town Centre Programme Business Case Implementation	QLDC	YES
Priority Band 2			
23	Mosgiel Safety and Accessibility Upgrade	DCC	YES
27	Strategic Corridors: Warehouse Precinct Accessibility (SH1)	DCC	YES
39	Deborah Realignment	NZTA	YES
40	Dunedin - Fairfield Safety Improvements	NZTA	YES
53	Mosgiel - Balclutha Safety Improvements	NZTA	YES

Programme Item No	Project Name	Organisation	Started in first three years of programme (not necessarily completed)
66	Stanley St Corridor Improvements	NZTA	YES
121	Rural Resilience Project 2015/2017	WDC	YES
Priority Band 3			
111	Wanaka Programme Business Case Implementation	QLDC	YES
30	Tertiary Precinct Safety and Accessibility Upgrade	DCC	NO
56	Katiki Erosion Protection	NZTA	NO
35	Beaumont Bridge Replacement	NZTA	NO
36	Big Kuri Creek Flood Mitigation	NZTA	NO
48	Ladies Mile Corridor Improvements	NZTA	NO
56	North Oamaru Corridor Improvements	NZTA	NO
57	Oamaru - Dunedin Safety Improvements	NZTA	NO
64	SH6A Corridor Improvements	NZTA	NO
112	Beach Road Realignment 2016/17	WDC	YES
114	Harbourside Projects 2020/21	WDC	NO
124	WDC River Training 2015/16	WDC	YES
Priority Band 4			
16	Central City Transport Hub	DCC	NO
28	Strategic Cycle Network – Mosgiel	DCC	NO
71	Weigh Right – Otago	NZTA	NO
126	Waianakarua Road Realignment 2017/18	WDC	YES
128	Walking and Cycling Oamaru to Pukeuri 2020/21	WDC	NO
Priority Band 5			
33	Albert Burn Bridge Replacement	NZTA	NO
38	Cromwell Intersection Improvement	NZTA	NO
60	Roaring Meg Bridge Widening	NZTA	NO
70	Waitati Curve Realignment	NZTA	NO

Key:

Projects of inter-regional significance 

Figure 4: Projects of significance in Dunedin City

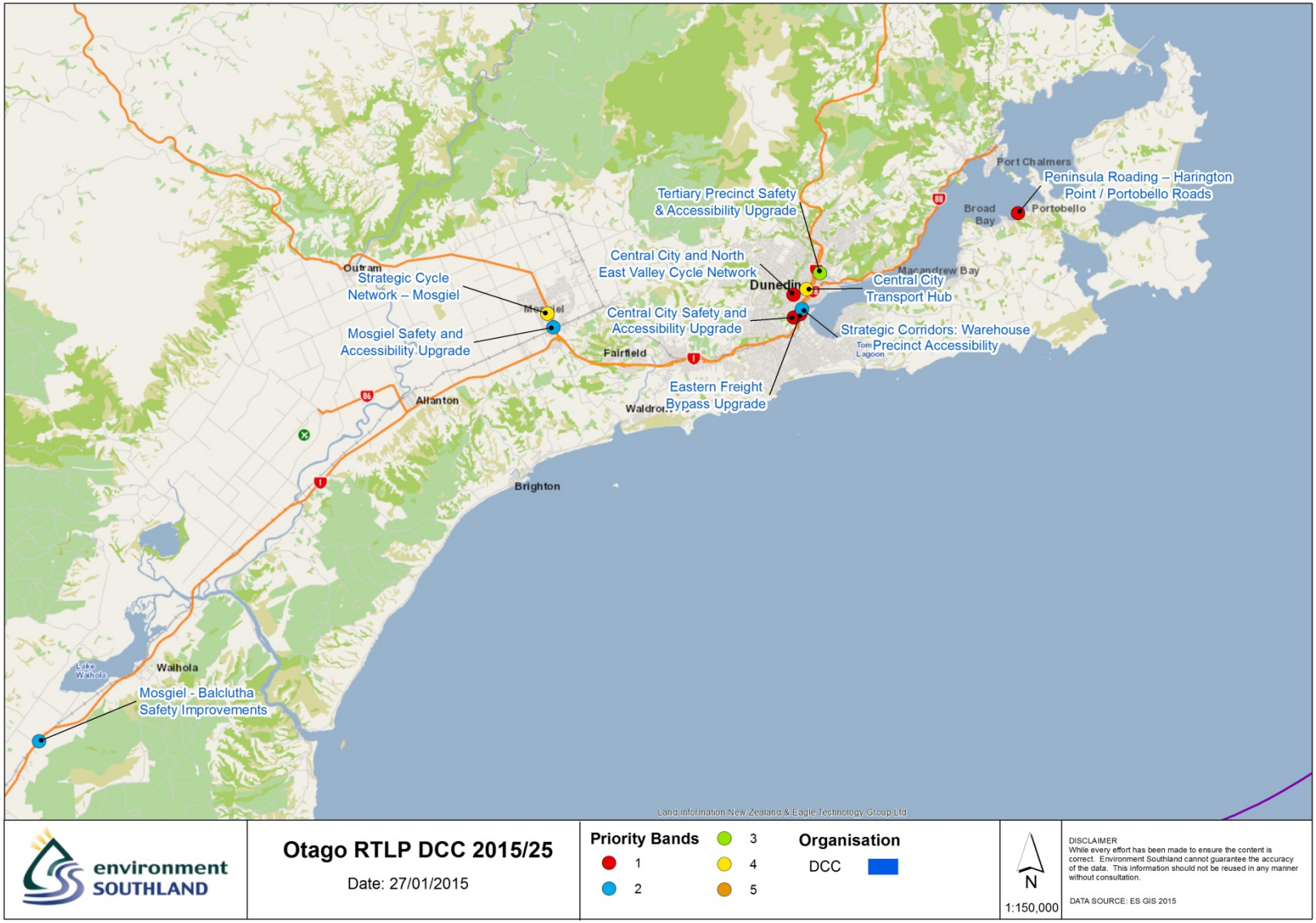


Figure 5: Projects of significance by Highways and Networks Operations

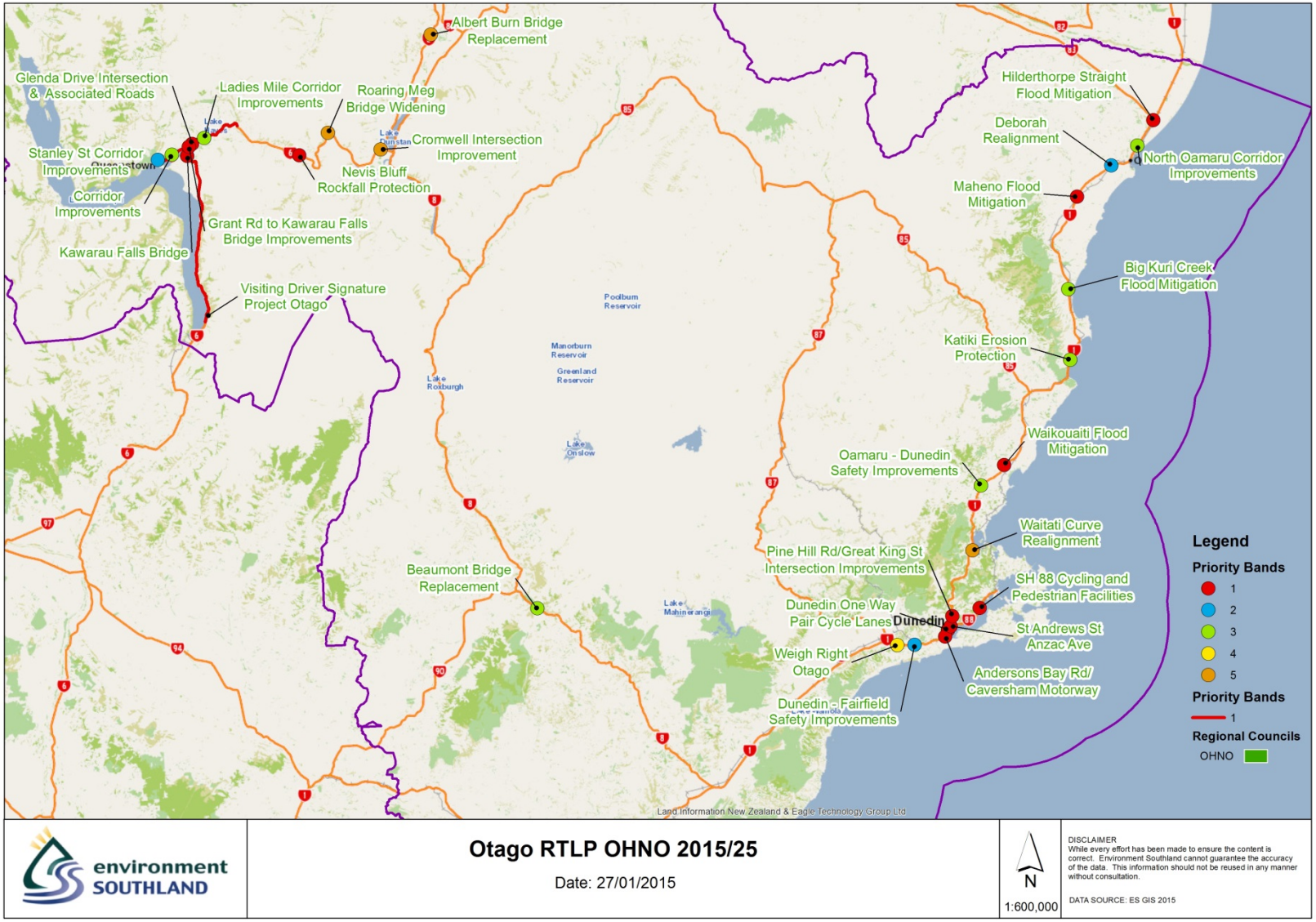


Figure 6: Projects of significance by Clutha District Council, Queenstown Lakes District Council, Otago Regional Council and Waitaki District Council

3.4 Summary of each Southland project, categorised by priority band

Note: *Project Cost refers to the total project cost over the six year period, 2015-2021.*

Priority Band 1

Project Name:	**Eastern Southland Stock Effluent Dump Site Project**		**Item No 1**
Organisation:	Environment Southland		
Project Cost	$344,200		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 off the transport network removes the need for 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**		**Item No 6**
Organisation:	**Gore District Council**		
Project Cost	$1,242,561	**Project Years**	2015/16 2016/17 2017/18
Project description:	To replace the Pyramid Bridge, which crosses the Mataura River close to Riversdale township, 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 86 m 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 are identified in the first step of the business case. The strategic business case (with the weighting of each), is 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 $32 million 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:	**Public Transport– Inter-Regional Ticketing Improvement**		**Item No 15**
Organisation:	Invercargill City Council		
Project Cost	$174,500	**Project Years**	2015/16
Project description:	Inter-regionally co-ordinated 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. existing bus services for the Invercargill and Dunedin cities, which reduces 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 goods and services, as well as health and employment and education for a large number of residents in Invercargill.		
Is it inter-regionally significant, and why	Yes, requires a high degree of co-operation with other regions, as procurement of the system is inter-regionally co-ordinated.		

Project Name:	**Southern Penguin Scenic Journey (Alternative Scenic Route Seal Extension)**		**Item No 27**
Organisation:	Southland District Council (and Clutha District Council)		
Project Cost	$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 the 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 the 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 Catlins 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 20 km 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 website 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 variable messaging signs required, signalling slower speed required, forecast bad weather, high traffic periods, camping ground and 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: ➢ when reviewing the CAS it was identified that 27% of all crashes on the Catlins route are caused or partly caused by a visiting driver; ➢ the data indicates that 20-29 yr olds are more likely to lead the incidents and it is more likely their crashes will 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 that these crashes are resulting from drivers who simply do not know how to drive on New Zealand roads, particularly 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 on 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 road at a consistent speed of 70 kph can often be a safety challenge for most Kiwi drivers – let alone at the default 100 kph 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. It is unknown where the additional 200 vehicles per day come from – yet. Possibly they are from the other QLDC to Milford Sound journey, swinging by to visit The Catlins and Nugget Point. C Prime tourism season traffic is the 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:** The Journey approach has been adopted to link two anchor tourist locations located in separate District Council areas. The two tourist locations and the link route (Southern Scenic Route) are of regional importance to each of the District Councils and are considered as nationally important by the Department of Conservation. 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 more limited, this being a win for all sides. ➢ **Journey Benefit 2:** By adopting the journey approach and learnings from the NZTA Visiting Driver Signature Project (focused on the other journey from QLDC to Milford Sound) drivers will experience a consistent and appropriate roading level of service as they transition through the Clutha and Southland District Council areas. Anticipated joint activities between the parties include: • 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 by 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, and well defined advance signs to picnic areas; ➢ **Benefit 3:** Reduced risk of an increasing number and seriousness of crashes for both locals and visitors. Our hospitalisation data (crash related) indicates the Catlins areas require 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**		**Item No 36**
Organisation:	Southland Highways and Network Operations		
Project Cost	$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 bypass to the township, with appropriate connections to the Fonterra plant. Planned construction: 2016/17–2017/18		
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		Item No 37
Organisation:	Southland Highways and Network Operations		
Project Cost	$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		Item No 46
Organisation:	Southland Highways and Network Operations		
Project Cost	$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 ATPs, 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		Item No 38
Organisation:	Southland Highways and Network Operations		
Project Cost	$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 proposal 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**		**Item No 44**
Organisation:	Southland Highways and Network Operations		
Project Cost	$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.		

Priority Band 2

Project Name:	**SH 1 / SH 93 - Mataura Intersection Improvement**		**Item No 43**
Organisation:	Southland Highways and Network Operations		
Project Cost	$5,00,000	**Project Years**	2017/18
Project description:	The main trunk rail line runs parallel with SH1 at the intersection of SH1 and 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 and 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**		**Item No 39**
Organisation:	Southland Highways and Network Operations		
Project Cost	$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		Item No. 40
Organisation:	Southland Highways and Network Operations		
Project Cost	$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.		

Priority Band 3

Project Name:	Mararoa Bridge Replacement		Item No 33
Organisation:	Southland District Council		
Project Cost	$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). The proposal is 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 a 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**		**Item No 47**
Organisation:	Southland Highways and Network Operations		
Project Cost	$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 of SH6 with poor passing opportunities, traffic volumes > 6,400 vehicles per day, increasing commuter and heavy commercial vehicle 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.		

3.5 Summary of each Otago project, categorised by priority band

Note: *Project Cost refers to the total project cost over the six year period, 2015-2021.*

Priority Band 1

Project Name:	**Hilderthorpe Straight Flood Mitigation**		**Item No 45**
Organisation:	Otago Highways and Network Operations		
Project Cost	$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 Road and 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, and 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**		**Item No 49**
Organisation:	Otago Highways and Network Operations		
Project Cost	$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 300 m section of highway needs to be raised by up to 500 mm 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**		**Item No 69**
Organisation:	Otago Highways and Network Operations		
Project Cost	$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 the Karitane turn-off. Possible solution is to raise highway by up to 700 mm 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**		**Item No 47**
Organisation:	Otago Highways and Network Operations		
Project Cost	$16,288,319 (committed activity)	**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 a key inter-regional route between Southland, inland Otago, West Coast and Canterbury, including linking Queenstown to Milford.		

Project Name:	**Grant Rd to Kawarau Falls Bridge Improvements**		**Item No 44**
Organisation:	Otago Highways and Network Operations		
Project Cost	$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**		**Item No 96**
Organisation:	Queenstown Lakes District Council		
Project Cost	$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 Arterial 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: 1. the network is resilient and reliable (through reducing pressure on the congested sections of SH6 between Glenda Drive and Humphrey Street); 2. 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); 3. 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 Arterial Road**		**Item No 95**
Organisation:	Queenstown Lakes District Council		
Project Cost	$10,873,415	**Project Years**	2016/17
Project description:	Construction of the Eastern Arterial 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. This project will create an efficiency advantage for through-traffic: traffic coming from the south on the key inter-regional route (SH6) between Southland, inland Otago, West Coast and Canterbury will be given a quicker route to travel north, bypassing the Frankton roundabout.		

Project Name:	**Nevis Bluff Rockfall Protection**		**Item No 55**
Organisation:	Otago Highways and Network Operations		
Project Cost	$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**		**Item No 18**
Organisation:	Dunedin City Council		
Project Cost	$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 2015-2018, due to the high priority of this project.		
Reason for priority:	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 has identified two linked projects in its work programme (see Andersons Bay Rd/Caversham Motorway and St Andrews St/Anzac Ave). Currently the timing is not well aligned; The RTC has asked the NZTA to consider moving forward the planning stages of its projects to better align with the timing proposed by DCC for upgrading the Eastern Freight Bypass.		
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 Road / Caversham Motorway**		**Item No 34**
Organisation:	Otago Highways and Network Operations		
Project Cost	$2,500,000	**Project Years**	2018-2021
Project description:	Improvements to the intersection of Andersons Bay Rd and Caversham Motorway to improve efficiency for freight using the local arterial bypass 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 Street / Anzac Avenue**		**Item No 65**
Organisation:	Otago Highways and Network Operations		
Project Cost	$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**		**Item No 86**
Organisation:	Otago Regional Council		
Project Cost	$1,278,400	**Project Years**	2015/16 – 2017/18
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; 2. 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)**		**Item No 14**
Organisation:	Clutha District Council (and Southland District Council)		
Project Cost	$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 visiting drivers experience a safe, uniform and 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 Catlins 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 20 km 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 website 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 six variable messaging signs required, signalling slower speed required, forecast bad weather, high traffic periods, camping ground and 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: ➢ when reviewing the CAS it was identified that 27% of all crashes on the Catlins route are caused or partly caused by a visiting driver; ➢ the data indicates that 20-29 yr olds are more likely to lead the incidents and it is more likely their crashes will 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 that these crashes are resulting from drivers who simply do not know how to drive on New Zealand roads, particularly 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 on 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 road at a consistent speed of 70 kph can often be a safety challenge for most Kiwi drivers – let alone at the default 100 kph 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. It is unknown where the additional 200 vehicles per day come from – yet. Possibly they are from the other QLDC to Milford Sound journey, swinging by to visit The Catlins and Nugget Point. C Prime tourism season traffic is the 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:** The Journey approach has been adopted to link two anchor tourist locations located in separate District Council areas. The two tourist locations and the link route (Southern Scenic Route) are of regional importance to each of the District Councils and are considered as nationally important by the Department of Conservation. 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 more limited, this being a win for all sides. ➢ **Journey Benefit 2:** By adopting the journey approach and learnings from the NZTA Visiting Driver Signature Project (focused on the other journey from QLDC to Milford Sound) drivers will experience a consistent and appropriate roading level of service as they transition through the Clutha and Southland District Council areas. Anticipated joint activities between the parties include: • 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 by 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, and well defined advance signs to picnic areas; ➢ **Benefit 3:** Reduced risk of an increasing number and seriousness of crashes for both locals and visitors. Our hospitalisation data (crash related) indicates the Catlins areas require 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		Item No 68
Organisation:	Otago Highways and Network Operations		
Project Cost	$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 and 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 number 17 currently being updated, version incorporating hearing panel decisions will be tabled at the RTC meeting)

Project Name:	Central City and North East Valley Cycle Network		Item No 17
Organisation:	Dunedin City Council		
Project Cost	$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 TA 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 has a project in its 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 2015-2018 and 2018-2021 period, aligned with the NZTA project.		
Reason for priority:	Addressing safety issues, and enabling access to the network by all modes, 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		Item No 42
Organisation:	Otago Highways and Network Operations		
Project Cost	$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 and city network. The Dunedin City Council is proposing to set up a complementary project covering the central city area.		

Project Name:	**Public Transport Programme of Improvements**		**Item No 75**
Organisation:	Otago Regional Council		
Project Cost	$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. 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**		**Item No 84**
Organisation:	Otago Regional Council		
Project Cost	$3,363,518	**Project Years**	2015/16 – 2020/21
Project description:	Development of a central city interchange (bus hub) to enable co-ordination 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. 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:	**Public Transport Inter-Regional Ticketing Improvement - Otago**		**Item No 74**
Organisation:	Otago Regional Council		
Project Cost	$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: 1. 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 complements 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 co-operation with other regions, as procurement of the system is inter-regionally co-ordinated.		

Project Name:	**Central City Safety and Accessibility Upgrade - Dunedin**		**Item No 15**
Organisation:	Dunedin City Council		
Project Cost	$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, which 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 has 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 2015-2018 period, construction in the 2018-2021 period.		
Reason for priority:	The potential for a significant reduction in injury crashes, including crashes involving pedestrians and cyclists, and the contribution to network access by all modes. The contribution to reducing death and serious injury crashes for Otago is significant, as Dunedin City Centre is the hotspot for crashes involving pedestrians and cyclists.		

Project Name:	Peninsula Roading – Harington Point / Portobello Roads		Item No 25
Organisation:	Dunedin City Council		
Project Cost	$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:	This project will contribute to safety outcomes, resilient network outcomes, economic productivity outcomes, and access outcomes.		

Project Name:	Glenda Drive Intersection and Associated Roads		Item No 43
Organisation:	Otago Highways and Network Operations		
Project Cost	$1,414,353	Project Years	2015/16 – 2018/19
Project description:	Repositioning the existing priority intersection as a roundabout. The 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 Arterial Road and SH 6. Frankton Flats development relies upon the Eastern Arterial 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 Street Intersection Improvements		Item No 58
Organisation:	Otago Highways and Network Operations		
Project Cost	$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 the base of a steep incline. Consideration of an improved at grade solution required. Part of the Safer Journeys - Roads and 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 and Roadsides business case.		

Project Name:	SH 88 Cycling and Pedestrian Facilities		Item No 61
Organisation:	Otago Highways and Network Operations		
Project Cost	$6,100,000	Project Years	2015/16 – 2017/18
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 Town Centre Programme Business Case Implementation**		**Item No 108**
Organisation:	Queenstown Lakes District Council		
Project Cost	$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: 1. the network is resilient and reliable (through addressing the trip time unreliability project to increase as a result of growth congestion); 2. transport services and infrastructure support economic productivity and growth (through improving visitor experience, through improved transport); 3. 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 2015-2018 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.		

Priority Band 2

Project Name:	**Mosgiel Safety and Accessibility Upgrade**		**Item No 23**
Organisation:	Dunedin City Council		
Project Cost	$350,000 for planning	**Project Years**	2018/19 – 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; and 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 has 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 2015-2018. Construction is in 2018-2021.
Reason for priority:	This project is a priority due to the safety issues, the need to provide for all users, the need to respond to residential growth in Mosgiel, alignment with issues identified by the NZTA on SH87, and the need to provide a resilient network and access for all modes.

Project Name:	**Strategic Corridors: Warehouse Precinct Accessibility (SH1)**		**Item No 27**
Organisation:	Dunedin City Council		
Project Cost	$410,000 for planning stages	**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:	This project is a priority due to its strong connection to the other Dunedin central city projects, and the potential to support economic development in the city, reduce injury crashes, and provide access by all modes.		

Project Name:	**Deborah Realignment**		**Item No 39**
Organisation:	Otago Highways and Network Operations		
Project Cost	$5,547,000	**Project Years**	2015/16 – 2017/18
Project description:	Realign the road to a 100 km/h design speed over the railway line, by lowering the railway line 5 m and installing a new 76 m 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		Item No 40
Organisation:	Otago Highways and Network Operations		
Project Cost	$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 and 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		Item No 53
Organisation:	Otago Highways and Network Operations		
Project Cost	$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 and 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		Item No 66
Organisation:	Otago Highways and Network Operations		
Project Cost	$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		Item No 123
Organisation:	Waitaki District Council		
Project Cost	$1,950,407	Project Years	2015/16 – 2016/17
Project description:	The Waitaki District has suffered numerous storm events over the last six 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.

Priority Band 3

Project Name:	**Wanaka Programme Business Case Implementation**		**Item No 111**
Organisation:	Queenstown Lakes District Council		
Project Cost	$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: 1. the network is resilient and reliable; 2. transport services and infrastructure support economic productivity and growth 3. 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**		**Item No 30**
Organisation:	Dunedin City Council		
Project Cost	$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, Chief Executives of DCC and Otago Polytechnic, and Vice-Chancellor of the University of Otago. 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:	This project is a priority due to the contribution to safety, pedestrian/cycling access and economic development outcomes of the regional land transport strategy.		

Project Name:	**Katiki Erosion Protection**		**Item No 56**
Organisation:	Otago Highways and Network Operations		
Project Cost	$1,000,000	**Project Years**	2018/19 – 2020/21
Project description:	Coastal erosion along the 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**		**Item No 35**
Organisation:	Otago Highways and Network Operations		
Project Cost	$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		Item No 36
Organisation:	Otago Highways and Network Operations		
Project Cost	$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		Item No 48
Organisation:	Otago Highways and Network Operations		
Project Cost	$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 Road, Lower Shotover Road and Tucker Beach Road 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		Item No 56
Organisation:	Otago Highways and Network Operations		
Project Cost	$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		Item No 57
Organisation:	Otago Highways and Network Operations		
Project Cost	$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 and 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**		**Item No 64**
Organisation:	Otago Highways and Network Operations		
Project Cost	$2,800,000	**Project Years**	2018/19 – 2020/21
Project description:	Corridor improvements to relieve congestion and improve access from side roads along Frankton Road.		
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**		**Item No 112**
Organisation:	Waitaki District Council		
Project Cost	$255,625	**Project Years**	2016/17
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:	1. The network is resilient and reliable. 2. Transport services and infrastructure support economic productivity and growth. 3. 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:	**Oamaru Harbourside Projects 2020/21**		**Item No 114**
Organisation:	Waitaki District Council		
Project Cost	$432,730	**Project Years**	2020/21
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:	1. Transport services and infrastructure support economic productivity and growth 2. 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		Item No 124
Organisation:	Waitaki District Council		
Project Cost	$421/776	Project Years	2015/16
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 Kauru 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:	1. The network is resilient and reliable. 2. 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.		

Priority Band 4

Project Name:	Central City Transport Hub- Dunedin		Item No 16
Organisation:	Dunedin City Council		
Project Cost	$500,000	Project Years	2019/20
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 2018-2021 period.		
Reason for priority:	This project contributes to all modes being able to access the network.		

Project Name:	Strategic Cycle Network – Mosgiel		Item No 28
Organisation:	Dunedin City Council		
Project Cost	$350,000 for planning stages	Project Years	2019/20 – 2020/21
Project description:	The 2014 Communities at Risk register recognises that Dunedin City Council has the fifth 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 timing of the project 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.		

Project Name:	Weigh Right - Otago		Item No 71
Organisation:	Otago Highways and Network Operations		
Project Cost	$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:	Waianakarua Road Realignment 2017/18		Item No 126
Organisation:	Waitaki District Council		
Project Cost	$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 20-30 m 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 2015-2018 NLTP.		
Reason for priority:	1. The network is resilient and reliable. 2. Transport services and infrastructure support economic productivity and growth. 3. 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		Item No 128
Organisation:	Waitaki District Council		
Project Cost	$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. 2. 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 2020/21. Council has put this project forward for NZTA HNO funding and will collaborate with NZTA on these two 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.		

Priority Band 5

Project Name:	**Albert Burn Bridge Replacement**		**Item No 33**
Organisation:	Otago Highways and Network Operations		
Project Cost	$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**		**Item No 38**
Organisation:	Otago Highways and Network Operations		
Project Cost	$1,500,000	**Project Years**	2018/19 – 2020/21
Project description:	Intersection of SH6 and SH8B, 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**		**Item No 60**
Organisation:	Otago Highways and Network Operations		
Project Cost	$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**		**Item No 70**
Organisation:	Otago Highways and Network Operations		
Project Cost	$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 A: Summary list of all activities submitted for consideration

A Summary Tables

The tables in this appendix list the proposed activities in numbered order, showing to which activity class and organisation each belongs (the numbering is purely for reference and not intended to indicate priority or activity class). This is a summary only, the tables in Appendices B and C contain full detail of each activity.

Table A: Key to submitted activities in Southland, showing item number, activity class and organisation

Item No	Activity Name	Activity Class	Activity Class No	Organisation
1	Maintenance, Operations and Renewals Programme 2015-18 (Stock Truck Effluent Disposal Sites)	Maintenance and Operations Local Roads	8	ES
2	*Number not used*			
3	*Number not used*			
4	Minor Improvements 2015-18 (Stock Truck Effluent Disposal Sites)	New and Improved Infrastructure Local Roads	12	ES
5	Regional Land Transport Planning Management 2015-18	Transport Planning	1	ES
6	Pyramid Bridge Replacement	New and Improved Infrastructure Local Roads	12	GDC
7	Maintenance, Operations and Renewals Programme 2015-18	Maintenance and Operations Local Roads	8	GDC
8	Maintenance, Operations and Renewals Programme 2015-18	Renewals Local Roads	10	GDC
9	Minor Improvements 2015-18	New and Improved Infrastructure Local Roads	12	GDC
10	Activity Management Planning	Transport Planning	1	ICC
11	Maintenance, Operations and Renewals Programme 2015-18	Maintenance and Operations Local Roads	8	ICC
12	Maintenance, Operations and Renewals Programme 2015-18	Renewals Local Roads	10	ICC
13	Minor Improvements 2015-18	New and Improved Infrastructure Local Roads	12	ICC
14	Minor Improvements 2015-18 (Public Transport)	Public Transport Infrastructure	5	ICC
15	Public Transport Inter-regional Ticketing Improvement, Invercargill	Public Transport Services	4	ICC
16-23	Public Transport Programme 2015-18 (Operations)	Public Transport Services	4	ICC
24	Regional Public Transport Planning and Public Transport Activity Management	Transport Planning	1	ICC

Item No	Activity Name	Activity Class	Activity Class No	Organisation
	Planning			
25	Road Safety Promotion 2015-18 (for all of Southland)	Road Safety Promotion	2	ICC
26	Activity Management Planning / Deterioration Modelling	Transport Planning	1	SDC
27	Alternative Scenic Route Seal Extension (Haldane – Curio Bay Road)	New and Improved Infrastructure Local Roads	12	SDC
28	Coastal Roads Erosion Strategy	Transport Planning	1	SDC
29	Maintenance, Operations and Renewals Programme 2015-18	Maintenance and Operations Local Roads	8	SDC
30	Maintenance, Operations and Renewals Programme 2015-18	Renewals Local Roads	10	SDC
31	Maintenance, Operations and Renewals Programme 2015-18 (Lower Hollyford Road)	Maintenance and Operations Local Roads	8	SDC
33	Mararoa River Bridge Replacement	New and Improved Infrastructure Local Roads	12	SDC
34	Minor improvements 2015-18	New and Improved Infrastructure Local Roads	12	SDC
36	Edendale Realignment	New and Improved Infrastructure State Highways	13	SHNO
37	Elles Road Roundabout	New and Improved Infrastructure State Highways	13	SHNO
38	Falls Creek Bridge Widening	New and Improved Infrastructure State Highways	13	SHNO
39	Invercargill - Moto Rimu Road Safety Improvements	New and Improved Infrastructure State Highways	13	SHNO
40	Longbush - Invercargill Safety Improvements	New and Improved Infrastructure State Highways	13	SHNO
41	Maintenance, Operations and Renewals Programme 2015-18	Maintenance and Operations State Highways	9	SHNO
42	Maintenance, Operations and Renewals Programme 2015-18	Renewals State Highways	11	SHNO
43	Mataura Intersection Improvement	New and Improved Infrastructure State Highways	13	SHNO
44	Milford Rockfall / Avalanche Protection	New and Improved Infrastructure State Highways	13	SHNO
45	Minor Improvements 2015-18	New and Improved Infrastructure State Highways	13	SHNO
46	Visiting Driver Signature Project - Southland	New and Improved Infrastructure State Highways	13	SHNO

Item No	Activity Name	Activity Class	Activity Class No	Organisation
47	Wilsons Crossing Passing Lanes	New and Improved Infrastructure State Highways	13	SHNO

Table B: Key to submitted activities in Otago, showing item number, activity class and organisation

Item No	Activity Name	Activity Class	Activity Class No	Organisation
1	Activity Management Planning	Transport Planning	1	CODC
2	Maintenance, Operations and Renewals Programme 2015-18	Maintenance and Operations Local Roads	8	CODC
3	Maintenance, Operations and Renewals Programme 2015-18	Renewals Local Roads	10	CODC
4	Minor Improvements 2015-18	New and Improved Infrastructure Local Roads	12	CODC
5	Road Safety Promotion 2015-18	Road Safety Promotion	2	CODC
6	Activity Management Planning	Transport Planning	1	CDC
7 & 9	Maintenance, Operations and Renewals Programme 2015-18 (Local Roads; Special Purpose Road)	Maintenance and Operations Local Roads	8	CDC
8 & 10	Maintenance, Operations and Renewals Programme 2015-18 (Local Roads; Special Purpose Road)	Renewals Local Roads	10	CDC
11 & 12	Minor Improvements 2015-18 (Local Roads; Special Purpose Road)	New and Improved Infrastructure Local Roads	12	CDC
13	Road Safety Promotion 2015-18	Road Safety Promotion	2	CDC
14	Seal Extension of The Nuggets Road	New and Improved Infrastructure Local Roads	12	CDC
15	Central City Safety and Accessibility Upgrade	New and Improved Infrastructure Local Roads	12	DCC
16	Central City Transport Hub	Walking and Cycling	3	DCC
17	Central City and North East Valley Cycle Network	Walking and Cycling	3	DCC
18	Eastern Bypass	New and Improved Infrastructure Local Roads	12	DCC
19	Maintenance, Operations and Renewals Programme 2015-18	Maintenance and Operations Local Roads	8	DCC
20	Maintenance, Operations and Renewals Programme 2015-18	Renewals Local Roads	10	DCC

Item No	Activity Name	Activity Class	Activity Class No	Organisation
21	Minor Improvements 2015-18	New and Improved Infrastructure Local Roads	12	DCC
22	Mosgiel Safety and Accessibility Upgrade	Transport Planning	1	DCC
23	Mosgiel Safety and Accessibility Upgrade	New and Improved Infrastructure Local Roads	12	DCC
24	Operations and Renewal Programme Business case	Transport Planning	1	DCC
25	Peninsula Roading - Portobello Road; Harington Point Road	New and Improved Infrastructure Local Roads	12	DCC
26	Road Safety Promotion 2015-18	Road Safety Promotion	2	DCC
27	Strategic Corridors: Warehouse Precinct Accessibility (SH1)	New and Improved Infrastructure Local Roads	12	DCC
28	Strategic Cycle Network - Mosgiel	Walking and Cycling	3	DCC
29-31	Tertiary Precinct	Walking and Cycling	3	DCC
	Streetlighting LED renewal			
32	Update Tracks Model	Walking and Cycling	3	DCC
33	Albert Burn Bridge Replacement	New and Improved Infrastructure State Highways	13	OHNO
34	Andersons Bay Road/Caversham Motorway	New and Improved Infrastructure State Highways	13	OHNO
35	Beaumont Bridge Replacement	New and Improved Infrastructure State Highways	13	OHNO
36	Big Kuri Creek Flood Mitigation	New and Improved Infrastructure State Highways	13	OHNO
37	Central Queenstown Optimisation Plan	Transport Planning	1	OHNO
38	Cromwell Intersection Improvement	New and Improved Infrastructure State Highways	13	OHNO
39	Deborah Realignment	New and Improved Infrastructure State Highways	13	OHNO
40	Dunedin - Fairfield Safety Improvements	New and Improved Infrastructure State Highways	13	OHNO
41	Dunedin Central City Optimisation Plan	Transport Planning	1	OHNO
42	Dunedin One Way Pair Cycle Lanes	Walking and Cycling	3	OHNO
43	Glenda Drive Intersection and Associated Roads	New and Improved Infrastructure State Highways	13	OHNO

Item No	Activity Name	Activity Class	Activity Class No	Organisation
44	Grant Road to Kawarau Falls Bridge Improvements	New and Improved Infrastructure State Highways	13	OHNO
45	Hilderthorpe Straight Flood Mitigation	New and Improved Infrastructure State Highways	13	OHNO
46	Katiki Erosion Protection	New and Improved Infrastructure State Highways	13	OHNO
47	Kawarau Falls Bridge	Committed activity		OHNO
48	Ladies Mile Corridor Improvements	New and Improved Infrastructure State Highways	13	OHNO
49	Maheno Flood Mitigation	New and Improved Infrastructure State Highways	13	OHNO
50	Maintenance, Operations and Renewals Programme 2015-18	Maintenance and Operations State Highways	9	OHNO
51	Maintenance, Operations and Renewals Programme 2015-18	Renewals State Highways	11	OHNO
52	Minor Improvements 2015-18	New and Improved Infrastructure State Highways	13	OHNO
53	Mosgiel - Balclutha Safety Improvements	New and Improved Infrastructure State Highways	13	OHNO
54	Network Operating Plan, Dunedin	Transport Planning	1	OHNO
55	Nevis Bluff Rockfall Protection	New and Improved Infrastructure State Highways	13	OHNO
56	North Oamaru Corridor Improvements	New and Improved Infrastructure State Highways	13	OHNO
57	Oamaru - Dunedin Safety Improvements	New and Improved Infrastructure State Highways	13	OHNO
58	Pine Hill Road / Great King Street Intersection Improvements	New and Improved Infrastructure State Highways	13	OHNO
59	Queenstown Frankton Flats Growth Area	Transport Planning	1	OHNO
60	Roaring Meg Bridge Widening	New and Improved Infrastructure State Highways	13	OHNO
61	SH88 Cycling and Pedestrian Facilities - Property	New and Improved Infrastructure State Highways	13	OHNO
61	SH 88 Cycling and Pedestrian Facilities	Walking and Cycling	3	OHNO
62	SH1 Christchurch to Dunedin Corridor Programme Business Case (Otago section of this)	Transport Planning	1	OHNO
63	SH1 Dunedin to Invercargill Programme Business Case	Transport Planning	1	OHNO

Item No	Activity Name	Activity Class	Activity Class No	Organisation
64	SH6A Corridor Improvements	New and Improved Infrastructure State Highways	13	OHNO
65	Saint Andrews Street - Anzac Ave	New and Improved Infrastructure State Highways	13	OHNO
66	Stanley Street Corridor Improvements	New and Improved Infrastructure State Highways	13	OHNO
67	Strategic Transport Model Updating	Transport Planning	1	OHNO
68	Visiting Driver Signature Project, Otago	New and Improved Infrastructure State Highways	13	OHNO
69	Waikouaiti Flood Mitigation	New and Improved Infrastructure State Highways	13	OHNO
70	Waitati Curve Realignment	New and Improved Infrastructure State Highways	13	OHNO
71	Weigh Right, Otago	New and Improved Infrastructure State Highways	13	OHNO
72	Minor Improvements 2015-18	Public Transport Infrastructure	5	ORC
73	Otago Regional Public Transport Plan 2015 - 18	Transport Planning	1	ORC
74	PT - Inter-Regional Ticketing Improvement - Otago	Public transport services	4	ORC
75	Public Transport Infrastructure improvements	Public transport services	4	ORC
76-83	Public Transport Programme 2015-18, Operations	Public transport services	4	ORC
84	Public Transport Programme of Improvements	Public transport services	4	ORC
85	Regional Land Transport Planning Management 2015-18	Transport Planning	1	ORC
86	Stock Truck Effluent Disposal Facilities	New and Improved Infrastructure Local Roads	12	ORC
87	*Number not used*			
88	Total Mobility Agency System Upgrade	Public transport services	4	ORC
89	Activity Management Planning	Transport Planning	1	QLDC
90	Connection to Crown Estate and Crown Range	Transport Planning	1	QLDC
91-92	Crown Range Land Instability (Investigation; Construction)	Renewals Local Roads	10	QLDC
93	Dangerous Trees Removal	New and Improved Infrastructure Local Roads	12	QLDC
94	Dangerous Trees Removal	Renewals Local Roads	10	QLDC

Item No	Activity Name	Activity Class	Activity Class No	Organisation
95	Eastern Arterial Road	New and Improved Infrastructure Local Roads	12	QLDC
96	Frankton Flats Programme Business Case Implementation	New and Improved Infrastructure Local Roads	12	QLDC
97	Glenorchy Road - Paradise Rd: Rees River Bridge Protection	Renewals Local Roads	10	QLDC
98	Glenorchy Road Land Stabilisation	Renewals Local Roads	10	QLDC
99, 101, 103	Maintenance, Operations and Renewals Programme 2015-18 (Local Roads; Crown Range; Special Purpose Road)	Maintenance and Operations Local Roads	8	QLDC
100,102,104	Maintenance, Operations and Renewals Programme 2015-18 (Local Roads; Crown Range; Special Purpose Road)	Renewals Local Roads	10	QLDC
105 & 106	Minor Improvements 2015-18 (Local Roads; Special Purpose Road)	New and Improved Infrastructure Local Roads	12	QLDC
107	Public Transport Improvement Programme Business Case	Transport Planning	1	QLDC
108	Queenstown Town Centre Programme Business Case Implementation	Public Transport Infrastructure	5	QLDC
109	Road Safety Promotion 2015-18	Road Safety Promotion	2	QLDC
110	Walking and Cycling Programme Business Case	Transport Planning	1	QLDC
111	Wanaka Programme Business Case Implementation	New and Improved Infrastructure Local Roads	12	QLDC
112	Beach Road Realignment 2015/16	New and Improved Infrastructure Local Roads	12	WDC
113	Beach Road Realignment Programme Business Case	Transport Planning	1	WDC
114	Harbourside Projects 2015/18	New and Improved Infrastructure Local Roads	12	WDC
115	Harbourside Projects Programme Business Case	Transport Planning	1	WDC
116	Maintenance, Operations and Renewals Programme 2015-18	Maintenance and Operations Local Roads	8	WDC
117	Maintenance, Operations and Renewals Programme 2015-18	Renewals Local Roads	10	WDC
118	Maintenance, Operations and Renewals Programme Business Case	Transport Planning	1	WDC
119	Minor improvements 2015-18	New and Improved Infrastructure Local Roads	12	WDC
120	Road Safety Promotion 2015/18	Road Safety Promotion	2	WDC
121	Rural Resilience Project 2015/18	New and Improved Infrastructure Local Roads	12	WDC
122	Rural Resilience Project Programme Business Case	Transport Planning	1	WDC

Item No	Activity Name	Activity Class	Activity Class No	Organisation
123	Transport Planning 2015/18	Transport Planning	1	WDC
124	WDC River Training 2015/18 Construction	Maintenance and Operations Local Roads	8	WDC
125	WDC River Training Programme Business Case	Transport Planning	1	WDC
126	Waianakarua Road Realignment 2017/18	New and Improved Infrastructure Local Roads	12	WDC
127	Waianakarua Road Realignment Programme Business Case	Transport Planning	1	WDC
128	Walking and Cycling, Oamaru to Pukeuri 2015/16	Walking and Cycling	3	WDC
129	Walking and Cycling, Oamaru to Pukeuri Programme Business Case	Transport Planning	1	WDC

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.

B Explanation of tables in Appendices B and C

Appendices B and C, following, contains fuller details of each of these activities, for Otago and Southland respectively. Note that where the RTC has recommended a project phase that extends beyond the six years of these RLTPs, 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 in the tables in Appendices B and C indicates how the various projects contribute to the Plan's objectives.
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 – for example project name, phase type, project description, regional priority (colour coded), R-fund recommendation.

Activity classes

For each of the two regions, the project tables are arranged by the following Activity Classes:

- transport planning;
- road safety promotion;
- walking and cycling improvements (no projects in Southland);
- public transport: services, infrastructure;
- maintenance and operation, local roads;
- maintenance and operation, state highways;
- renewals, local roads;
- renewals, state highways;
- new and improved infrastructure, local roads;
- new and improved infrastructure, state highways.

Appendix B: Details of projects proposed in Southland Region

(Appendix currently being updated, version incorporating hearing panel decisions will be tabled at the RTC meeting)

A Projects continuing from the previous RLTP, Southland

The RLTP is a continuous programme with some activities continuing into subsequent years. Table C details those activities included in the 2012-2015 NLTP but not completed. These are being proposed for inclusion in the 2015-2045 RLTP, and are highlighted to allow NZTA to continue to make funding provision for them.

Some projects from the last RLTP have also been abandoned or suspended. The organisations chose to abandon eight projects included in the RLTP 2012-2015 – none of these received NLTP funding, three were abandoned due to their low profile, three were achieved through other projects. A further three projects were suspended because they either did not receive NLTP funding, or to allow access arrangements to be made with property owners.

Table C: Projects continuing from the previous RLTP

Southland Region Committed Activities - (Funding Approved)															
Organisation Name	**Activity Class Code**	**Activity Class Name**	**Project Name**	**Project Description**	**Work Category Code**	**Phase Type**	**Start Year**	**Total cost for all years**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2018/18**	**Cost 2017/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost for 3 years**	**Total Cost for 6 years**
ICC	12	New & improved infrastructure for local roads	11 Yr. Street lighting Renewal Programme for Invercargill City	Renewal of Invercargill's uncompliant street lighting asset in accordance with appropriate AUS /NZ lighting standards.	324	Construction	2009	$4,278,000	$360,000	$360,000	$360,000	$360,000	$360,000		$1,080,000	$2,160,000
NZTA	13	New & improved infrastructure for State highways	Woodlands Passing Lanes	Construction of new set of passing lanes over 2 yrs.	324	Construction	2013	$2,200,000	$300,000	$0	$0	$0	$0	$0	$300,000	$300,000

B New activities and projects, Southland

Table D: Transport Planning Projects – Southland

Activity Class 1 - Transport Planning															
Item No	**Organisation Name**	**Project Name**	**Project Description and Objective**	**Phase Type**	**Main RLTP Objective Supported**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**	**Recommend "R" Funded**
5	ES	Regional Land Transport Planning Management 2015-18	To develop, deliver and manage the Regional Land Transport Programme, 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	All	$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.	AMP Optimisation	Delivering appropriate LOS	$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 Activity Management Planning	Preparation of the RPTP and AMP in the 2017/18 financial year to ensure public transport will continue to be provided within Invercargill	RPTP and AMP Planning	Delivering appropriate LOS			$21,228			$25,000	$21,228	$46,228	**n/a**	**n/a**
26	SDC	Activity Management Plan/Deterioration Modelling	Council's Activity Management Plan is reviewed every three years in line with NLTP and Long Term Planning requirements. Objective: A robust Activity Management Plan to make well informed decisions.	Activity Management Plan 18-20	Delivering appropriate LOS	$0	$0	$52,300	$0	$0	$0	$52,300	$52,300	**n/a**	**n/a**
28	SDC	Coastal Roads Erosion Strategy	The problem is we are seeing more slips around coastal roads. A strategy on how we manage these roads moving forward. - alternative interventions in managing our coastal roads that are subject to likely erosion issues in future years.	Phase One	Delivering appropriate LOS	$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**		

Table E: Road Safety Projects – Southland

Activity Class 2 - Road Safety														
Item No	**Organisation Name**	**Project Name**	**Project Description and Objective**	**Phase Type**	**RLTP Objective**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**	**Recommend "R" Funded**
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: 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: 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: Support and encourage development of systems which improve the data collection, reporting recording and investigation of crashes.	Road User Safety	Ensuring 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**		

Table F: Public Transport Services - Southland

Activity Class 4 - Public Transport Services															
Item No	**Organisation Name**	**Project Name**	**Project Description and Objective**	**Phase Type**	**RLTP Objective**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**	**Recommend "R" Funded**
15	ICC	PT Inter Regional Ticketing Improvement Invercargill	Inter-regionally coordinated procurement and implementation of a new, improved integrated ticketing system for publicly contracted bus services	Detailed Business Case	Delivering appropriate LOS	$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	Delivering appropriate LOS	$730,514	$743,621	$738,403	$760,500	$783,300	$806,800	$2,212,538	$4,563,138	**n/a**	**n/a**
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	Delivering appropriate LOS	$98,917	$104,635	$110,374	$113,685	$117,096	$120,609	$313,926	$665,316	**n/a**	**n/a**
20			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	Delivering appropriate LOS	$422,892	$435,584	$445,826	$459,201	$472,977	$487,166	$1,304,302	$2,723,646	**n/a**	**n/a**
21			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	Delivering appropriate LOS	$24,668	$24,748	$24,830	$25,575	$26,342	$27,132	$74,246	$153,295	**n/a**	**n/a**
22			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	Delivering appropriate LOS	$103,492	$106,598	$109,795	$113,089	$116,482	$119,976	$319,885	$669,432	**n/a**	**n/a**
23			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	Delivering appropriate LOS	$299,597	$284,115	$289,678	$298,368	$607,319	$316,539	$873,390	$2,095,616	**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**	**$11,044,943**		

Table G: Public Transport Infrastructure - Southland

Activity Class 5 - Public Transport Infrastructure															
Item No	**Organisation Name**	**Project Name**	**Project Description and Objective**	**Phase Type**	**RLTP Objective**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**	**Recommend "R" Funded**
14	ICC	Minor improvements 2015-18		PT Improvements	Providing appropriate transport choices	$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**		

Table H: Maintenance and Operations of Local Roads – Southland

Activity Class 8 - Maintenance and Operations Local Roads															
Item No	**Organisation Name**	**Project Name**	**Project Description and Objective**	**Phase Type**	**RLTP Objective**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**	**Recommend "R" Funded**
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	Ensuring safety	$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	Delivering appropriate LOS	$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.	Local Roads	Delivering appropriate LOS	$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 - 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 - 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% Administration Costs to all activities. This is justified via an Overhead assessment.	Local Roads	Delivering appropriate LOS	$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 Hollyford Road	SPR	Delivering appropriate LOS	$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**		

Table I: Maintenance and Operations of State Highways – Southland

Activity Class 9 - Maintenance and Operations State Highways															
Item No	**Organisation Name**	**Project Name**	**Project Description and Objective**	**Phase Type**	**RLTP Objective**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**	**Recommend "R" Funded**
41	NZTA	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	Delivering appropriate LOS	$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**		

Table J: Renewals Local Roads – Southland

Activity Class 10 - Renewals Local Roads															
Item No	**Organisation Name**	**Project Name**	**Project Description and Objective**	**Phase Type**	**RLTP Objective**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**	**Recommend "R" Funded**
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	Delivering appropriate LOS	$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.	Local Roads	Delivering appropriate LOS	$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 - 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 - 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% Administration Costs to all activities. This is justified via an Overhead assessment.	Local Roads	Delivering appropriate LOS	$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**		

Table K: Renewals State Highways – Southland

Activity Class 11 - Renewals State Highways															
Item No	**Organisation Name**	**Project Name**	**Project Description**	**Phase Type**	**RLTP Objective**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**	**Recommend "R" Funded**
42	NZTA	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.	State Highways	Delivering appropriate LOS	$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**		

Table L: New and Improved Infrastructure Local Roads – Southland

Activity Class 12 - New and Improved Infrastructure Local Roads															
Item No	**Organisation Name**	**Project Name**	**Project Description and Objective**	**Phase Type**	**RLTP Objective**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost for 6 years**	**Regional Priority**	**Recommend "R" Funded**
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	Ensuring safety	$177,100	$167,100	$0	$0	$0	$0	$344,200	$344,200	**One**	**Yes**
6	GDC	Bridge Replacement	Replace Pyramid Bridge to maintain a safe and economic crossing of the Mataura River on this existing route.	Indicative Business Case	Delivering appropriate LOS	$50,600	$0	$0	$0	$0	$0	$50,600	$50,600	**One**	**Yes**
				Detailed Business Case		$50,600	$0	$0	$0	$0	$0	$50,600	$50,600	**One**	**Yes**
				Design		$0	$102,617	$0	$0	$0	$0	$102,617	$102,617	**One**	**Yes**
				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.	Local Roads	Ensuring safety	$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 statistical analysis undertaken by Elle Flinn at ORC.	Local Roads	Ensuring safety	$427,100	$423,700	$409,900	$421,250	$42,850	$451,500	$1,260,700	$2,176,300	**n/a**	**n/a**
27	SDC	Alternative Scenic Route Seal Extension	Seal Extension along the scenic route Haldane-Curio Bay Road to achieve the following benefits: Benefit 1 Enhance the ability to upgrade the area'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	Ensuring safety	$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 to ensure continued access to two major stations and a conservation area used by hunters, trampers and anglers.	Construction	Delivering appropriate LOS	$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.	Local Roads	Delivering appropriate LOS	$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**	**$25,892,803**		

Table M: New and Improved Infrastructure State Highways – Southland

Activity Class 13 - New and Improved Infrastructure State Highways

Item No	Organisation Name	Project Name	Project Description and Objective	Phase Type	RLTP Objective	Cost 2015/16	Cost 2016/17	Cost 2017/18	Cost 2018/19	Cost 2019/20	Cost 2020/21	Total Cost For 3 Years	Total Cost for 6 years	Regional Priority	Recommend "R" Funded
36	NZTA	Edendale Realignment	Bypass of Edendale Township. There are 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 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. 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.	Design	Ensuring safety	$150,000	$0	$0	$0	$0	$0	$150,000	$150,000	One	Yes
				Construction	Ensuring safety	$0	$3,180,000	$3,180,000	$0	$0	$0	$6,360,000	$6,360,000	One	Yes
37	NZTA	Elles Road Roundabout	Realign highway approaches to existing intersection. Replace priority control with roundabout. Extend Lake Street to become fourth leg of roundabout. Objective of project is 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 *	Ensuring safety	$123,060	$0	$0	$0	$0	$0	$123,060	$123,060	One	Yes
				Implementation		$0	$877,440	$877,440	$0	$0	$0	$1,754,880	$1,754,880	One	Yes
38	NZTA	Falls Creek Bridge Widening	This is 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.	Design	Ensuring safety	$100,000	$0	$0	$0	$0	$0	$100,000	$100,000	One	Yes
				Construction		$1,247,320	$0	$0	$0	$0	$0	$1,247,320	$1,247,320	One	Yes
39	NZTA	Invercargill - Moto Rimu Rd Safety Improvements	Safer Journeys - Roads and Roadsides. Various activities to address crash types which may include wide centreline, safety barrier, ATP and intersection improvements and closures. Objectives are improved safety for all road users, and reduction in crash rates and severity of crashes.	Pre-implementation *	Ensuring safety	$0	$30,000	$0	$0	$0	$0	$30,000	$30,000	Two	Yes
				Implementation		$0	$0	$390,000	$0	$0	$0	$390,000	$390,000	Two	Yes
40	NZTA	Longbush - Invercargill Safety Impts	Safer Journeys - Roads and Roadsides. Various activities to address crash types which may include wide centreline, safety barrier, ATP and intersection closures. Objectives are improved safety for all road users, and reduction in crash rates and severity of crashes that are unavoidable.	Detailed Business Case	Ensuring safety	$30,000	$0	$0	$0	$0	$0	$30,000	$30,000	Two	Yes
				Pre-implementation *		$0	$30,000	$0	$0	$0	$0	$30,000	$30,000	Two	Yes
				Implementation		$0	$0	$413,000	$0	$0	$0	$413,000	$413,000	Two	Yes
43	NZTA	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. Objectives are improved safety for road and rail users. Improved amenity for residents.	Detailed Business Case	Ensuring safety	$30,000	$0	$0	$0	$0	$0	$30,000	$30,000	Two	Yes
				Pre-implementation *		$0	$30,000	$0	$0	$0	$0	$30,000	$30,000	Two	Yes
				Implementation		$0	$0	$440,000	$0	$0	$0	$440,000	$440,000	Two	Yes
44	NZTA	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. Objectives are 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	Ensuring safety	$660,000	$0	$0	$0	$0	$0	$660,000	$660,000	One	Yes
				Pre-implementation *		$0	$660,000	$0	$0	$0	$0	$660,000	$660,000	One	Yes
				Implementation		$0	$0	$3,226,667	$3,226,667	$3,226,667	$0	$3,226,667	$9,680,001	One	Yes
45	NZTA	Minor improvements 2015-18	Activities will be targeted to low cost safety, optimisation and resilience activities which contribute to the Transport Agency'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	Ensuring safety	$950,103	$1,017,968	$1,085,832	$0	$0	$0	$3,053,903	$3,053,903	n/a	n/a

Activity Class 13 - New and Improved Infrastructure State Highways - Continued															
46	NZTA	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. This aims for 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	Ensuring safety	$300,000	$0	$0	$0	$0	$0	$300,000	$300,000	**One**	**Yes**
				Pre-implementation *		$0	$300,000	$0	$0	$0	$0	$300,000	$300,000	**One**	**Yes**
				Implementation		$0	$0	$2,200,000	$2,200,000	$0	$0	$2,200,000	$4,400,000	**One**	**Yes**
47	NZTA	Wilsons Crossing Passing Lanes	Construction of staggered passing lanes Lochiel (southbound), Wilsons Crossing(northbound). 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 heavy 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.	Construction	Ensuring safety	$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 C: Details of projects proposed in Otago Region

(Appendix currently being updated, version incorporating hearing panel decisions will be tabled at the RTC meeting)

A Projects continuing from the previous RLTP, Otago

The RLTP is a continuous programme with some activities continuing into subsequent years. Table N details those activities included in the 2012-2015 NLTP but not completed. These are being proposed for inclusion in the 2015-2045 RLTP, and are highlighted to allow NZTA to continue to make funding provision for them.

Some projects from the last RLTP have also been abandoned or suspended. The organisations chose to abandon eight projects included in the RLTP 2012-2015 - none of these received NLTP funding, and were abandoned due to their low profile. A further six were suspended – four did not receive NLTP funding, and were suspended as options needed to be reassessed – two received NLTP funding, and were suspended for further monitoring or because other methods temporarily alleviated the issue.

Table N: Projects continuing from the previous RLTP

Organisation Name	Activity Class Code	Activity Class Name	Project Name	Project Description	Work Category Code	Phase Type	Start Year	Total cost for all years	Cost 2015	Cost 2016	Cost 2017	Total Cost for 3 years	Total Cost for 6 years
CODC	1	Transport planning	Activity Management Planning 2012 LTP	Work category 003 improvement of Activity Management Plan for Transportation	3	Study	2012	$719,227	$52,967	$68,808	$55,420	$177,195	$177,195
DCC	12	New & improved infrastructure for local roads	Phase 4 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.	324	Construction	2014	$2,992,000	$1,496,000	$0	$0	$1,496,000	$1,496,000
DCC	3	Walking and cycling	Southern Commuter Route F	See Commuter Route A comments. Provision of cycling facilities on Victoria Road, Tahuna Road, Minto St, Tomahawk Road, Musselburgh Rise and Shore Street.	452	Construction	2014	$1,750,000	$150,000	$0	$0	$150,000	$150,000
OHNO	13	New & improved infrastructure for State highways	Caversham Highway Improvements: Stage 2	This is to upgrade the 3km of the SH 1 in Dunedin, between the Andersons Bay Rd (start of central city network) and Lookout Point (start of southern motorway route to Mosgiel). It involves: 4 laning of the existing 2 lane â€˜Caversham bypassâ€™ including a new 2 lane overpass; improvements to the Barnes Drive traffic signal controlled intersection; widening with Caversham Valley for improved: cross-section, geometry and access management; and the grade separation of the Lookout Point intersections of South Rd and Mornington Rd.	324	Construction	2012	$24,580,800	$645,000	$0	$0	$645,000	$645,000
OHNO	13	New & improved infrastructure for State highways	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	323	Construction	2014	$3,843,000	$500,000	$0	$0	$500,000	$500,000
OHNO	3	Walking and cycling	SH 88 Cycling and Pedestrian Facilities	SH 88 Cycling and Pedestrian Facilities	452	Design	2014	$595,000	$30,000	$0	$0	$30,000	$30,000
QLDC	1	Transport planning	Asset management planning - Crown Range SPR	Continuous development of the QLDC Transport Asset Management Plan as it relates to the Crown Range SPR. Funding is essentially for data collection.	2	Study	2012	$25,127	$2,330	$2,438	$2,550	$7,318	$7,318
QLDC	1	Transport planning	Asset management planning - Glenorchy Rd SPR	Continuous development of the QLDC Transport Asset Management Plan as it relates to the Glenorchy Rd SPR. Funding is essentially for data collection.	3	Study	2012	$58,940	$5,463	$5,712	$5,976	$17,151	$17,151
QLDC	1	Transport planning	Asset management planning - local roads	Continuous development of the QLDC Transport Asset Management Plan. Funding is essentially for data collection and technical analysis.	3	Study	2012	$452,507	$41,966	$43,909	$45,923	$131,798	$131,798

B New activities and projects, Otago

Table O: Transport Planning Projects – Otago

Activity Class 1 - Transport Planning													
Item No	**Organisation Name**	**Project Name**	**Project Description and Objective**	**Phase Type**	**Main RLTP Objective Supported**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost For 6 Years**	**Regional Priority**
1	CODC	Activity Management Planning		2015 Asset Management Planning	Delivering appropriate LOS	$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. Objective is to ensure TAMP, ENP, RSAP and road valuations are up to date, thus ensuring best practice tools are available in making optimal asset management decisions.	CDC TPAC	Delivering appropriate LOS	$58,300	$59,700	$61,100	$62,600	$64,100	$65,600	$179,100	$371,400	**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.	PBC	Ensuring safety	$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).	AMP Programme Business Case	Delivering appropriate LOS	$50,000	$50,000	$150,000	$50,000	$50,000	$50,000	$250,000	$400,000	**n/a**
37	NZTA	Central Queenstown Optimisation Plan	The Central Queenstown stragic business case 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. Objectives are improved journey time reliability, easing of congestion and improved visitor experience.	Central Queenstown PBC	Delivering appropriate LOS	$40,000	$0	$0	$0	$0	$0	$40,000	$40,000	**n/a**
41	NZTA	Dunedin Central City Optimisation Plan	Optimisation of the existing SH and local road network within the Dunedin CBD and integration of modes	Dunedin Central City PBC	Delivering appropriate LOS	$0	$0	$0	$80,000	$0	$0	$0	$80,000	**n/a**
54	NZTA	Network Operating Plan - Dunedin	Optimisation of the existing SH and local road network in Dunedin City and prioritise routes by mode and time	Dunedin NOP	Delivering appropriate LOS	$0	$0	$0	$70,000	$0	$0	$0	$70,000	**n/a**
59	NZTA	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	Delivering appropriate LOS	$100,000	$0	$0	$0	$0	$0	$100,000	$100,000	**n/a**
62	NZTA	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	Ensuring safety	$100,000	$100,000	$0	$0	$0	$0	$200,000	$200,000	**n/a**
63	NZTA	SH1 Dunedin to Invercargill PBC (NRR58,77)		SH1 Dunedin to Inv PBC	Ensuring safety	$0	$100,000	$0	$0	$0	$0	$100,000	$100,000	**n/a**
67	NZTA	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	Delivering appropriate LOS	$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.	Prepation of RPTP	Providing appropriate transport choices	$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	Develop, deliver and manage the Regional Land Transport Programme, 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	All	$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.	Activity Management Planning	Delivering appropriate LOS	$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.	Crown Estate / Crown Range	Delivering appropriate LOS	$50,000	$0	$0	$0	$0	$0	$50,000	$50,000	**n/a**
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.	Public transport	Delivering appropriate LOS	$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.	Walking and Cycling	Providing appropriate transport choices	$0	$0	$50,000	$0	$0	$0	$50,000	$50,000	**n/a**

Activity Class 1 - Transport Planning - Continued														
113	WDC	Beach Road Realignment PBC	It is essential to complete a programme business case to determine whether the project should proceed.	Beach Road PBC	Delivering appropriate LOS	$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. Objectives are acceptable, predictable travel times within level of service specified for ONRC access roads; Otago' 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.	Harbourside PBC	Delivering appropriate LOS	$0	$0	$0	$0	$16,720	$0	$0	$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.	Maint, ops and Renewals PBC	Delivering appropriate LOS	$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.	Rural Resilience PBC	Delivering appropriate LOS	$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.	Transport Planning PBC	Delivering appropriate LOS	$71,370	$72,725	$74,180	$75,740	$77,400	$79,183	$218,275	$450,598	**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 locations without the threat of damage to infrastructure. This will improve efficiency, will be effective, is cost effective and is value for money.	River training PBC	Delivering appropriate LOS	$16,720	$0	$0	$0	$0	$0	$16,720	$16,720	**n/a**
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.	Waianakarua Rd Realignment PBC	Delivering appropriate LOS	$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.	W&C SH1 Oamaru to Pukeuri PBC	Providing appropriate transport choices	$0	$0	$0	$16,720	$0	$0	$0	$16,720	**n/a**
Activity Class 1 Total						**$1,615,839**	**$1,240,433**	**$1,383,494**	**$1,169,960**	**$959,075**	**$1,080,693**	**$4,239,766**	**$7,449,494**	

Table P: Road Safety Projects – Otago

Activity Class 2 - Road Safety														
Item No	**Organisation Name**	**Project Name**	**Project Description and Objective**	**Phase Type**	**Main RLTP Objective Supported**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost For 6 Years**	**Regional Priority**
5	CODC	Road Safety Promotion 2015-18	The objective is 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	Ensuring safety	$98,692	$102,059	$105,137	$108,311	$111,485	$114,852	$305,888	$640,536	n/a
13	CDC	Road Safety Promotion 2015-18	The objective is a safe and resilient transportation network.	CDC RSP1	Ensuring safety	$64,700	$66,300	$67,800	$69,500	$71,100	$72,800	$198,800	$412,200	n/a
26	DCC	Road Safety Promotion 2015-18	The objective is 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 Dunedin'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	Ensuring safety	$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	The following RLTP objectives will be contributed to by this project: 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	Ensuring safety	$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.	Construction	Ensuring safety	$150,000	$150,000	$150,000	$153,500	$153,500	$153,500	$450,000	$910,500	n/a
Activity Class 2 Total						**$892,225**	**$901,982**	**$911,350**	**$931,311**	**$946,085**	**$961,152**	**$2,705,557**	**$5,544,105**	

Table Q: Walking and Cycling – Otago

Activity Class 3 - Walking & Cycling													
Item No	**Organisation Name**	**Project Name**	**Project Description and Objective**	**Phase Type**	**Main RLTP Objective Supported**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost For 6 Years**	**Regional Priority**
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.	Implementation	Providing appropriate transport choices	$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.	Indicative Business Case	Ensuring safety	$0	$170,000	$0	$0	$0	$0	$170,000	$170,000	1
				Detailed Business Case		$0	$250,000	$0	$0	$0	$0	$250,000	$250,000	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.	Indicative Business Case	Providing appropriate transport choices	$0	$0	$0	$0	$100,000	$0	$0	$100,000	4
				Detailed Business Case		$0	$0	$0	$0	$0	$250,000	$0	$250,000	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.	Indicative Business Case	Providing appropriate transport choices	$0	$0	$0	$100,000	$0	$0	$0	$100,000	3
30				Detailed Business Case		$0	$0	$0	$0	$200,000	$0	$0	$200,000	3
31				Implementation		$0	$0	$0	$0	$0	$750,000	$0	$750,000	3
42	NZTA	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. Also, the Dunedin City Council	Detailed Business Case	Ensuring safety	$60,000	$0	$0	$0	$0	$0	$60,000	$60,000	1
				Pre-implementation*		$254,000	$254,000	$0	$0	$0	$0	$508,000	$508,000	1
				Implementation		$0	$1,988,000	$1,988,000	$0	$0	$0	$3,976,000	$3,976,000	1
61	NZTA	SH 88 Cycling and Pedestrian Facilities	SH 88 Cycling and Pedestrian Facilities	Construction	Providing appropriate transport choices	$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.	Construction	Providing appropriate transport choices	$0	$0	$0	$0	$0	$581,322	$0	$581,322	4
Activity Class 3 Total						**$1,314,000**	**$6,242,000**	**$4,988,000**	**$1,100,000**	**$1,700,000**	**$2,331,322**	**$12,544,000**	**$17,675,322**	

Table R: Public Transport Services – Otago

Activity Class 4 - Public Transport Services													
Item No	**Organisation Name**	**Project Name**	**Project Description and Objective**	**Phase Type**	**Main RLTP Objective Supported**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost For 6 Years**	**Regional Priority**
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.	Implementation	Delivering appropriate LOS	$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	Delivering appropriate LOS	$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	Operation of the public transport networks in Dunedin and Wakatipu Basin - Bus services	Operations	Delivering appropriate LOS	$6,262,784	$6,417,900	$6,464,375	$661,967	$6,155,264	$6,335,643	$19,145,059	$32,297,933	**n/a**
78			Operation of the public transport networks in Dunedin and Wakatipu Basin - Passenger transport facilities and maintenance	Operations		$253,328	$272,979	$250,824	$263,325	$291,030	$284,754	$777,131	$1,616,240	**n/a**
80			Operation of the public transport networks in Dunedin and Wakatipu Basin -Total Mobility operations	Operations		$803,863	$819,807	$836,860	$857,045	$881,489	$907,460	$2,460,530	$5,106,524	**n/a**
81			Operation of the public transport networks in Dunedin and Wakatipu Basin - Wheelchair hoists	Operations		$41,560	$42,600	$43,680	$44,880	$46,160	$47,520	$127,840	$266,400	**n/a**
82			Operation of the public transport networks in Dunedin and Wakatipu Basin - Total Mobility flat rate payments	Operations		$249,360	$255,600	$262,080	$269,280	$176,960	$185,120	$767,040	$1,398,400	**n/a**
83			Operation of the public transport networks in Dunedin and Wakatipu Basin - Public transport information, operations and maintenance	Operations		$1,106,242	$1,059,319	$1,040,409	$920,775	$1,090,132	$963,059	$3,205,970	$6,179,936	**n/a**
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.	Implementation	Delivering appropriate LOS	$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). Objectives are to Reduce fraud, improve effectiveness of administration of Total Mobility	Implementation	Delivering appropriate LOS	$103,900	$21,300	$21,840	$22,440	$23,080	$23,760	$147,040	$216,320	**n/a**
87	ORC	Super Gold Card	Operating the SuperGold Card scheme offering free off-peak bus travel in the Dunedin and Wakatipu Basin integrated public transport networks to Improve transport accessibility for older people	Implementation	Delivering appropriate LOS	770000	790000	815000	880000	905000	932000	2375000	5092000	**n/a**
Activity Class 4 Total						**$14,153,870**	**$13,361,770**	**$11,660,382**	**$5,700,404**	**$13,242,517**	**$13,154,234**	**$39,176,022**	**$71,273,177**	

Table S: Public Transport Infrastructure - Otago

Activity Class 5 - Public Transport Infrastructure														
Item No	**Organisation Name**	**Project Name**	**Project Description and Objective**	**Phase Type**	**Main RLTP Objective Supported**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost For 6 Years**	**Regional Priority**
72	ORC	Minor improvements 2015-18	Goal: Viable passenger transport meeting the needs of Otago'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.	PT Improvements	Providing appropriate transport choices	$293,117	$67,112	$280,769	$52,863	$296,711	$55,972	$640,998	$1,046,544	**n/a**
108	QLDC	Queenstown TC Programme Business Case Implementation	Implementation of transport interventions recommended by the Queenstown Town Centre Programme Business Case, which is to be completed by February 2014. This project will probably be moved to Activity Class 12 - New and Improved Infrastructure Local Roads as it is likely to encompass im[provements to walking, cycling, roading and public transport facilities.	Implementation	Supporting economic activity & produictivity	$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**	**$1,946,544**	

Table T: Maintenance and Operations of Local Roads - Otago

Activity Class 8 - Maintenance and Operations Local Roads														
Item No	**Organisation Name**	**Project Name**	**Project Description and Objective**	**Phase Type**	**Main RLTP Objective Supported**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost For 6 Years**	**Regional Priority**
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	Delivering appropriate LOS	$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	Objective is a safe and resilient transportation network.	Local Roads	Delivering appropriate LOS	$4,899,300	$5,035,400	$5,098,900	$5,221,200	$5,346,500	$5,536,300	$15,033,600	$31,137,600	**n/a**
9				SPR		$115,000	$117,700	$120,500	$123,500	$126,400	$129,500	$353,200	$732,600	**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	This project contributes to the following: 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	Local Roads	Delivering appropriate LOS	$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**
101				Crown Range		$543,374	$516,305	$540,629	$480,744	$480,744	$480,744	$1,600,308	$3,042,540	**n/a**
103				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.	Local Roads	Delivering appropriate LOS	$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**
Activity Class 8 Total						**$30,507,432**	**$30,462,959**	**$30,950,198**	**$30,831,107**	**$31,413,404**	**$31,999,717**	**$91,920,589**	**$186,164,817**	

Table U: Maintenance and Operations of State Highways – Otago

Activity Class 9 - Maintenance and Operations State Highways														
Item No	**Organisation Name**	**Project Name**	**Project Description and Objective**	**Phase Type**	**Main RLTP Objective Supported**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost For 6 Years**	**Regional Priority**
50	NZTA	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.	State Highways	Delivering appropriate LOS	$18,625,370	$17,453,020	$18,342,330	$19,344,340	$18,807,940	$19,667,320	$54,420,720	$112,240,320	**n/a**
Activity Class 9 Total						**$18,625,370**	**$17,453,020**	**$18,342,330**	**$19,344,340**	**$18,807,940**	**$19,667,320**	**$54,420,720**	**$112,240,320**	

Table V: Renewals Local Roads - Otago

Activity Class 10 - Renewals Local Roads														
Item No	**Organisation Name**	**Project Name**	**Project Description and Objective**	**Phase Type**	**Main RLTP Objective Supported**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost For 6 Years**	**Regional Priority**
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	Delivering appropriate LOS	$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**
8	CDC	Maintenance, Operations and Renewals Programme	Objective of this programme is a safe and resilient transportation network.	Local Roads	Delivering appropriate LOS	$6,150,600	$6,032,400	$6,341,800	$6,550,800	$7,147,700	$6,870,000	$18,524,800	$39,093,300	**n/a**
10				SPR		$1,678,400	$901,800	$82,500	$118,900	$184,400	$466,900	$2,662,700	$3,432,900	**n/a**
20	DCC	Maintenance, Operations and Renewals Programme 2015-18		Local Roads	Delivering appropriate LOS	$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	It is proposed that work relating to certain sites be reviewed in 2015/16 and that following completion of the review, physical works be undertaken over 2 years (2015/16 and 2016/17)	Construction	Delivering appropriate LOS	$1,200,000	$420,170	$0	$0	$0	$0	$1,620,170	$1,620,170	**n/a**
92				Investigation		$50,000	$0	$0	$0	$0	$0	$50,000	$50,000	**n/a**
94	QLDC	Dangerous trees removal		Implementation	Ensuring safety	$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	Construction	Delivering appropriate LOS	$200,000	$0	$200,000	$0	$200,000	$0	$400,000	$600,000	**n/a**
98	QLDC	Glenorchy Road land stabilisation	Programmed monitoring and descaling of rockfaces	Implementation	Delivering appropriate LOS	$0	$90,000	$0	$0	$90,000	$0	$90,000	$180,000	**n/a**
100	QLDC	Maintenance, Operations and Renewals Programme 2015-18		Local Roads	Delivering appropriate LOS	$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				Crown Range		$787,001	$499,872	$1,719,441	$717,485	$678,565	$565,265	$3,006,314	$4,967,629	**n/a**
104				SPR		$768,420	$440,520	$392,820	$573,820	$613,345	$277,520	$1,601,760	$3,066,445	**n/a**
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.	Local Roads	Delivering appropriate LOS	$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**	**$37,486,429**	**$38,325,817**	**$37,885,298**	**$38,119,883**	**$39,273,713**	**$113,064,839**	**$228,343,733**	

Table W: Renewals State Highways - Otago

Activity Class 11 - Renewals State Highways													
Item No	**Organisation Name**	**Project Name**	**Project Description and Objective**	**Phase Type**	**Main RLTP Objective Supported**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost For 6 Years**	**Regional Priority**
51	NZTA	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.	State Highways	Delivering appropriate LOS	$11,206,530	$9,079,270	$9,381,670	$9,894,170	$9,619,810	$10,059,370	$29,667,470	$59,240,820	**n/a**
Activity Class 11 Total						**$11,206,530**	**$9,079,270**	**$9,381,670**	**$9,894,170**	**$9,619,810**	**$10,059,370**	**$29,667,470**	**$59,240,820**	

Table X: New and Improved Infrastructure Local Roads – Otago

Activity Class 12 - New and Improved Infrastructure Local Roads														
Item No	**Organisation Name**	**Project Name**	**Project Description and Objective**	**Phase Type**	**Main RLTP Objective Supported**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost For 6 Years**	**Regional Priority**
4	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 are included.	Local Roads	Ensuring safety	$437,962	$437,962	$437,962	$707,662	$557,662	$407,662	$1,313,886	$2,986,872	**n/a**
11	CDC	Minor improvements 2015-18	Objective is a safe and resilient transportation network.	Local Roads	Ensuring safety	$590,000	$553,000	$572,000	$594,000	$625,000	$620,000	$1,715,000	$3,554,000	**n/a**
				Local Roads	Structures	$0	$0	$0	$535,800	$877,400	$0	$0	$1,413,200	**n/a**
12				SPR	Ensuring safety	$268,200	$143,000	$286,000	$12,000	$16,000	$30,000	$697,200	$755,200	**n/a**
14	CDC	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.	Construction	Supporting economic activity & growth	$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.	Indicative Business Case	Ensuring safety	$250,000	$300,000	$0	$0	$0	$0	$550,000	$550,000	**1**
				Detailed Business Case		$0	$0	$250,000	$0	$0	$0	$250,000	$250,000	**1**
				Implementation		$0	$0	$0	$3,000,000	$3,000,000	$3,000,000	$0	$9,000,000	**1**
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.	Indicative Business Case	Supporting economic activity & growth	$150,000	$0	$0	$0	$0	$0	$150,000	$150,000	**1**
				Detailed Business Case		$0	$250,000	$0	$0	$0	$0	$250,000	$250,000	**1**
				Implementation		$0	$0	$2,100,000	$0	$0	$0	$2,100,000	$2,100,000	**1**
21	DCC	Minor improvements 2015-18	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 NZTA'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 2015-1 8 NLTP and the 2018-21 NLTP 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	Ensuring safety	$1,450,000	$1,550,000	$1,550,000	$1,550,000	$1,550,000	$1,550,000	$4,550,000	$9,200,000	**n/a**
23	DCC	Mosgiel Safety and Accessibility Upgrade	Improve safety and accessibility in Mosgiel Town Centre. It will covered by a PBC.	Indicative Business Case	Ensuring safety	$0	$0	$0	$100,000	$0	$0	$0	$100,000	**2**
				Detailed Business Case		$0	$0	$0	$0	$250,000	$0	$0	$250,000	**2**
				Implementation		$0	$0	$0	$0	$0	$0	$0	$0	**2**

Activity Class 12 - New and Improved Infrastructure Local Roads - Continued													
25	DCC	Peninsula Roading - Harington Point Rd	Roading improvement works on the Otago Peninsula as detailed in the city's Integrated Transport Strategy . Project to replace deliver security of sea wall protection, enable sustainability for sea level rise effects , security of tourist route, maintain connectivity of communities, accident rate reduction, travel time improvement and to enable safe separation of vulnerable road users with increasing demand volumes. 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 of the asset and delivery of the strategy vision. 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. These works objective is to contribute to the integration, sustainability and safety for all travel modes including walking and cycling. This will promote Access and Mobility, Public Health, Safety and Personal Security together with Environmental Sustainability.	Construction	Ensuring safety	$2,200,000	$2,300,000	$0	$0	$0	$0	$4,500,000	$4,500,000	1
				Construction		$0	$500,000	$3,120,000	$0	$0	$0	$3,620,000	$3,620,000	1
				Construction		$0	$3,770,000	$0	$0	$0	$0	$3,770,000	$3,770,000	1
				Construction		$0	$400,000	$4,060,000	$450,000	$0	$0	$4,460,000	$4,910,000	1
				Construction		$0	$0	$0	$4,770,000	$0	$0	$0	$4,770,000	1
27	DCC	Strategic Corridors: Warehouse Precinct Accessibility (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 intersections. This will be the main arterial route and will connect back into the existing one-way configuration at the High Street intersection just north of Queens Gardens. Crawford Street will be downgraded to a local two lane two-way road. A reduction in the speed environment on Crawford Street will be reinforced by a central median and improved walking and cycling facilities. The current arterial function of Crawford Street will be replaced with an access function particularly for non-motorised modes. The project involves changes to the road layout at the Queens Gardens end of the site to connect into the existing one-way system. An upgrade of the Queens Gardens area is proposed to promote the use of the green space. There are opportunities to partner with NZTA to complete the project.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.	Indicative Business Case	Providing appropriate transport choices	$0	$0	$80,000	$80,000	$0	$0	$80,000	$160,000	2
				Detailed Business Case		$0	$0	$0	$0	$250,000	$0	$0	$250,000	2
				Implementation		$0	$0	$0	$0	$0	$0	$0	$0	2
32	DCC	Update Tracks Model	Update Dunedin Tracks Model with results of Household Travel Survey and latest land use, population and transport data.	Implementation	Delivering appropriate LOS	$350,000	$0	$0	$0	$0	$0	$350,000	$350,000	n/a
86	ORC	Stock truck effluent disposal facilities	Installation of up to three new stock truck effluent disposal sites in Otago. Objectives are 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	Ensuring safety	$415,600	$426,000	$436,800	$0	$0	$0	$1,278,400	$1,278,400	1
93	QLDC	Dangerous trees removal		Implementation	Ensuring safety	$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	Delivering appropriate LOS	$0	$10,873,415	$0	$0	$0	$0	$10,873,415	$10,873,415	1
96	QLDC	Frankton Flats Programme Business Case Implementation	This project is a 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	Delivering appropriate LOS	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$450,000	$900,000	1
105	QLDC	Minor improvements 2015-18	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	Delivering appropriate LOS	$668,515	$611,932	$625,238	$542,481	$542,481	$717,481	$1,905,685	$3,708,128	n/a
106				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, which is presently being developed.	Implementation	Delivering appropriate LOS	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$450,000	$900,000	3

Activity Class 12 - New and Improved Infrastructure Local Roads - Continued														
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 Waianakarua Road. This is likely to meet ONRC levels of service for Access or Access Low Volume.	Construction	Delivering appropriate LOS	$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 "cut off" 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. Objectives are acceptable, predictable travel times within level of service specified for ONRC access roads; Otago'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.	Construction	Delivering appropriate LOS	$0	$0	$0	$0	$0	$432,730	$0	$432,730	**3**
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.	Local Roads	Ensuring safety	$790,853	$800,344	$811,548	$2,196,858	$614,161	$631,327	$2,402,745	$5,845,091	**n/a**
123	WDC	Rural Resilience Project 2015/18	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. 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.	Construction	Delivering appropriate LOS	$971,375	$983,032	$0	$0	$0	$0	$1,954,407	$1,954,407	**2**
124	WDC	River Training 2015/18	River training is required at these 2 locations to ensure that the river flows freely under existing 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	$0	$0	$0	$170,000	$170,000	**3**
130	WDC	Waianakarua Road Realignment 2017/18	Project covers the design and construction of a road realignment to ensure safe passage for vehicles and future proof Waianakarua Road from the Waianakarua River.	Construction	Delivering appropriate LOS	$0	$0	$426,000	$0	$0	$0	$426,000	$426,000	**4**
Activity Class 12 Total						**$12,069,453**	**$24,847,090**	**$15,517,433**	**$14,838,801**	**$8,582,704**	**$7,689,200**	**$52,433,976**	**$83,544,681**	

Table Y: New and Improved Infrastructure State Highways – Otago

Activity Class 13 - New and Improved Infrastructure State Highways														
Item No	**Organisation Name**	**Project Name**	**Project Description and Objective**	**Phase Type**	**Main RLTP Objective Supported**	**Cost 2015/16**	**Cost 2016/17**	**Cost 2017/18**	**Cost 2018/19**	**Cost 2019/20**	**Cost 2020/21**	**Total Cost For 3 Years**	**Total Cost For 6 Years**	**Regional Priority**
33	NZTA	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. Objectives are: 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	Supporting economic activity & growth	$0	$0	$0	$20,000	$0	$0	$0	$20,000	5
				Pre-implementation*		$0	$0	$0	$0	$20,000	$0	$0	$20,000	5
				Implementation		$0	$0	$0	$0	$0	$283,403	$0	$283,403	5
34	NZTA	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. There is a by-product of improved safety and congestion relief on the Dunedin one way network.	Detailed Business Case	Supporting economic activity & growth	$0	$0	$0	$180,000	$0	$0	$0	$180,000	1
				Pre-implementation*		$0	$0	$0	$0	$180,000	$0	$0	$180,000	1
				Implementation		$0	$0	$0	$0	$0	$2,140,000	$0	$2,140,000	1
35	NZTA	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.	Detailed Business Case	Delivering appropriate LOS	$0	$0	$0	$1,200,000		$0	$0	$1,200,000	3
				Pre-implementation*		$0	$0	$0	$0	$1,200,000	$0	$0	$1,200,000	3
				Construction		$0	$0	$0	$0	$0	$5,866,667	$0	$5,866,667	3
				Property		$0	$0	$0	$0	$300,000	$0	$0	$300,000	3
36	NZTA	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. Objectives are: 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	Delivering appropriate LOS	$0	$0	$0	$60,000	$0	$0	$0	$60,000	3
				Pre-implementation*		$0	$0	$0	$0	$60,000	$0	$0	$60,000	3
				Implementation		$0	$0	$0	$0	$0	$880,000	$0	$880,000	3
38	NZTA	Cromwell Intersection Improvement	SH6 & SH8B, fatal crash site. Separated left turn lane has improved safety but may require further improvement. Objectives are improved safety for all road users, and a reduction in crashes and the severity of crashes that are unavoidable.	Detailed Business Case	Ensuring safety	$0	$0	$0	$90,000	$0	$0	$0	$90,000	5
				Pre-implementation		$0	$0	$0	$0	$90,000	$0	$0	$90,000	5
				Implementation		$0	$0	$0	$0	$0	$1,020,000	$0	$1,020,000	5
				Property		$0	$0	$0	$0	$300,000	$0	$0	$300,000	5
39	NZTA	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 HCVs 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 of the project is to improve safety for motorists.	Pre-implementation*	Ensuring safety	$300,000	$0	$0	$0	$0	$0	$300,000	$300,000	2
				Implementation		$0	$2,523,500	$2,523,500	$0	$0	$0	$5,047,000	$5,047,000	2
				Property		$200,000	$0	$0	$0	$0	$0	$200,000	$200,000	2
40	NZTA	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. Objectives are improved safety for all road users and a 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	Ensuring safety	$0	$0	$0	$105,000	$0	$0	$0	$105,000	2
				Pre-implementation*		$0	$0	$0	$0	$105,000	$0	$0	$105,000	2
				Implementation		$0	$0	$0	$0	$0	$1,550,000	$0	$1,550,000	2
43	NZTA	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 of the project is to improve safety for vehicles, from head-on and turning crashes.	Construction	Ensuring safety	$500,000	$0	$0	$0	$0	$0	$500,000	$500,000	1
44	NZTA	Grant Rd to Kawarau Falls 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. Objectives are reduced congestion, improved use of existing corridor, and improved customer experience.	Detailed Business Case	Delivering appropriate LOS	$0	$0	$0	$360,000	$0	$0	$0	$360,000	1
				Pre-implementation*		$0	$0	$0	$0	$360,000	$0	$0	$360,000	1
				Implementation		$0	$0	$0	$0	$0	$2,640,000	$0	$2,640,000	1
				Property		$0	$0	$0	$0	$1,000,000	$0	$0	$1,000,000	1
45	NZTA	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. Objectives are: 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	Delivering appropriate LOS	$0	$0	$0	$240,000	$0	$0	$0	$240,000	1
				Pre-implementation*		$0	$0	$0	$0	$240,000	$0	$0	$240,000	1
				Implementation		$0	$0	$0	$0	$0	$1,760,000	$0	$1,760,000	1

Activity Class 13 - New and Improved Infrastructure State Highways - Continued														
46	NZTA	Katiki Erosion Protection	Coastal erosion along Katiki straight. Currently being monitored but requires a long term solution. Objectives are: 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	Delivering appropriate LOS	$0	$0	$0	$60,000	$0	$0	$0	$60,000	3
				Pre-implementation*		$0	$0	$0	$0	$60,000	$0	$0	$60,000	3
				Implementation		$0	$0	$0	$0	$0	$880,000	$0	$880,000	3
47	NZTA	Kawarau Falls Bridge	To build a new two-lane bridge immediately downstream of the existing bridge. This project aims 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.	Construction	Supporting economic activity & growth	$10,788,319	$5,500,000	$0	$0	$0	$0	$16,288,319	$16,288,319	1
48	NZTA	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. Objectives are: Reduced congestion and improved use of existing corridor: Improved customer experience: Journey time reliability.	Detailed Business Case	Delivering appropriate LOS	$0	$0	$0	$90,000	$0	$0	$0	$90,000	3
				Pre-implementation*		$0	$0	$0	$0	$90,000	$0	$0	$90,000	3
				Implementation		$0	$0	$0	$0	$0	$1,320,000	$0	$1,320,000	3
49	NZTA	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. Objectives are: 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	Delivering appropriate LOS	$0	$0	$0	$40,000	$0	$0	$0	$40,000	1
				Pre-implementation*		$0	$0	$0	$0	$40,000	$0	$0	$40,000	1
				Implementation		$0	$0	$0	$0	$0	$620,000	$0	$620,000	1
52	NZTA	Minor improvements 2015-18	Activities will be targeted to low cost safety, optimisation and resilience activities which contribute to the Transport Agency'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	Ensuring safety	$1,947,233	$2,086,321	$2,225,410	$0	$0	$0	$6,258,964	$6,258,964	n/a
53	NZTA	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. Objectives are: 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	Ensuring safety	$0	$0	$0	$315,000	$0	$0	$0	$315,000	2
				Pre-implementation*	Ensuring safety	$0	$0	$0	$0	$315,000	$0	$0	$315,000	2
				Implementation		$0	$0	$0	$0	$0	$2,301,500	$0	$2,301,500	2
55	NZTA	Nevis Bluff Rockfall Protection	Ongoing work by Opus under NMM contract but capital project required. International peer review recommends staged physical catch fences. Objective is improved safety for users and resilience of a key regional and tourism route.	Detailed Business Case	Ensuring safety	$50,000	$0	$0	$0	$0	$0	$50,000	$50,000	1
				Pre-implementation*		$0	$130,000	$0	$0	$0	$0	$130,000	$130,000	1
				Implementation		$0	$0	$2,870,000	$0	$0	$0	$2,870,000	$2,870,000	1
56	NZTA	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. Objectives are: 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	Ensuring safety	$0	$0	$0	$120,000	$0	$0	$0	$120,000	3
				Pre-implementation*		$0	$0	$0	$0	$120,000	$0	$0	$120,000	3
				Implementation		$0	$0	$0	$0	$0	$1,760,000	$0	$1,760,000	3
57	NZTA	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. Objectives are improved safety for all road users and a 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	Ensuring safety	$0	$0	$0	$300,000	$0	$0	$0	$300,000	3
				Pre-implementation*		$0	$0	$0	$0	$400,000	$0	$0	$400,000	3
				Implementation		$0	$0	$0	$0	$0	$2,778,125	$0	$2,778,125	3
58	NZTA	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. 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	Detailed Business Case	Ensuring safety	$240,000	$0	$0	$0	$0	$0	$240,000	$240,000	1
				Pre-implementation*		$0	$240,000	$0	$0	$0	$0	$240,000	$240,000	1
				Implementation		$0	$0	$1,760,000	$1,760,000	$0	$0	$1,760,000	$3,520,000	1
60	NZTA	Roaring Meg Bridge Widening	Narrow bridge on poor alignment. I&R completed but lower cost option of widening one side needs progression. Objectives are improved safety for all motorists, and improved corridor resilience on an arterial route linking Queenstown with the wider Central Otago region and further north.	Pre-implementation*	Ensuring safety	$0	$0	$0	$50,000	$0	$0	$0	$50,000	5
				Implementation		$0	$0	$0	$0	$375,000	$375,000	$0	$750,000	5

Activity Class 13 - New and Improved Infrastructure State Highways - Continued														
61	NZTA	SH 88 Cycling and Pedestrian Facilities	SH 88 Cycling and Pedestrian Facilities	Property	Providing appropriate	$100,000	$0	$0	$0	$0	$0	$100,000	$100,000	1
64	**NZTA**	SH6A Corridor Improvements	Corridor improvements to relieve congestion, improve use of existing corridor, and improve customer experience with greater accessibility from side roads	Detailed Business Case	Delivering appropriate LOS	$0	$0	$0	$300,000	$0	$0	$0	$300,000	3
				Pre-implementation*		$0	$0	$0	$0	$300,000	$0	$0	$300,000	3
				Implementation		$0	$0	$0	$0	$0	$2,200,000	$0	$2,200,000	3
65	NZTA	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. By-product of improved safety and congestion relief on the Dunedin one way network.	Detailed Business Case	Supportiong economic activity & growth	$0	$0	$0	$42,000	$0	$0	$0	$42,000	1
				Pre-implementation*		$0	$0	$0	$0	$42,000	$0	$0	$42,000	1
				Implementation		$0	$0	$0	$0	$0	$616,000	$0	$616,000	1
66	NZTA	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. Objectives are: 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	Delivering appropriate LOS	$0	$0	$0	$240,000	$0	$0	$0	$240,000	2
				Pre-implementation*		$0	$0	$0	$0	$240,000	$0	$0	$240,000	2
				Implementation		$0	$0	$0	$0	$0	$1,760,000	$0	$1,760,000	2
68	NZTA	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. Objectives are a reduction in tourist driver related crashes and where these cannot be avoided, a reduction in their severity, and consistency in the application of safety measures on major routes through Otago which provide key links to the adjacent regions of Canterbury and the West Coast.	Detailed Business Case	Ensuring safety	$0	$0	$0	$360,000	$0	$0	$0	$360,000	1
				Pre-implementation*		$0	$0	$0	$0	$360,000	$0	$0	$360,000	1
				Implementation		$0	$0	$0	$0	$0	$2,640,000	$0	$2,640,000	1
69	NZTA	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. Objectives are: 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	Delivering appropriate LOS	$0	$0	$0	$90,000	$0	$0	$0	$90,000	1
				Pre-implementation*		$0	$0	$0	$0	$90,000	$0	$0	$90,000	1
				Implementation		$0	$0	$0	$0	$0	$1,320,000	$0	$1,320,000	1
70	NZTA	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.	Construction	Ensuring safety	$0	$0	$0	$370,000	$1,900,000	$1,950,000	$0	$4,220,000	5
71	NZTA	Weigh Right, Otago	Weigh in motion station. A key part of the NZTA's 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.	Construction	Ensuring safety	$0	$0	$0	$500,000	$0	$0	$0	$500,000	4
Activity Class 13 Total						**$14,125,552**	**$10,479,821**	**$9,378,910**	**$6,892,000**	**$8,187,000**	**$36,660,695**	**$33,984,283**	**$85,723,978**	

Appendix D: Southland 10-year financial forecast

(Appendix currently being updated, version incorporating hearing panel decisions will be tabled at the RTC meeting)

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 Z: 10-year forecast of expenditure for Southland

Organisation	Activity Class Code	Activity Class Name	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
ES	1	Transport planning	$123,970	$163,970	$157,260	$137,800	$177,800	$162,800	$137,800	$177,800	$152,800	$137,800
ES	8	Maintenance and operation of local roads	$52,100	$52,100	$78,100	$78,100	$78,100	$78,100	$78,100	$78,100	$78,100	$78,100
ES	12	New & improved infrastructure for local roads	$177,100	$167,100	$0	$0	$0	$0	$0	$0	$0	$0
Environment Southland Total			**$353,170**	**$383,170**	**$235,360**	**$215,900**	**$255,900**	**$240,900**	**$215,900**	**$255,900**	**$230,900**	**$215,900**
GDC	8	Maintenance and operation of local roads	$1,528,621	$1,550,022	$1,714,507	$1,754,819	$1,659,778	$1,703,152	$1,749,336	$1,800,187	$1,854,298	$1,913,668
GDC	10	Renewal of local roads	$1,979,829	$1,979,630	$1,908,411	$2,080,317	$2,158,942	$2,405,646	$2,331,782	$2,442,288	$2,427,601	$2,308,936
GDC	12	New & improved infrastructure for local roads	$281,682	$305,359	$1,282,327	$191,757	$190,936	$205,440	$204,056	$212,124	$214,095	$211,130
Gore District Total			**$3,790,132**	**$3,835,011**	**$4,905,245**	**$4,026,893**	**$4,009,656**	**$4,314,238**	**$4,285,174**	**$4,454,599**	**$4,495,994**	**$4,433,734**
ICC	1	Transport planning	$65,000	$165,000	$86,228	$65,000	$65,000	$90,000	$65,000	$65,000	$92,500	$65,000
ICC	2	Road safety promotion	$313,000	$323,900	$331,995	$348,513	$357,926	$368,660	$379,720	$391,112	$402,845	$414,930
ICC	4	Public transport	$1,854,580	$1,699,301	$1,718,906	$1,770,418	$1,823,516	$1,878,222	$1,934,565	$1,992,672	$2,052,372	$2,105,895
ICC	5	Public transport infrastructure	$75,387	$77,648	$345,977	$88,000	$90,000	$93,000	$95,000	$98,000	$100,000	$103,000
ICC	8	Maintenance and operation of local roads	$3,417,905	$3,427,263	$3,510,114	$3,492,000	$3,544,000	$3,597,000	$3,651,000	$3,706,000	$3,762,000	$3,818,000
ICC	10	Renewal of local roads	$5,237,866	$5,107,205	$4,758,601	$4,933,000	$4,933,000	$5,433,000	$5,683,000	$5,933,000	$5,963,000	$5,992,000
ICC	12	New & improved infrastructure for local roads	$427,100	$423,700	$409,900	$421,250	$423,850	$451,500	$466,700	$481,950	$486,250	$490,500
Invercargill City Council Total			**$11,390,838**	**$11,224,017**	**$11,161,721**	**$11,118,181**	**$11,237,292**	**$11,911,382**	**$12,274,985**	**$12,667,734**	**$12,858,967**	**$12,989,325**
SDC	1	Transport planning	$78,450	$0	$52,300	$0	$0	$0	$0	$0	$0	$0
SDC	8	Maintenance and operation of local roads	$11,655,760	$11,879,751	$11,791,284	$12,126,162	$12,225,618	$12,815,364	$13,143,953	$13,630,413	$13,883,952	$14,726,516
SDC	10	Renewal of local roads	$11,122,370	$12,714,749	$14,662,721	$15,074,016	$17,395,181	$18,329,418	$16,836,128	$16,830,939	$21,133,994	$22,776,739
SDC	12	New & improved infrastructure for local roads	$2,993,297	$3,681,329	$3,783,131	$2,970,211	$4,449,074	$3,037,760	$2,599,910	$2,861,446	$3,760,051	$5,106,833
Southland District Total			**$25,849,877**	**$28,275,829**	**$30,289,436**	**$30,170,389**	**$34,069,873**	**$34,182,542**	**$32,579,991**	**$33,322,798**	**$38,777,997**	**$42,610,088**
SHNO	9	Maintenance and operation of State highways	$16,553,310	$17,043,080	$17,402,240	$17,702,580	$18,128,740	$18,803,350	$19,110,290	$20,192,270	$20,390,020	$20,576,720
SHNO	11	Renewal of State highways	$3,889,400	$4,005,250	$4,091,830	$4,162,450	$4,262,650	$4,421,280	$4,493,450	$4,747,860	$4,794,350	$4,838,250
SHNO	13	New & improved infrastructure for State highways	$3,590,483	$7,282,908	$12,970,439	$5,426,667	$3,326,667	$0	$4,085,000	$4,085,000	$4,085,000	$4,085,000
Southland Highway Network Operations Total			**$24,033,193**	**$28,331,238**	**$34,464,509**	**$27,291,697**	**$25,718,057**	**$23,224,630**	**$27,688,740**	**$29,025,130**	**$29,269,370**	**$29,499,970**
Southland Region Total			**$65,417,210**	**$72,049,265**	**$81,056,271**	**$72,823,060**	**$75,290,778**	**$73,873,692**	**$77,044,790**	**$79,726,161**	**$85,633,228**	**$89,749,017**

Appendix E: Otago 10-year financial forecast

(Appendix currently being updated, version incorporating hearing panel decisions will be tabled at the RTC meeting)

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 AA: 10-year forecast of expenditure for Otago

Organisation name	Activity class code	Activity class name	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
CODC	1	Transport planning	$68,256	$69,359	$70,368	$74,908	$75,948	$77,052	$81,827	$82,994	$84,192	$89,411
CODC	2	Road safety promotion	$98,692	$102,059	$105,137	$108,311	$111,485	$114,852	$118,315	$121,874	$125,529	$129,281
CODC	3	Walking and cycling	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CODC	4	Public transport	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CODC	5	Public transport infrastructure	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CODC	8	Maintenance and operation of local roads	$3,521,517	$3,579,439	$3,550,223	$3,730,372	$3,829,186	$3,850,261	$4,074,448	$4,184,913	$4,207,275	$4,451,061
CODC	10	Renewal of local roads	$3,237,840	$3,259,517	$3,220,080	$3,763,417	$3,723,050	$3,739,606	$3,969,196	$3,838,679	$4,180,981	$4,377,393
CODC	12	New & improved infrastructure for local roads	$437,962	$437,962	$437,962	$707,662	$557,662	$407,662	$445,310	$445,310	$445,310	$486,528
Total			**$7,364,267**	**$7,448,336**	**$7,383,770**	**$8,384,670**	**$8,297,331**	**$8,189,433**	**$8,689,096**	**$8,673,770**	**$9,043,287**	**$9,533,674**
CDC	1	Transport planning	$58,300	$59,700	$61,100	$62,600	$64,100	$65,600	$67,200	$68,800	$70,500	$72,200
CDC	2	Road safety promotion	$64,700	$66,300	$67,800	$69,500	$71,100	$72,800	$74,600	$76,400	$78,200	$80,100
CDC	3	Walking and cycling	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CDC	4	Public transport	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CDC	5	Public transport infrastructure	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CDC	8	Maintenance and operation of local roads	$5,014,300	$5,153,100	$5,219,400	$5,344,700	$5,472,900	$5,665,800	$5,740,300	$5,878,100	$6,019,100	$6,163,600
CDC	10	Renewal of local roads	$7,829,000	$6,934,200	$6,424,300	$6,769,700	$7,332,100	$7,336,900	$7,321,700	$7,510,300	$8,556,200	$8,296,000
CDC	12	New & improved infrastructure for local roads	$3,488,200	$696,000	$858,000	$1,141,800	$1,518,400	$650,000	$1,249,100	$670,000	$1,593,600	$723,000
Total			**$16,454,500**	**$12,909,300**	**$12,630,600**	**$13,388,300**	**$14,458,600**	**$13,791,100**	**$14,452,900**	**$14,203,600**	**$16,317,600**	**$15,334,900**
DCC	1	Transport planning	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
DCC	2	Road safety promotion	$558,833	$563,623	$568,413	$580,000	$590,000	$600,000	$610,000	$620,000	$630,000	$640,000
DCC	3	Walking and cycling	$0	$1,000,000	$1,000,000	$1,100,000	$1,350,000	$1,750,000	$1,070,000	$750,000	$250,000	$0
DCC	4	Public transport	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
DCC	5	Public transport infrastructure	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
DCC	8	Maintenance and operation of local roads	$12,073,330	$12,242,847	$12,538,131	$12,421,900	$12,660,400	$12,903,700	$13,182,400	$13,436,100	$13,694,900	$13,958,800
DCC	10	Renewal of local roads	$10,560,000	$13,735,000	$13,895,000	$11,112,900	$11,335,200	$11,562,000	$11,793,300	$12,029,200	$12,269,800	$12,515,200
DCC	12	New & improved infrastructure for local roads	$4,100,000	$9,120,000	$11,490,000	$12,160,000	$5,800,000	$6,600,000	$6,850,000	$4,600,000	$1,600,000	$1,850,000
Total			**$27,292,163**	**$36,661,470**	**$39,491,544**	**$37,374,800**	**$31,735,600**	**$33,415,700**	**$33,505,700**	**$31,435,300**	**$28,444,700**	**$28,964,000**
NZTA	1	Transport planning	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NZTA	3	Walking and cycling	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NZTA	4	Public transport	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NZTA	5	Public transport infrastructure	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NZTA	9	Maintenance and operation of State highways	$18,625,370	$17,453,020	$18,342,330	$19,344,340	$18,807,940	$19,667,320	$219,090,280	$20,821,700	$19,553,810	$18,901,050
NZTA	11	Renewal of State highways	$11,206,530	$9,079,270	$9,381,670	$9,894,170	$9,619,810	$10,059,370	$9,764,220	$10,649,800	$10,001,300	$9,667,440
NZTA	13	New & improved infrastructure for State highways	$3,947,233	$2,386,321	$2,375,410	$34,225,000	$42,225,000	$45,225,000	$32,225,000	$27,225,000	$17,225,000	$12,225,000
Total			**$33,779,133**	**$28,918,611**	**$30,099,410**	**$63,463,510**	**$70,652,750**	**$74,951,690**	**$261,079,500**	**$58,696,500**	**$46,780,110**	**$40,793,490**
ORC	1	Transport planning	$909,930	$660,920	$733,306	$678,952	$613,803	$744,084	$744,058	$678,432	$809,010	$807,129
ORC	3	Walking and cycling	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
ORC	4	Public transport	$9,852,620	$11,428,923	$11,339,460	$11,531,040	$13,180,029	$13,086,959	$13,543,699	$13,810,716	$14,336,823	$14,654,622
ORC	5	Public transport infrastructure	$4,301,250	$1,932,849	$320,921	$169,364	$162,488	$167,275	$172,626	$178,258	$184,453	$191,071
ORC	12	New & improved infrastructure for local roads	$708,717	$493,112	$717,569	$52,863	$296,711	$55,972	$315,223	$59,647	$336,820	$63,935
Total			**$15,772,517**	**$14,515,804**	**$13,111,256**	**$12,432,219**	**$14,253,031**	**$14,054,290**	**$14,775,606**	**$14,727,053**	**$15,667,106**	**$15,716,757**

Organisation name	Activity class code	Activity class name	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
QLDC	1	Transport planning	$160,000	$60,000	$110,000	$110,000	$110,000	$110,000	$110,000	$110,000	$110,000	$110,000
QLDC	2	Road safety promotion	$20,000	$20,000	$20,000	$20,000	$20,000	$20,000	$20,000	$20,000	$20,000	$20,000
QLDC	3	Walking and cycling	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
QLDC	4	Public transport	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
QLDC	5	Public transport infrastructure	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
QLDC	8	Maintenance and operation of local roads	$6,192,644	$5,723,122	$5,756,026	$5,342,448	$5,342,448	$5,342,448	$5,342,448	$5,342,448	$5,342,448	$5,342,448
QLDC	10	Renewal of local roads	$9,507,979	$8,073,800	$9,533,101	$10,997,075	$10,236,560	$11,820,895	$5,759,935	$5,478,975	$5,478,975	$5,478,975
QLDC	12	New & improved infrastructure for local roads	$16,504,695	$3,042,072	$3,003,233	$4,248,623	$4,339,477	$6,870,504	$1,501,029	$1,326,321	$1,436,321	$1,411,321
Total			**$32,385,318**	**$16,918,994**	**$18,422,360**	**$20,718,146**	**$20,048,485**	**$24,163,847**	**$12,733,412**	**$12,277,744**	**$12,387,744**	**$12,362,744**
WDC	1	Transport planning	$138,250	$89,445	$74,180	$75,740	$77,400	$79,183	$81,100	$83,110	$85,270	$87,230
WDC	2	Road safety promotion	$150,000	$150,000	$150,000	$153,500	$153,500	$153,500	$158,000	$158,000	$158,000	$163,200
WDC	3	Walking and cycling	$0	$0	$0	$0	$0	$581,322	$0	$0	$0	$382,300
WDC	4	Public transport	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
WDC	5	Public transport infrastructure	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
WDC	8	Maintenance and operation of local roads	$4,505,641	$4,564,451	$4,686,418	$4,791,687	$4,908,470	$5,037,508	$5,174,896	$5,326,018	$5,491,876	$5,663,208
WDC	10	Renewal of local roads	$4,517,774	$4,823,742	$4,903,336	$5,342,206	$5,202,973	$4,814,312	$5,090,439	$5,122,301	$5,269,182	$6,000,822
WDC	12	New & improved infrastructure for local roads	$1,932,228	$2,039,001	$1,237,548	$2,641,301	$868,422	$1,307,805	$1,111,593	$929,884	$960,570	$1,136,688
Total			**$11,243,893**	**$11,666,639**	**$11,051,482**	**$13,004,434**	**$11,210,765**	**$11,973,630**	**$11,616,028**	**$11,619,313**	**$11,964,898**	**$13,433,448**
Grand Total			**$144,291,791**	**$129,039,154**	**$132,190,422**	**$168,766,079**	**$170,656,562**	**$180,539,690**	**$356,852,242**	**$151,633,280**	**$140,605,445**	**$136,139,013**

Appendix F: Process followed in preparing the Plans

A Composition of the Regional Transport Committees

The Regional Transport Committees (RTC) who prepared these Plans include representatives from:

Southland RTC

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

Otago 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).

B Legal extent of each region's plan

Although this document is called the Otago Southland Regional Land Transport Plans 2015-2021, it 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 RLTPs

- Chairmen's Foreword
- Executive Summary
- Glossary of Participating Organisations, Terms and Acronyms
- Making a Submission
- 1 Introduction
- 2 Strategic Framework (excluding Objectives 4.6 and 4.7, and associated policies)
- 3 Programme of transport projects – sections 3.1. 3.2 and 3.3
- Appendix A: Explanation of tables in Appendices B and C
- Appendix F: Process followed in preparing the plan
- Appendix G: Funding
- Appendix H: Significance Policy
- Appendix I: Key provisions of the LTMA
- Appendix J: Legislative compliance

List of provisions only in Otago RLTP

- 2 Strategic Framework - Objective 4.6 and associated policies
- 3 Programme of transport projects – Section 3.5
- Appendix A: Summary list of all activities submitted for consideration - Table B
- Appendix C: Details of projects proposed in Otago region
- Appendix E: Otago 10-year financial forecast

List of provisions only in Southland RLTP

- 2 Strategic Framework - Objective 4.7, and associated policies
- 3 Programme of transport projects – Section 3.4
- Appendix A: Summary list of all activities submitted for consideration - Table A
- Appendix B Details of projects proposed in Southland region
- Appendix D: Southland 10-year financial forecast

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.

C Plan development process

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

The strategic framework of these plans 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 RLTPs. 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:

- the Land Transport Management Act 2003 - purpose and RLTP requirements;
- Government Policy Statement on Land Transport 2015/16 – 2014/25 (draft and final);
- the 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 Organisations' strategies, and plans, including asset management plans;
- strategic business cases: the investment Logic Mapping (ILM) and Benefit Mapping workshops undertaken for transport in the Southland region, and for a range of projects throughout Otago and Southland;
- the report on Pressures and Risks facing land transport in Otago - 2011;
- the Southland Integrated Transport Study.

Consultation process

The committees sought the input of the public to the RLTP document. It was publicly notified on Wednesday 4 February 2015, with notices placed on the Environment Southland and Otago Regional Council websites, and in major newspapers across Otago and Southland. Public libraries and local government organisations were sent copies of the RLTP document with a request to display. Letters advising of the notification were sent to over 200 people or organisations with an interest in land transport across Otago and Southland. This included:

1. territorial authorities in the regions and (where they exist) community boards
2. the New Zealand Transport Agency and other interested Government agencies
3. Southern District Health Board
4. New Zealand Historic Places Trust
5. Maori organisations in the two regions
6. Representative groups of land transport users and providers.

305 submissions were received on the plans: 217 submissions received by ORC and 88 by ES. Each regional council received some submissions that related to the other regional council's area.

Hearings were held in Dunedin on 16 March and in Invercargill on 17 March. 15 submitters were heard in Dunedin , and 7 in Invercargill. The Hearing Committees then deliberated on the matters raised in submissions (both those heard in person and those written submissions received).

National policy context

Government Policy Statement on Land Transport 2015/16–2024/25

The GPS on Land Transport 2015/16–2024/25 sets the government's direction for investment in the land transport system. It sets out how funding is allocated between

activities such as road safety policing, state highways, local roads, and public transport. The National Land Transport Programme gives effect to the GPS priorities, in determining which activities will be funded, and how much funding any particular activity will receive.

The GPS has three priority focus areas:

- Economic growth and productivity
- Road safety
- Value for money

The GPS has shaped the development of these RLTPs. This is evident in the alignment of the strategic section with the GPS priorities, objectives and long term results, and the main objectives of the projects included.

The New Zealand Energy Efficiency and Conservation Strategy 2011-2016

The New Zealand Energy Strategy 2011-2021 sets the strategic direction for the energy sector and the role energy will play in the New Zealand economy. The New Zealand Energy Efficiency and Conservation Strategy 2011-2016 (NZEECS) is a companion strategy to the New Zealand Energy Strategy 2011-2021, specifically focused on the promotion of energy efficiency, energy conservation and renewable energy.

The NZEECS sets out six objectives for six sectors. The objective for the transport sector is a more energy efficient transport system, with a greater diversity of fuels and alternative energy technologies. The NZEECS also sets out targets for each sector.

The NZEECS has been taken into account in the development of this plan. Energy efficiency considerations principally relate to supporting efficient freight movement, and promoting less energy-intensive modes of transport, such as public transport, walking and cycling.

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.

Determining significance

To identify significant projects, the RTCs adopted a significance policy, set out in full in Appendix H. 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 Tables 5 and 6.

Prioritisation

Each RTC prioritised the significant projects within its 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;
- 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 2015–2018 NLTF.

D Duration, review and monitoring of the RLTPs

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 these plans must take place in 2018. In the interim, the plans may be varied, as projects could change (e.g. in timing, scope or cost), be abandoned or added.

Monitoring

In monitoring these RLTPs, the RTCs intend using measures already provided for in other frameworks as far as possible, principally:

- GPS 2015 (the reporting requirements in Table 3 of that document)
- One Network Road Classification performance measures
- 2015-2018 Road Policing Investment Framework.

Once the RLTPs are finalised, RC and ES, with the assistance of the Otago Southland RAG, will develop a monitoring programme based as far as possible on these existing measures, to aid the RTCs to assess the implementation of the RLTPs. In doing so, they will look at measures for at least 10 years.

Appendix G: Funding

A Introduction

Territorial authorities (TAs), regional councils and NZTA combine to fund land transport projects. The programme of projects outlined in sections 3.4 and 3.5 and more fully in Appendices B and C 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 RLTPs.

B 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 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 QLDC's Eastern Arterial Road project (project number 95, Appendix C), and potentially contributions from the University of Otago and Otago Polytechnic for the DCC's Tertiary Precinct Safety and Accessibility Upgrade project (project number 29-31, Appendix C).

Other national sources of funding

In June 2014 the government announced funding to accelerate a package of regionally important State highway projects. 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, and has certainty of funding. GPS 2015 states that investment from the Accelerated Regional Roading Package will flow into the Fund when the project is approved by NZTA (expected to be on announcement of the 2015-18 NLTP).

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. Dunedin's Strategic Cycle Network will receive funding from the Urban Cycleway Fund, with enhancements to the South Dunedin Cycle Network (previously named `Southern Commuter Routes A-F') identified for $570,000 of funding in 2014/15 from this source. The Central City and North East Valley Cycle Network have been submitted for consideration for Urban Cycleway Funding for 2015-18.

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 H):

> "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 that meets this criteria anticipated in Otago or Southland during the next six years. Note that Southland District Council has expenditure of $4,869,000 in 2015/16 to complete the second stage of the "Around the Mountain Cycle Trail".

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, noxious weed control, and governance support for the Regional Transport Committee. Table AB shows the unsubsidised expenditure on transport services and infrastructure anticipated by each approved organisation over the next three years.

Table AB: Unsubsidised expenditure 2015–2018

Organisation	2015/16($)	2016/17 ($)	2017/18 ($)	3-year Total ($)
Environment Southland	12,000	12,000	12,000	36,000
Invercargill City Council	2,817,000	2,817,000	2,817,000	8,451,000
Southland District Council	5,458,496	570,164	617,947	6,646,607
Gore District Council	599,076	616,844	635,210	1,851,130
Otago Regional Council	11,671	11,947	12,246	35, 864
Central Otago District Council	840,945	707,692	113,567	2,303,595
Clutha District Council	600,000	600,000	600,000	1,800,000
Dunedin City Council	4,230,200	5,675,000	7,275,000	17,180,200
Queenstown Lakes District Council	1,987,279	2,010,413	1,987,279	5,984,972
Waitaki District Council	1,482,893	1,445,269	1,471,024	4,399,186

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. Regional transport committees recommend how "R" funds should be allocated, and NZTA has the final decision.

The Southland region has approximately $20,164,000 of "R" funding available for final allocation and or commitment within the 2015-2018 NLTP.

Recommended use of the Southland "R"-funds in 2012-2015 is noted in Appendix B (see right hand column of the tables. State Highway projects from the 2018-2021 period are proposed for inclusion in the first three years of the RLTPs to ensure currently available "R"-funds will all be committed. The value of projects prioritised in Band 1 and Band 2 priority ($24,246,200) exceeds the "R"- funds currently available.

There are no Otago "R"-funds left unspent.

C Police activities and the RLTPs

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

The 2015-2018 Road Policing Framework (under preparation) lists examples of where the Police can be involved in management of land transport, including:

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

The RTCs consider that Police involvement in these mechanisms is an appropriate way to better integrate Police activities in Otago Southland with the activities proposed in these RLTPs. The final Road Policing Framework will set out further details of how this integration should work.

Appendix H: Significance Policy

A Purpose of this policy

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

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 RLTPs 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 RLTPs

Application of this policy

The RLTPs 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 RLTPs are 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 RLTPs as a whole, rather than as a standalone change.

When determining the significance of a variation to the RLTPs, 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 RLTPs, 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 either of the the RLTPs 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 RLTPs;
- 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 I: 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 J: Legislative Compliance

Table AC assesses compliance the plans with the core requirements of RLTPs, as set out in Section 14 of the Land Transport Management Act 2003.

Table AC: Assessment of compliance with S14 Land Transport Management Act 2003

Section 14 requirements		Assessment of compliance
Section 14(a)(i)	These RLTPs contribute to the purpose of this Act: "To contribute to an effective, efficient, and safe land transport system in the public interest."	**Complies**: Section 2 of the Plans provides the strategic framework for the plan, including objectives, priorities, and policies. 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)	These RLTPs are consistent with the GPS on land transport.	**Complies**: The GPS has shaped the development of these RLTPs. This is evident in the alignment of the strategic section and main project objectives with the GPS priorities, objectives and long term results. Consistent with the GPS priority focus areas of economic growth and productivity, road safety, and value for money, the focus of the Plans is on delivering a transport system that: ■ is safe; ■ delivers appropriate levels of service; ■ supports economic activity and productivity; ■ provides appropriate transport choices.
Section 14(b)(i) and (ii)	The RTCs have considered alternative regional land transport objectives that would contribute to the purpose of this Act, and the feasibility and affordability of those alternative objectives.	**Complies**: The previous strategic direction of the two regions provided the starting point for the strategic framework of this plan. An assessment and synthesis of existing transport strategy documents from Otago and Southland was undertaken, drawing also on other regional and district planning documents including the regions' RPS (draft RPS in the case of Otago). During development 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.
Section 14(c)(i)	RTCs have taken into account any National Energy Efficiency and Conservation Strategy	**Complies**: The NZEECS has been taken into account in the development of these plans. Energy efficiency considerations principally relate to supporting efficient freight movement, and promoting less energy-intensive modes of transport, such as public transport, walking and cycling.

Section 14 requirements		Assessment of compliance
Section 14(c)(ii)	RTCs have taken into account relevant national and regional policy statements or plans under the Resource Management Act 1991	**Complies**: When developing the strategic framework, the Committees have taken into account transport-related provisions in the regions' RPS (draft RPS in the case of Otago). Each local authority has confirmed that it has taken into account the pertinent district plan and regional plans when submitting activities for inclusion in its draft RLTPs. NZTA has also confirmed this.
Section 14(c)(ii)	RTCs have taken into account any likely funding from any source	**Complies:** The Committees considered various sources of funding, including the possibility of development contributions, cost sharing by landowners, how best to use R funding, and Government funding outside of the NLTF for the Kawarau Falls Bridge and for cycleways in urban centres. See Appendix G for further on funding considerations.