

Regional Transport Committees Membership

Otago

Cr Alexa Forbes (ORC, RTC Chair)

Meeting Chair

Cr Kate Wilson (ORC, RTC Deputy Chair)

Cr Bruce Graham (CDC)

Cr Stuart Duncan (CODC)

Cr Jim O'Malley (DCC)

Cr Quentin Smith (QLDC)

Cr Guy Percival (WDC)

Mr Jim Harland (NZTA)

Southland

Cr Lloyd McCallum (ES, RTC Chair)

Cr Allan Baird (ES, RTC Deputy Chair)

Cr Ebel Kremer (SDC)

Cr Ian Pottinger (ICC)

Cr John Gardyne (GDC)

Mr Jim Harland (NZTA)

Meeting of Otago and Southland Regional Transport Committees

4 February 2020

Clutha District Council Chambers

1 Rosebank Terrace
Balclutha

10.30 am

Morning tea from 10.00 am

A G E N D A

1. Welcome & Introductions
2. Apologies
3. Public Forum, Petitions and Deputations
4. Confirmation of Minutes – 26 July 2019 (attached)
5. Actions Arising from the Minutes of 26 July 2019
6. Notification of Extraordinary and Urgent Business
 - 6.1 Supplementary Reports
 - 6.2 Other
7. Questions

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- 10. Extraordinary and Urgent Business
- 11. Public Excluded Business



Gavin Palmer
General Manager Operations



Vin Smith
General Manager, Policy, Planning & Regulatory Services

Confirmation of Minutes

- **Otago Southland Regional Transport Committees –
26 July 2019**

Minutes of the Otago and Southland Regional Transport Committees Meeting held in Clutha District Council Chambers, Balclutha, on Friday 26 July 2019 at 10.30 am

Present: **Otago Regional Transport Committee:**
Cr Trevor Kempton (ORC, RTC Chair) Meeting Chair
Cr Bruce Graham (CDC)
Cr Graeme Bell (ORC), RTC Deputy Chair)
Cr Alexa Forbes (QLDC)
Cr Jim O'Malley (DCC)
Cr Barrie Wills (CODC)
Cr Guy Percival (WDC)

Southland Regional Transport Committee:
Cr Eric Roy (ES, RTC Chair)
Cr Jeremy McPhail (ES, RTC Deputy Chair)
Cr Brian Dillon (SDC)
Cr John Gardyne (GDC)

In attendance: Dr Gavin Palmer
Ms Letitia McRodden (ORC)
Mr Russell Hawkes (ES)
Mr Andy Wilson (ORC)
Mr Hartley Hare (SDC)
Mr Chris Bopp (CDC)
Mr Peter Standring (GDC)
Mr Andy Bartlett (CODC)
Mr Gary Woock (WDC)
Mr Tony Pickard (QLDC)
Ms Susan Lilley (DCC)
Mr Graeme Hall (NZTA)
Mr Tony MacColl (NZTA)

1. Welcome

Cr Kempton extended a welcome to the meeting.

2. Apologies

Agreed by consensus that apologies be received on behalf of Cr Lindsay Thomas (ICC) and Mr Jim Harland (NZTA). Moved Cr Dillon Seconded Cr Wills.

3. Public Forum, Petitions and Deputations

An update was requested on the Beaumont Bridge and the slump in the Road at Shingle Creek.

A suggestion was made that ORC and ES staff preparing agenda contact their TLAs for items to be included in RTC agendas.

Milford Sound traffic, car parking and the pressure from tourism were discussed.

4. Confirmation of Minutes – 8 June 2018

Agreed by consensus that the minutes of the Regional Transport Committee meeting held 22 February 2019 be confirmed as a true and correct record subject to the correction in Item 7, amend Cr Jim to Cr O'Malley in the resolution.

Moved Cr Dillon Seconded Cr McPhail

5. Actions from Otago Southland Regional Transport Committees' meeting of 22 February 2019

1. *Completed 4/3/2019. To be removed from the Action Sheet.*
2. *RTC to write a letter to the Minister to stress how seriously they take road safety, what steps/initiatives have already been taken, how encouraging the initial effects have been, to identify successes and express or resolve to continue to be vigilant in road safety – delayed until the release of the Road Safety Strategy in July. To be incorporated into the Road Safety Strategy Submission. Refer Staff Report item 4.*
3. *To modify the Regional Land Transport Plan Programme Baseline tables with the format and priority changes as discussed – The tables had been reformatted to show a traffic light system as previously discussed. To be removed from the Action Sheet*
4. *Request for NZTA to look at the alternative methods of reducing crashes on stretch of road from Kingston to Queenstown turnoff, e.g. cameras, signs etc, due to the lack of and/or unsuitability of the road for passing lanes – No further action at this time. Mr Hawkes to speak with Mr Harland.*

Brief discussion around that the surface of the road could be smoother. This could be put into the NZTA operational programme for the coming year. Action to remain on the agenda/action sheet. Feedback and updates to be provided at each meeting.

5. *Draft a letter of invitation to Ministry of Transport to visit Dunedin to discuss findings following launch of Lime scooters in the city, before public consultation process is started – Discussion held around what NZTA's and the Minister's position was around electronic vehicles and the road. No further action at this point. To be removed from the Action Sheet*
6. *Circulate to all committee members recent research about non-seatbelt wearing deaths – Completed. To be removed from the Action Sheet.*

7. Notification of Extraordinary and Urgent Business

No items were raised under Extraordinary and Urgent Business.

8. Questions

There were no questions raised at this time.

9. Item 1 – RLTP Programme Update

Mr Hawkes advised that NZTA had expressed concern that there may not be enough activity in the road safety promotion space across the Southland and Otago regions. The budget for this was underspent. Cr Kempton asked if there was anything the Regional Transport Committee could assist with in this area. Mr Hawkes clarified that a co-ordinator for the Any Number Is Too Many campaign hadn't been found therefore those costs hadn't been incurred.

NZTA advised that funding for the design and consents for the Beaumont Bridge was underway however the property purchase and consents would not be completed until the design process was finalized, then the next step would be implementation. This process was designed to avoid funds being held up in project when the funds could be used for another short term project. Discussion was held around the design and procurement process for bridges.

Regarding Milford Road, NZTA were looking at avalanche and rockfall control. There was uncertainty about the level of risk. In principle, there could be a rising risk and NZTA were monitoring this. However, in 4 or 5 years there could be an issue. NZTA were working on what could be done before there was an increased risk or issue. It was noted that the Milford Road was the road with the greatest number of accidents in the Southland area and how could this be included in the overall risk monitoring. Over the last two years there barriers had been erected, amongst other things, to help in reducing the accident risk.

Action – The Milford Road has a complex set of opportunities e.g. safety, resilience. A presentation from NZTA around all aspects of work opportunities be presented at a later meeting, probably post Local Government Elections. Jim Harland and Southland District Council were working on a project called Milford Opportunities which was about this very issue. Their input would be helpful. Cr Kempton asked Mr Harland to present on behalf of the Milford Opportunities group.

Discussion was held around the congestion in Milford, not only drivers but also pedestrians with the complication of people not used to driving on the left side of the road, or looking left when crossing the road.

The issue of tourism and visitor flows affecting a number of areas was raised. It was felt there needed to be broader discussion. Mr Hawkes advised that the South Island Chairs Group had completed the first stage of a South Island tourism visitor flow project. The project identified that there was sufficient data of sufficient repeatability and accuracy to be able to produce a flow type model. The project also identified that much of the data at the present time was industry specific for example specific to an airport or a hotel etc, and was not necessarily repeatable. The South Island Chairs had commissioned the next stage of the project which was to produce a base flow map.

There was an update on SH6, Cromwell to Queenstown. It was noted there was an increase in traffic on this road as a commuter road, and that the road was unsafe in places. Cr Kempton asked NZTA to provide some specific reporting around SH6. NZTA advised that in some ways the increased traffic and congestion had resulted in generally reduced speed and fatal accidents.

Action – NZTA to circulate data on the Devils Staircase and SH6 Cromwell to Queenstown.

The meeting expressed thanks to NZTA for works completed along the Pig Route.

Concern was raised that there were potentially siloed approaches to tourism flows and that the TLS's and NZTA may be working separately on their own approaches.

Action – Workshop with the RTC, stakeholders, TLA's to develop a high level strategy to support and inform the development of the RLTP (potentially February 2020).

Regarding the Kakanui Bridge at Waitaki, staff advised that NZTA had confirmed that the bridge needed replaced however this had been deferred in the meantime. Staff would request funding in the new RLTP and updated investment strategy.

Resolved:

Moved Cr Dillon, seconded Cr Wills that each Regional Transport Committee note the report and provide direction on any actions that they require based on the information provided.

Carried

10 Item 2 – NZTA Update

NZTA's update was circulated and the following was noted:

- Queenstown business cases – underway and completion was expected by early 2020;
- Rapid targeted interventions – a small budget was available and there was an expectation that there were some low cost projects that could be included in this;
- Mobile ship plan – likely to fall under the next Regional Land Transport Plan;
- Safe Network Programme – focus was currently on this through the Government Policy Statement;
- NZTA was to produce a 10 year programme and work on this was currently underway. This would help provide clarity on what NZTA wanted to achieve in a 10 year period;
- Shaping future Dunedin transport;
- Road to Zero – the Strategy was for 2020 to 2030.

It was noted that the Shaping Dunedin project would need to focus further afield than central Dunedin and consider the starting point of journeys. It was discussed that the mode shift planning and SFDT were two separate issues. Some discussion was held and it was recommended that the RTC write to the NZTA Chairman and the MoT around mode shift and high growth areas.

Resolved:

Moved Mr O'Malley, seconded Cr Forbes, that the Regional Transport Committee:

- 1. write a letter to the Shaping Dunedin Group to ensure the Terms of Reference include all of Dunedin and not just the city centre;**
- 2. write a letter to the New Zealand Transport Agency and Ministry of Transport regarding mode shift in high growth areas and that Dunedin may soon be recognised as a high growth area.**

Carried

After discussion, the following was passed regarding the Investment Decision Making Framework:

Noted: that the Investment Decision Making Framework changes would likely contribute to projects such as the Kakanui Bridge receiving a higher priority at a national level

Carried

11 Item 3 – Transport Special Interest Group

Mr Hawkes explained that the Transport Special Interest Group (TSIG) was made up of regional staff and reported to regional CE's under Local Government New Zealand (LGNZ). Up until about 2 years ago, the work of the TSIG was primarily related to public transport. At the end of the last RLTP planning process a work programme had been developed. The current work programme would be completed by December 2019. In response to a question, Mr Hawkes explained that the one of the issues with an RLTP in the past was that the strategic was that the strategic section of the front ended programme was developed at the same time as road controlling authorities were doing activity management plans and Long-term Plans, which left little room for alignment. The concept of the TSIG was they would aim to have a draft of the strategic section of the next RLTP completed by June 2020. The intention was that the draft would not be released for public consultation but would be circulated amongst road controlling authorities, for them to use the information in their activity plans and Long-term Plans.

Resolved:

Moved Cr Forbes, seconded Cr Wills, that the Regional Transport Committee note the work of the Transport Special Interest Group.

Carried

12 Item 4 – Road to Zero

Mr Hawkes asked the Committee if they wanted to make a submission on the strategy, and if so, the submissions should be based around the questions that were in the strategy, rather than a general submission. Cr Roy commented that the strategy appeared to focus more on reducing speed and damage when there was a collision rather than avoiding collision in the first place.

Discussion was held around the condition of our roads versus tourist drivers, and how our roads were different. Driver training was not prevalent enough in the plan. Further discussion was held on European roads and that they were much safer than New Zealand roads. There was support for lower speeds, safer vehicles and improved roads overall. Road design needed to support lower speeds, or at least the speed limit of 100 kph.

The Committee discussed whether there was data that showed whether drivers were advised by speed advisory (for example black and yellow chevron signs), and how effective were speed differentials. Further discussion was held around:

- driver training and the need to design roads for speed changes;
- advocating for higher enforcement, penalties and zero tolerance for alcohol, narcotics, cell phone use;
- advertising versus engagement, risk and understanding.

Resolved:

Moved Cr Dillon, Cr Forbes that the Regional Transport Committee submit on the NRSS as discussed and the submission to be approved by the RTC Chairs on behalf of the committees due to the short timeframe, and to share the submission with the Transport Special Interest Group and South Island Chairs.

Carried

13 Item 5 – Freight Mode

The Freight Mode and Dunedin City Council's interest in the work was discussed.

Resolved:

Moved Cr Roy, seconded Cr O'Malley that each Regional Transport Committee note the report

Carried

14 Item 6 – South Island Chairs Group

The Committee discussed alternative fuels and infrastructure to support new vehicle types, for example hydrogen, battery replacement vehicles.

Resolved:

Moved Cr Wills, seconded Cr McPhail that each Regional Transport Committee note the report

Carried

15 Item 7 – Otago Southland Regional Land Transport Plan Variation

The requirement for a variation to the RLTP was discussed along with the process required.

The applications received from NZTA for a variation to both Otago and Southland RLTP programmes was light on detail and barely sufficient for the RTC to make a recommendation. The committees discussed the importance of a coordinated speed management programme to the combined regions and subject to additional information being provided by NZTA before any implementation takes place they would recommend the variations to the respective Councils.

It was commented that the process would need to indicate that speed levels on part of the road and that a comms plan regarding what, why and where be put in place. The focus was on educating the community and dialogue and feedback to include communities in the process. NZTA advised that if a variation wasn't included in the process it could affect implementing any outcomes.

It was suggested that a document be constructed to advise the Committees on further detail around the planned areas and where the changes were being considered for presentation to the next meeting.

Resolved:

Moved Cr Roy seconded Cr Dillon that the Southland Regional Transport Committee:

- 1. notes that the Southland State Highway Speed Management Guide Implementation is proposed as a variation to the Southland Regional Land Transport Plan;**
- 2. determined that the requested variation is not significant;**
- 3. agreed to vary the Southland Regional Land Transport Plan by adding the proposed activity to the RLTP;**
- 4. recommended the variation and change to the Southland Regional Council**

Carried

Resolved

Moved Cr Wills seconded Cr O'Malley, that the Otago Regional Transport Committee:

- 1. notes that the Otago State Highway Speed Management Guide Implementation is proposed as a variation to the Otago Regional Land Transport Plan;**
- 2. determined that the requested variation is not significant;**
- 3. agreed to vary the Otago Regional Land Transport Plan by adding the proposed activity to the RLTP;**
- 4. recommended the variation and change to the Otago Regional Council**

Carried

Next Meeting

The date of the next meeting was set for 20 September 2019 in Balclutha.

There being no further business, the meeting closed at 2.15 pm.

Actions arising from the Minutes of 26 July 2019

#	Item Source	Item	Responsibility	Status
2	RTCs 26 July 2019	RTC to write a letter to the Minister to stress how seriously they take road safety, what steps/initiatives have already been taken, how encouraging the initial effects have been, to identify successes and express our resolve to continue to be vigilant in road safety.	Cr Graeme Bell/ Cr Jim O'Malley	Included in the RTC submission on the Road Safety Strategy. Item complete
3	RTCs 26 July 2019	To modify the Regional Land Transport Plan Programme Baseline tables with the format and priority changes as discussed.	Mr Russell Hawkes	Future reports will incorporate required changes. Full tables to be reported on at end of June and December with exception reporting in-between. Item Complete
4	RTCs 26 July 2019	Request for NZTA to look at alternative methods of reducing crashes on stretch of road from Kingston to Queenstown turnoff, e.g. cameras, signs etc. due to the lack of and/or unsuitability of the road for passing lanes.	Mr Jim Harland	No further action at this time. Mr Hawkes to speak with Mr Harland. Action to remain on agenda/action sheet. Updates to be provided at each meeting.
5	RTCs 26 July 2019	Draft a letter of invitation to Ministry of Transport to visit Dunedin to discuss findings following launch of Lime scooters in the city, before public consultation process is started.	Cr Jim O'Malley and/or Mr Jim Harland	No further action at this stage required
6	RTCs 26 July 2019	Circulate to all committee members recent research about non-seatbelt wearing deaths https://www.aa.co.nz/about/aa-research-foundation/programmes/seatbelt-use/	Mr Russell Hawkes	Item completed - 26/7/2019
7	RTCs 26 July 2019	NZTA presentation on the complexities around Milford Road – safety, resilience	Mr Jim Harland, possibly SDC	Before the end of 2019. Meeting planned for September 2019 was cancelled.

#	Item Source	Item	Responsibility	Status
				Presentation still required on future agenda.
8	RTCs 26 July 2019	NZTA to circulate travel time data on the Devils Staircase and SH6 Cromwell to Queenstown	NZTA	Travel time report attached to agenda for information of Committees.
9	RTCs 26 July 2019	Workshop with the RTC stakeholders, TLA's to develop a high level strategy to support and inform the development of the RLTP	All	Confirmation of workshop date required at this meeting. Proposed for early March.

Item 1 Briefing for Incoming Regional Transport Committees

ES MORF ID: A530188	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, Environment Southland and Garry Maloney, Manager Transport, Otago Regional Council	Approved by: Vin Smith, General Manager, Policy, Planning & Regulatory Services
Executive Approval: Vin Smith, General Manager, Policy, Planning & Regulatory Services	

Purpose

The purpose of this report is to provide the Combined Otago and Southland Regional Transport Committees with the information required to allow them to understand the requirements of Regional Transport Committees contained in the Land Transport Management Act.

Summary

The report provides details of the legislative requirements relating to the establishment of regional transport committees by a regional council. Membership will be the combined Otago Southland Regional Transport Committees and the supporting Otago Southland (Regional) Technical Advisory Group. This report needs to be read in conjunction with Item 2 - Terms of Reference Review and Item 3 – Development of the 2021-2031 Regional Land Transport Plan, of this agenda.

Recommendation

It is recommended that the Regional Transport Committees receive the report and provide comment or direction on further information or actions the Committees require.

Report

Background

The Land Transport Amendment Act 2013

The Land Transport Management Amendment Act 2013 sets the requirements for establishment of regional transport committees by regional councils. Section 105 of the Land Transport Amendment Act 2013 requires:

- (1) *As soon as practicable after each triennial election, every regional council must establish a regional transport committee under this section for its region.*
- (2) *Each regional council must appoint to its regional transport committee;*
 - (a) *2 persons to represent the regional council; and*
 - (b) *1 person from each territorial authority to represent that authority; and*
 - (c) *1 person to represent the Agency (NZTA)*

- (6) *Each regional council must appoint from its representatives the chair and deputy chair of the committee.*
- (7) *At any meeting of a regional transport committee, the chair, or any other person presiding at the meeting,*
 - (a) *has a deliberative vote; and*
 - (b) *in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).*

Regional Transport Committee Functions

Section 106 of the Act sets out the core functions of a regional transport committee, as follows:

- (1) *The functions of each regional transport committee are;*
 - (a) *to prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council; and*
 - (b) *to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.*
- (2) *Each regional transport committee, must adopt a policy that determines significance in respect of:*
 - (a) *variations made to regional land transport plans under section 18D; and*
 - (b) *the activities that are included in the regional land transport plan under section 16.*

Agenda items 2 and 3 provide additional detail on the core functions of a Regional Transport Committee and the development of the 2021-2031 Regional Land Transport Plan.

As indicated above, a major function of the Regional Transport Committee is to prepare a Regional Land Transport Plan (RLTP) on behalf of the Council. The current RLTP expires in June 2021. Preparation of the next RLTP, to cover the period 2021 to 2031, will commence early in 2020.

During the past six years the Otago and Southland Regional Transport Committees have met jointly and prepared a combined Otago Southland Regional Land Transport Plan. This process has been held up by the Waka Kotahi NZ Transport Agency as a model that should be used throughout the country. The same procedure is proposed for development of the 2021-2031 RLTP, with joint meetings being held at a central locality within the Southland/Otago regions.

Southland Regional Transport Committee

At its meeting on 11 December 2019 Environment Southland confirmed establishment of the Southland Regional Transport Committee for the 2019-2021 triennium, with the following membership:

- Cr Lloyd McCallum representing Environment Southland (RTC Chairman);
- Cr Allan Baird representing Environment Southland (RTC Deputy Chairman);
- Cr Ebel Kremer representing Southland District Council;
- Cr John Gardyne representing Gore District Council;

- Cr Ian Pottinger representing Invercargill City Council;
- Mr Jim Harland representing Waka Kotahi NZ Transport Agency.

Otago Regional Transport Committee

At its meeting on 29 January 2020 the Otago Regional Council confirmed establishment of the Otago Regional Transport Committee for the 2019-2021 triennium with the following membership:

- Cr Alexa Forbes representing Otago Regional Council (RTC Chairman);
- Cr Kate Wilson representing Otago Regional Council (RTC Deputy Chairman);
- Cr Stuart Duncan representing Central Otago District Council;
- Cr Bruce Graham representing Clutha District Council;
- Cr Jim O'Malley representing Dunedin City Council;
- Cr Quentin Smith representing Queenstown Lakes District Council;
- Cr Guy Percival representing Waitaki District Council;
- Mr Jim Harland representing Waka Kotahi NZ Transport Agency.

Alternate Regional Transport Committee Representation

Formal written confirmation of alternate representation to the combined Otago Southland Regional Transport Committees was requested to allow an organisation to be represented on any occasion that the nominated representative cannot be present and has lodged an apology.

The legislation does not make provision for alternate membership of a Regional Transport Committee. However, since the Otago and Southland Committees began meeting jointly the advantages of having alternates available to attend and report back to their respective Councils was considered desirable by the two committees.

Alternate nominations received and advised to the regional councils are as follows:

Environment Southland

- Cr John Douglas representing Southland District Council;
- Cr Bronwyn Reid representing Gore District Council;
- Cr Alex Crackett representing Invercargill City Council;
- Mr Graeme Hall, representing Waka Kotahi NZ Transport Agency.

Otago Regional Council

- Alternate representative not appointed - Central Otago District Council;
- Alternate representative not appointed - Clutha District Council;
- Cr Benson-Pope representing Dunedin City Council;
- Cr Bill Kingham representing Waitaki District Council;
- To be advised representative for Queenstown Lakes District Council
- Mr Graeme Hall representing Waka Kotahi NZ Transport Agency.

Quorums

As the Otago and Southland Regional Transport Committees meet jointly and are not a single identity, two separate quorum requirements are required, as follows:

- **Southland** – a Southland Regional Transport Committee cannot proceed unless three members are present, at least one of who must be a representative of the regional council and no more than one to be an alternate representative;
- **Otago** – an Otago Regional Transport Committee cannot proceed unless five members are present, at least one of who must be a representative of the regional council and no more than one to be an alternate representative.

Further details regarding Regional Transport Committees are included in Item 2 - Terms of Reference Review.

Technical Advisory Group

To assist the Regional Transport Committee an Otago Southland [Regional] Technical Advisory Group (TAG) comprising technical representatives of a number of transport related bodies provides advice and carries out investigation work on transport related matters for the Regional Transport Committee.

Organisations currently represented on the TAG are:

- Environment Southland;
- Invercargill City Council;
- Southland District Council;
- Gore District Council;
- Otago Regional Council;
- Queenstown Lakes District Council;
- Central Otago District Council;
- Waitaki District Council;
- Dunedin City Council;
- Clutha District Council;
- Waka Kotahi NZ Transport Agency;
- Accident Compensation Commission;
- New Zealand Police;
- KiwiRail (as required);
- Department of Conservation (as required).

Other specialist assistance is requested from time-to-time for specific projects or when specialist advice is required.

The TAG meets, prior to and when requested to do so, to consider and make recommendations on any matter referred to it by the Regional Transport Committees.

Other Relevant Legislation

Although Regional Transport Committees are established under the Land Transport Management Act there are a number of other pieces of legislation that must be kept in mind when making transport related decisions, such as:

- **Resource Management Act 1991** - contains the statutory framework for land use planning. The purpose of the Act is to promote the sustainable management of natural and physical resources. Regional Policy Statements (RPS) are issued under this Act, and Regional Transport Committees must take the RPS into account when developing the RLTP;
- **Local Government Act 2002** - contains requirements local government must meet in planning and carrying out functions. The public consultation provisions are relevant to any consultation undertaken on changes to the RLTP.

Implications/Risks

There are no implications or risks associated with this report.

Views of affected parties

Regional Transport Committees are required under the Land Transport Management Act and the requirements are included in the Act. Relevant parties have been involved in the process required to establish the Committees by the regional councils.

Legal Implications

There are no legal implications contained in this report.

Attachments

None

Item 2 Regional Transport Committee Review of Terms of Reference

ES MORF ID: A530568	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, Environment Southland and Garry Maloney, Manager Transport, Otago Regional Council	Approved by: Vin Smith, General Manager, Policy, Planning & Regulatory Services
Executive Approval: Vin Smith, General Manager, Policy, Planning & Regulatory Services	

Purpose

The purpose of this report is to provide the combined Otago and Southland Regional Transport Committees with the opportunity to review and modify, as required, the current Terms of Reference for both the Regional Transport Committees and the associated Technical Advisory Group.

Summary

Terms of Reference for both the Regional Transport Committees and the Otago Southland (Regional) Technical Advisory Group (TAG) have been in place since late 2016. With new Regional Transport Committees now being confirmed the opportunity to review the respective Terms of Reference can be taken by the Committees. The TAG has considered potential changes to the Terms of Reference, and these are now presented to the Regional Transport Committees for consideration.

Recommendation

It is recommended that the Regional Transport Committees resolve to receive the report and:

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

Report

Background

The combined Otago Southland Regional Transport Committees developed their current Terms of Reference in mid-2016. With new Regional Transport Committees now being convened by the respective regional councils conducting a review of both the Regional Transport Committee and Otago Southland (Regional) Technical Advisory Group (TAG) Terms of Reference is appropriate.

In developing the Terms of Reference a common format and content was used for each committee. The only differences being the name of the committee and membership. Following approval of the

Terms of Reference by the Regional Transport Committees they were referred to each regional council for adoption.

The committees have an Otago Southland (Regional) Technical Advisory Group (TAG) consisting of technical representatives from each of the organisations that sit on the Regional Transport Committee. Included within the Regional Transport Committees Terms of Reference are the Terms of Reference for the TAG.

In advance of the Regional Transport Committee meeting the TAG has carried out a review of the Terms of Reference and suggested a number of updates or changes. These changes are incorporated into the Draft Terms of Reference document attached to this report and shown in red.

The Committees are asked to consider these changes or updates and provide comment or request further changes be made to the Terms of Reference.

Implications/Risks

There are no implications or risks associated with this report.

Views of affected parties

Additional views on the Terms of Reference are being sought.

Legal Implications

There are no legal implications included in this report.

Attachments

1. Draft Terms of Reference including recommended changes or updates recommended by the Otago Southland (Regional) Technical Advisory Group.

Terms of Reference for Otago Southland Regional Transport Committees including Terms of Reference for an Otago Southland [Regional] Technical Advisory Group

Requirements of the Land Transport Management Act 2003 relating to Regional Transport Committees

Section 105 - Regional transport committees

- (1) As soon as practicable after each triennial election, every regional council must establish a regional transport committee under this section for its region.
- (2) Each regional council must appoint to its regional transport committee:
 - (a) two persons to represent the regional council; and
 - (b) one person from each territorial authority in the region to represent that territorial authority; and
 - (c) one person to represent the Agency.
- (3) *...(relates to unitary authorities)*
- (4) A person specified in subsection (2)(a) to (c) and (3)(a) and (b) may only be appointed on the nomination of the relevant entity.
- (5) *Repealed*
- (6) Each regional council must appoint from its representatives the chair and deputy chair of the committee.
- (7) At any meeting of a regional transport committee, the chair, or any other person presiding at the meeting, -
 - (a) has a deliberative vote; and
 - (b) in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and that status quo is preserved).
- (8) *Repealed*
- (9) Despite subsection (1) to (3), two or more adjoining regional councils or Auckland Transport and one or more adjoining regional councils may agree in writing to establish a joint regional transport committee and prepare a regional transport plan, in which case subsections (4), (6), and (7) apply with all necessary modifications.
 - (a) *...(relates to joint regional transport committees)*
 - (b) *...(relates to joint regional transport committees)*
 - (c) *...(relates to joint regional transport committees)*
- (10) If a regional transport committee is established under subsection (9), any reference in Part 2 of this Act to a regional council is to be read as a reference to each of the regional councils that have established the committee.
 - (a) *...(relates to joint regional transport committees)*
 - (b) *...(relates to joint regional transport committees)*
- (11) If the area of a territorial authority falls into the regions of more than one regional council, the territorial authority must decide (after consulting the relevant regional councils) which regional transport committee to join.
- (12) If subsection (11) applies, and a territorial authority fails to decide to join a regional transport committee, the Minister must direct the territorial authority to be represented by a particular regional transport committee.

- (13) *Repealed*
- (14) For the purposes of subsection (11), region has the same meaning as in Section 5(1) of the Local Government Act 2002.
- (15) Nothing in this section applies to the Auckland Council or Auckland.

Section 106 - Functions of regional transport committee

- (1) The functions of each regional transport committee (other than the regional transport committee for Auckland) are:
 - (a) to prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council; and
 - (b) to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.
- (2) Each regional transport committee, including the regional transport committee for Auckland, must adopt a policy that determines significance in respect of:
 - (a) variations made to regional land transport plans under Section 18D; and
 - (b) the activities that are included in the regional transport plan under Section 16.
- (3) *...(relates to joint regional transport committees)*

Section 107 - Procedure of committee

- (1) *Repealed*
- (2) The provisions of the Local Government Act 2002 and the Local Government Official Information and Meetings Act 1987 concerning the meetings of committee of regional councils, so far as they are applicable and with the necessary modifications, apply in respect of meetings of the regional transport committees.
- (3) The Agency is not, as a result of being represented on a regional transport committee, bound to:
 - (a) include any matter in a national land transport programme under Section 19C; or
 - (b) approve an activity or a combination of activities under Section 20.
- (4) *...relates to the Auckland Regional Transport Committee).*

Terms of Reference Southland Regional Transport Committee

Membership

The Regional Transport Committee for Southland (RTC) comprises:

- two regional council representatives (Chair and Deputy Chair);
- one representative from the ~~New Zealand Transport Agency~~ **Waka Kotahi NZ Transport Agency**;
- one district council representative from each of the:
 - Gore District Council
 - Invercargill City Council
 - Southland District Council.

Total membership of the Southland committee equals six.

This is dictated by Section 105 of the *Land Transport Management Act 2003* (LTMA). Representatives are appointed by the regional council on the nomination of the ~~New Zealand Transport Agency~~ **Waka Kotahi NZ Transport Agency** and each of the territorial authorities.

Objective

To undertake the functions as prescribed by the *Land Transport Management Act 2003* **and subsequent amendments**.

Meeting Schedule

The RTC normally meets at least three times a year but may meet more regularly depending on the work to be undertaken or the issues to be addressed. Where possible, members will be advised, in advance, of the meeting schedule for the year.

Role and Functions

The role and functions of the Regional Transport Committee are as follows:

1. to undertake the statutory requirements of the *Land Transport Management Act 2003*;
2. to prepare the Regional Land Transport Plan (RLTP) in co-operation with the Otago Regional Transport Committee, to prepare any applications to vary the RLTP and to process any applications to vary the RLTP (*LTMA Section 106(1)(a)*);
3. to prepare and adopt a policy that determines significance in respect of:
 - (a) any variations made to the RLTP;
 - (b) activities included in the RLTP (*LTMA Section 106(2)*);

4. to provide any advice and assistance the regional council may request on its transport responsibilities generally (*LTMA Section 106(1)(b)*);
5. to undertake monitoring to assess implementation of the Regional Land Transport Plan including monitoring of the performance of activities (*LTMA Section 16(3)(f) and 16(6)(e)*), in co-operation with the Otago Regional Transport Committee;
6. to consult on a draft RLTP for the region in accordance with the consultation principles specified in Section 18 and 18A of the *Land Transport Management Act 2003*, in co-operation with the Otago Regional Transport Committee;
7. To complete a review of the RLTP during the six-month period immediately before the expiry of the third year of the Plan (*LTMA Section 18CA*) in co-operation with the Otago Regional Transport Committee;
8. to advise the Council on any significant legislative changes, programmes, plans or reports relating to the region's transport system;
9. to prepare and implement regional transportation planning studies, or pan-regional studies with the Otago Regional Transport Committee, when necessary;
10. to represent and advocate for transport interests of regional and/or pan-regional Otago Southland concern;
11. to consider and submit on transport-related policies, plans and consultation documents issued by the Ministry of Transport, ~~New Zealand Transport Agency~~ **Waka Kotahi NZ Transport Agency**, regional/district councils, and other relevant organisations as considered appropriate, including submitting jointly with the Otago Regional Transport Committee, when appropriate;
12. to liaise with the Ministry of Transport, ~~New Zealand Transport Agency~~ **Waka Kotahi NZ Transport Agency**, Commissioner of Police, regional/district councils, **KiwiRail, the Department of Conservation** and other interested parties on transport matters, and advise the Council on any appropriate new initiatives as considered appropriate;
13. to co-operate with the Otago Regional Transport Committee and to engage with other regional transport committees and working parties, which from time-to-time may be established;
14. to consider advice and recommendations from the Otago Southland [Regional] Technical Advisory Group.

Members' responsibilities for reporting back to the organisation they represent

Each member of the RTC is expected to report back regularly to their organisation **following each Regional Transport Committee Meeting or Workshop** on matters discussed at **those** Committee meetings, **with particular reference to** ~~on~~ the RLTP. ~~transport priorities for the region, its objectives and policies, and other content.~~

Terms of Membership

Should a vacancy occur in the membership of the RTC, the Committee Secretary shall report this to the next meeting of the Council, which shall then invite the nominating organisation to nominate a replacement.

Quorum and Voting Rights

An RTC meeting cannot proceed unless three committee members are present, at least one of whom must be representative of the regional council **and no more than one to be an alternate representative.**

No voting will occur unless there is a quorum of committee members from those organisations allowed to vote on these matters.

The Chairperson has a deliberative vote and in the case of an equality of votes does not have a casting vote. Clause 24 of the 7th Schedule of the Local Government Act otherwise applies to voting.

The purpose of encouraging each organisation to have alternates is to ensure that each of the organisations involved in the RTC (the TAs, **NZTA Waka Kotahi NZ Transport Agency** and the regional council) is able to bring their organisation's view to the table and to report back the outcome to their organisation.

Each organisation (i.e. the regional council, **NZTA Waka Kotahi NZ Transport Agency** and each district/city council) is therefore encouraged to have alternative representatives to act as a replacement should the appointed representative be absent from a meeting. ~~The participation of an alternate in an RTC meeting or workshop will be at the discretion of the RTC Chairperson.~~

Alternates ~~do not~~ **will** count towards a quorum **but** do not have voting rights.

Delegated Authority – Power to Act

The Regional Transport Committee:

1. does not have the powers of Council to act in the following instances as specified by Clause 32 (1) of Schedule 7 of the *Local Government Act 2002* to:
 - (a) make a rate;
 - (b) make a bylaw;
 - (c) borrow money, or purchase or dispose of assets, other than in accordance with the Long-term Plan;
 - (d) adopt a Long-term Plan, or Annual Plan or Annual Report;
 - (e) appoint a Chief Executive;
 - (f) adopt policies required to be adopted and consulted on under this Act in association with the Long-term Plan or developed for the purpose of the Local Governance Statement;

2. does have the ability to appoint a panel to hear RLTP, submissions, working parties, advisory groups and, where there is urgency or special circumstances, a sub-committee to deal with any matters of responsibility within the Committee's Terms of Reference and areas of responsibility, and to make recommendations to the Committee on such matters, provided that a sub-committee does not have power to act other than by a resolution of the committee with specific limitations;
3. does have the ability to make decisions in accordance with the Terms of Reference and the *Land Transport Management Act 2003*.

Power to Act (for the information of Council)

The Regional Transport Committee has the power to:

1. monitor any transport activities of the regional council, territorial authorities and New Zealand Transport Agency in order to report on progress on the Regional Land Transport Plan;
2. prepare and recommend variations to the Regional Land Transport Plan that trigger the RTC's significance policy;
3. consider and recommend transportation planning studies and associated outcomes;
4. provide recommendations to relevant government agencies on transport priorities for the region and the allocation of national or regional transport funds.

Otago Southland [Regional] Technical Advisory Group

A pan-regional Otago Southland [Regional] Technical Advisory Group (TAG) is a working group of technical transport officers from various organisations in the Otago and Southland regions, which advises the Otago and Southland Regional Transport Committees on matters relating to:

- development of Regional Land Transport Plans for the two regions;
- regional prioritisation of transport projects;
- any other transport matters requested by the Regional Transport Committee(s) or regional councils.

The Otago Southland [Regional] Technical Advisory Group will be administered jointly by the Otago Regional Council and Environment Southland and is made up of representatives of the following organisations:

- Otago Regional Council;
- Clutha District Council;
- Central Otago District Council;
- Dunedin City Council;
- Queenstown Lakes District Council;

- Waitaki District Council;
- Environment Southland;
- Southland District Council;
- Invercargill City Council;
- Gore District Council;
- ~~New Zealand Transport Agency~~ Waka Kotahi NZ Transport Agency;
- other organisations/individuals such as (NZ Police, KiwiRail, Accident Compensation Corporation) are invited to participate and advise the RTC on technical matters relating to the Committee's Terms of Reference on a case by case basis.

Terms of Reference
Otago Southland [Regional] Technical Advisory Group

Background

The Otago Southland [Regional] Technical Advisory Group (TAG) is a working group of technical transport officers from various organisations in the Otago and Southland regions, which advises the Otago and Southland Regional Transport Committees on matters relating to:

- development of Regional Land Transport Plans (RLTPs) for the two regions;
- development of a significance policy in respect of any variations made to the RLTPs and activities to be included in the RLTPs;
- technical advice and assistance that the Committees may request in relation to its transport responsibilities.

The Otago Southland [Regional] Technical Advisory Group is administered jointly by the Otago Regional Council and Environment Southland.

Objectives

The objectives of the TAG are to:

1. provide professional support, technical expertise and advice to the Otago and Southland Regional Transport Committees, Otago Regional Council, Environment Southland, central government and other public-sector organisations concerned with transport and travel, as and when necessary;
2. facilitate opportunities for the integration, collaboration and co-ordination of transport planning and implementation in Otago and Southland;
3. enable strategic discussions amongst officers of key organisations in Otago and Southland on matters relating to the planning and delivery of transport projects in the region, employing an integrated, multi-modal approach;
4. provide a forum for staff of the Otago Regional Council and Environment Southland, eight district councils, ~~New Zealand Transport Agency~~ **Waka Kotahi NZ Transport Agency** and other individuals/organisations of relevant technical expertise (such as NZ Police KiwiRail and ACC) to share information and ideas;
5. provide a formalised contact point for transport matters in Otago and Southland at an officer level.

Functions

The functions of the TAG are to:

1. to provide advice and support to the Regional Transport Committees on the following matters:
 - (a) preparation and development of the RLTPs for the Otago and Southland regions or any variations;

- (b) development of a significance policy in respect of any variations made to the RLTPs and activities to be included in the RLTPs;
 - (c) preparing for, and carrying out a mid-term review of the RLTPs;
 - ~~(c)~~(d) monitoring and reviewing progress towards the adoption and implementation of the Regional Land Transport Plans;
 - ~~(d)~~(e) any strategic or technical matters concerning transport that the Regional Transport Committees may request;
2. to advise the Regional Transport Committees on any significant legislative changes, programmes, plans or reports relating to the regions' transport system;
 3. to liaise with Ministry of Transport, the ~~New Zealand Transport Agency~~ **Waka Kotahi NZ Transport Agency**, KiwiRail, Nga Haerenga NZ Cycle Trail Inc., the NZ Police, Department of Conservation, district councils, and other interested parties on land transport matters, and advise the Regional Transport Committees appropriately on any new initiatives being undertaken by these organisations;
 4. to liaise with neighboring regions and districts on cross-regional transportation matters, and advise the Regional Transport Committees on any appropriate initiatives relating to these issues.

Membership

The membership of the TAG comprises one nominated representative (and an alternate) from the following organisations:

- Otago Regional Council;
- Environment Southland;
- Clutha District Council;
- Central Otago District Council;
- Dunedin City Council;
- Gore District Council;
- Invercargill City Council;
- Queenstown Lakes District Council;
- Waitaki District Council;
- Southland District Council;

plus membership:

- from any of the above organisations, required to cover their functions concerning public transport, cycle trails or alternative modes of transport;
- ~~New Zealand Transport Agency~~ **Waka Kotahi NZ Transport Agency**, ~~one person from Highway and Network Operations and one person from Planning and Investment~~ **maximum of three representatives including alternates;**

Representatives from any other organisations/individuals invited to participate and advise the RTC on technical matters relating to the Committee's Terms of Reference on a case by case basis.

It may also be necessary for reference groups to be established which involve support people from the organisations listed above (as deemed appropriate) and which provide specific advice to the TAG on certain matters – for example maintenance, freight, road safety, passenger transport, rail, environmental, walking and/or cycling, and any other relevant interest groups, as appropriate.

Organisation and procedures

- **Meetings**

Meetings are to take place not less than once every six months and more frequently if required.

It is anticipated that the TAG will meet approximately once every 4-6 weeks during the development of the Regional Land Transport Plan for the region. Once this plan is established, the TAG will meet less frequently. The TAG will meet approximately ~~4-6~~ **one month but no less than two** weeks before each RTC meeting.

Meetings will be arranged jointly by Otago Regional Council and Environment Southland and the chairmanship of meetings, and taking of minutes will alternate between the two regional councils.

- **Convenors**

The convenors of the TAG will be a staff member from each of the Otago Regional Council and Environment Southland. Should another member of the TAG wish to require a meeting to be held, this request can be made to the Convener(s) and a meeting then be established.

- **Attendance**

If nominated members are unable to attend a TAG meeting, each member should nominate an alternative representative of their organisation who has the member's proxy to attend in their absence.

Each member (or member's alternative representative) may also invite support or technical advisor/s to attend a TAG meeting with them. The role of that person/s is to provide advice to the respective member.

- **Servicing**

Notice of meetings, agenda preparation and meeting notes will be the responsibility of the convenors, with assistance from member organisation support staff. An agenda for the TAG meeting is to be circulated to members prior to the meeting and, where possible, agenda item contributions from members circulated in good time beforehand.

- **Minutes**

Minutes of each meeting are to be taken. The meeting notes may include a list of actions agreed to by participants.

Draft minutes and any action list are to be circulated to meeting attendees as soon as possible after each TAG meeting, to facilitate reporting back of TAG members to their parent organisations. Draft minutes are to be confirmed as accurate at a following meeting.

Minutes will be used to help prepare the agenda and reports for the following Regional Transport Committees' meeting(s). TAG minutes do not, therefore, need to be included on the RTC agenda.

- **Member responsibility including reporting**

The TAG acts on behalf of the Regional Transport Committees for Otago and Southland. As such, communication and feedback to the Committee is critical. TAG meetings are scheduled approximately one month before each RTC meeting, to allow feedback and recommendations from the TAG to be included in the RTC's meeting agenda.

When the RTC seeks advice or work from the TAG, members of the TAG are expected to inform the TAG meeting about any relevant policies their organisations have, and to participate in discussion to see if a consensus can be reached on the advice or recommendation to be given to the RTCs.

TAG members should participate actively in the group and recognise that its success depends on a group effort. Members should recognise that the nature and scope of their roles, responsibilities and experience varies, and that each member has a valid contribution to make.

Members of the TAG are expected to report back to their respective organisations on matters discussed at TAG meetings. To facilitate this, drafts of the TAG and RTC minutes are provided to TAG members as soon as possible after each TAG and RTC meeting.

Item 3 Development of the 2021-2031 Regional Land Transport Plan

ES MORF ID: A535785	Strategic Direction: - ES Transport ORC Transport
Report by: Russell Hawkes, Lead Transport Planner, Environment Southland and Garry Maloney, Transport Manager, Otago Regional Council	Approved by: Vin Smith, General Manager, Policy, Planning & Regulatory Services
Executive Approval: : Vin Smith, General Manager, Policy, Planning & Regulatory Services	

Purpose

To provide the Committees with details of the proposed format and development programme for the 2021-2031 Regional Land Transport Plan.

Summary

The Regional Transport Special Interest Group, in conjunction with the Ministry of Transport and Waka Kotahi NZ Transport Agency, is in the process of completing a project to introduce a consistent approach to Regional Land Transport Plans across the sector that will make the plans more relevant to the sector and in particular the Waka Kotahi NZ Transport Agency.

The proposed format is detailed in the report and is recommended for adoption by the Committees for the 2021-2031 Regional Land Transport Plan.

A programme indicating the desired timetable for development of the plan is also included. The schedule includes proposed meeting dates required within the development programme.

Recommendation

It is recommended that the Regional Transport Committees note the report and:

1. **adopt the consistent format approach recommended by the Transport Special Interest Group in conjunction with the Waka Kotahi NZ Transport Agency;**
2. **approve the draft development programme as shown in Appendix 1 with minor modifications to suit differing meeting dates if required.**

Report

Background

Legislation

Preparation of a Regional Land Transport Plan is a primary function of Regional Transport Committees set out in the Land Transport Act. The Act describes the core components, form and content of the Plan. The Plan must include a statement of priorities for 10 years, a financial forecast of anticipated expenditure and revenue and regionally significant expenditure funded from sources other than the national land transport fund. Where funding is being sought from the national land transport fund the plan must contain details for the first six years, with the first three years to which the plan applies must be in detail. The plan is reviewed in the six months prior to the midpoint of the plan.

Post Development Regional Land Transport Plan Review

On completion of the last three Regional Land Transport Plans the Waka Kotahi NZ Transport Agency and the Regional Transport Special Interest Group have held sessions on lessons learnt to identify opportunities for improvement. The Transport Special Interest Group (TSIG) consists of members of transport planning teams from each regional or unitary authority in the country and reports to the Regional CEOs Group under Local Government New Zealand. TSIG members have regular contact with NZ Transport Agency and Ministry of Transport representatives to discuss matters of interest to both parties.

On completion of the 2018 update of the 2015-2021 Regional Land Transport Plans (RLTP) and the lessons learnt exercise, the Group concluded that the issues experienced were similar or the same as had been previously identified and that no real progress had been made in addressing the issues.

Four high level issues were identified:

1. **There is no “Purpose” for an RLTP in the LTMA**
 - (a) The LTMA provides direction on what must be included in an RLTP but is silent on purpose.
 - (b) With no purpose the RLTP, as a planning document, has little status as:
 - (i) RLTPs must take account of the GPS;
 - (ii) NZTA must give effect to the GPS;
 - (iii) there is no requirement for RLTP long-term outcomes;
 - (iv) lack of understanding by stakeholders and the general public on the status of an RLTP.

2. **The role of an RLTP and its relationship with other transport and land use documents and guidance material is confused resulting in:**
 - (a) the RLTP being undervalued or disregarded as a land transport planning tool;
 - (b) lack of real local/regional “voice”;
 - (c) dominance of national perspective in transport investment decisions;

- (d) confusion among stakeholders and the community;
- (e) poor use of transport sector resources and capacity;
- (f) inefficient processes and tools for development of RLTPs;
- (g) sub-optimal integration between regional transport planning and local land use planning.

3. Timing misalignment between planning cycles for the GPS, the NLTP, RLTPs, LTPs and Activity Management Plans lead to:

- (a) duplicated, premature and redundant work;
- (b) communication and engagement on material that is constantly changing and out-of-date;
- (c) lack of transparency and integrity around land transport investment decisions;
- (d) confusion and loss of trust among stakeholders and the public.

4. Concurrent development of strategic and programme sections of the RLTP do not allow strategy to direct or guide programme development resulting in:

- (a) programs that do not align with regional outcomes;
- (b) confusion among stakeholders and the community;
- (c) lack of transparency and integrity around land transport investment decisions;
- (d) confusion and loss of trust among stakeholders and the public.

To address these issues, TSIG formed a Policy Work Group to provide recommendations to the full Transport Special Interest Group for agreement prior to development of the 2021-2031 Regional Land Transport Plan. To assist in achieving an aligned and agreed outcome representatives of the Ministry of Transport and Waka Kotahi NZ Transport Agency were invited to join the Policy Work Group and joint workshops have subsequently been held with full participation for all parties.

The Policy Work Group is working to address these issues and developed the following work streams to ensure all Regional Land Transport Plans:

- (a) have a common and agreed purpose;
- (b) have been produced using a consistent approach;
- (c) have a consistent approach to Objectives, Policies, Issues and Benefits;
- (d) have been developed in timely manner to achieve their purpose;
- (e) have a consistent format for programme tables;
- (f) have a consistent approach to project prioritisation.

Work is well advanced or completed on some of these work streams. The consistent approach now proposed by the Policy Work Group and agreed to by the Transport Special Interest Group is now being recommended to all RTCs and will have at least the following benefits:

- (a) efficiency gains for regions developing RLTPs;
- (b) consistent methodology used for prioritisation of projects;
- (c) easier for NZTA to incorporate into NLTP development and funding approval processes;
- (d) easier for stakeholders to engage;
- (e) improved and consistent content.

Work Group Progress to Date

Recommendations accepted by the Transport Special Interest Group to date include:

- (a) an agreed purpose to be included in all Regional Land Transport Plans;
- (b) a common format for the document;
- (c) guidance material to inform both regional and unitary councils in preparation of their RLTPs and also Transport Agency staff in their assessment of the RLTP have been developed by NZTA and Policy Work Group members and are hosted on the NZTA website;
- (d) an agreed development timeframe.

Work is still progressing on:

- (a) a common project prioritisation method – scheduled for completion by July 2020;
- (b) a common table format for inclusion in the Regional Land Transport Plan – scheduled for completion by July 2020;
- (c) increasing and improving access to the Transport Investment On Line (TIO) database to allow consistent reporting of progress on projects included in the Regional Land Transport Plan – scheduled for completion by September 2020.

Recommended format

The recommended by the Waka Kotahi NZ Transport Agency and Transport Special Interest Group for 2021-2031 Regional Land Transport Plans is shown below and is proposed for the Otago Southland Plan.

Proposed Otago Southland Regional Land Transport Plan Format

Development work has already commenced to transpose sections of the 2012-2021 RLTP to the newly recommended format.

Section Heading	Definition/Guidance/Subheadings
RLTP Purpose	<p>The purpose of this RLTP is to be the primary document guiding integrated land transport planning and investment within the [insert region name].</p> <p>The Regional Land Transport Plan:</p> <ul style="list-style-type: none"> • is owned collectively by the RTC comprising all TAs, NZTA and the regional council; • sets the strategic transport direction to guide transport activities in LTPs and identifies the agreed view of regional transport priorities to inform the NLTP; • sets the long-term vision and strategic direction for the region’s land transport system; • identifies the agreed regional transport priorities for investment in the short to medium term; • presents the activities of approved organisations in a single coordinated 3-6 year programme, which is consistent with the GPS, as a bid for funding from the NLTF; • addresses issues that cross regional boundaries;

Section Heading	Definition/Guidance/Subheadings
	<ul style="list-style-type: none"> • provides the basis for communication of the region’s transport direction and priorities with stakeholders and the general public.
<p>Strategic Context Includes the current state & possible future scenarios</p>	<ul style="list-style-type: none"> • Our Region • Our People • Our transport system • The policy context – National, Regional & Local – all linked to the Ministry of Transport Outcomes Framework. • Transport trends and issues – National, Regional & Local • Future scenarios and Opportunities • Overall this section will - tell the complete transport system story for the region including issues relating to activities that may be funded through sources other than the NLTF.
<p>Strategic Framework. 10 to 30 year outlook</p>	<ul style="list-style-type: none"> • Vision • Objectives – what is required to deliver the vision. • Headline targets – targets that support the vision. • Policies – details of how the objectives will be achieved. • Implementation areas – the key implementation areas that will respond to the objectives or policies.
<p>Transport Investment Priorities Ten year outlook</p>	<ul style="list-style-type: none"> • Regions 10-year transport priorities • Issues and benefits from Investment Logic Mapping exercise. • Issue statements transparent into investment priorities to tell the investment story
<p>Programme and Funding Regional 3 and 6 year outlook</p>	<ul style="list-style-type: none"> • Funding sources • Activities proposed for funding from the National Land Transport Fund for three and six years. • Significant activities in priority order. • Inter-regionally significant activities. • A 10 year forecast of funding requirements.
<p>Monitoring framework</p>	<ul style="list-style-type: none"> • A framework of measures/indicators that will be used to monitor progress towards national outcomes, and have longevity over time so we can see meaningful trends
<p>Appendices Maybe included as links rather than in hard copy</p>	<ul style="list-style-type: none"> • Significance policy. • Section 14 assessments required by LTMA. • Summary of consultation completed.

Proposed Otago Southland Regional Land Transport Plan Timeframe

An indicative timetable has been prepared for development of the 2021-2031 Combined Otago Southland Regional Land Transport Plan.

Major milestones within the programme are:

- 4 February 2020 - Initial meeting of combined Otago Southland Regional Transport Committees
- March 2020 - Ministry of Transport release draft Government Policy Statement
- 10 March 2020? - Workshop to consider Objectives and Policies for RLTP
- 22 June 2020 - RTC approves draft RLTP strategic section
- 10 November 2020 - RTC prioritises projects in the RLTP
- 1 December 2020 - RTC approves consultation on the RLTP
- 30 March 2021 - RTC adopts final RLTP after consultation
- 21 April 2021 - Councils approve submission of RLTP to NZTA.

A copy of the full proposed draft programme is attached.

The committees are now asked to provide comment on the approach being proposed and the draft development programme noting the actual content for the strategic section of the plan will be the subject of a facilitated workshop currently scheduled for 10 March 2020, at a venue to be confirmed.

Views of Affected Parties

All regional and unitary councils have been involved in discussions to date. MOT and NZTA, as major stakeholders, are involved in current discussions. NZTA has approved the approach being taken for the 2021-2031 RLTP development and no further stakeholder engagement is envisaged at this stage.

Legal Compliance

There are no legal issues identified within the report.

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

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

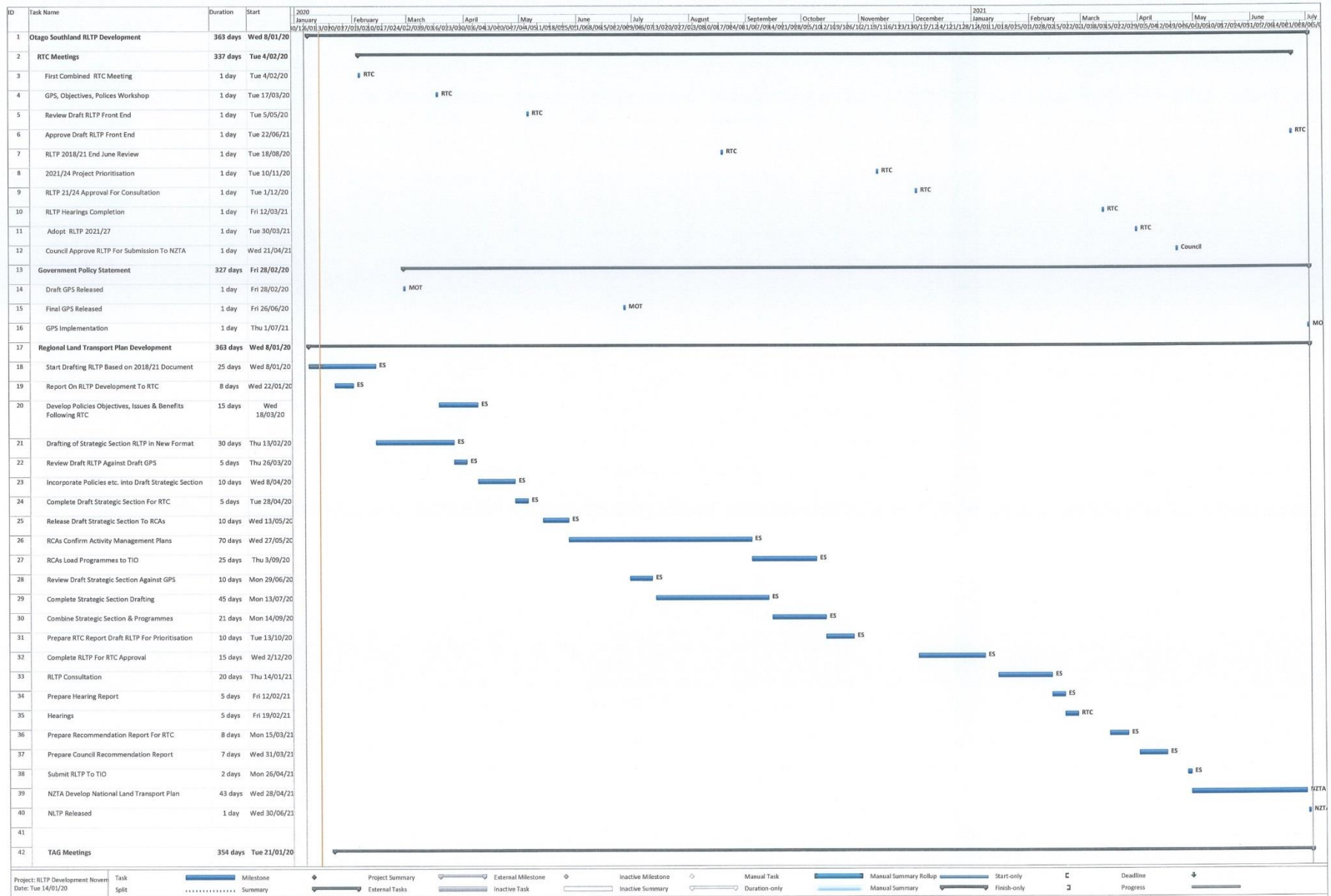
Financial and Resource Implications

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

Attachments

1. Draft Regional Land Transport Plan Development Programme.

Draft Regional Land Transport Plan Development Programme



Item 4 Waka Kotahi NZ Transport Agency Update

ES MORF ID: A535788	Strategic Direction: - ES Transport ORC Regional Transport
Report by: Russell Hawkes, Lead Transport Planner, Environment Southland and Garry Maloney, Transport Manager, Otago Regional Council	Approved by: Vin Smith, General Manager, Policy, Planning & Regulatory Services
Executive Approval: : Vin Smith, General Manager, Policy, Planning & Regulatory Services	

Purpose

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

Summary

The Transport Agency will provide a verbal update on its activities that are expected to cover a range of topics of interest to the Committees.

Recommendation

It is recommended that the Regional Transport Committees note the report and provide any feedback to the Waka Kotahi NZ Transport Agency on the topics included in the presentation.

Background

The Transport Agency wishes to update the Committees on a number of topics currently being worked on. This update will be provided verbally at the meeting by a representative of the Transport Agency.

Topics expected to be covered are:

- update of state highway projects currently in the implementation stage;
- introduction to Arataki the Transport Agency view;
- introduction to Investment decision making framework (IDMF) review;
- the Transport Agency perspective of current MOT legislation bills (Rail and NZTA);
- current speed management proposal;

Views of Affected Parties

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

Legal Compliance

There are no legal issues identified within the report.

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

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

Financial and Resource Implications

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

Attachments

1. The Transport Agency update to Otago Southland Regional Transport Committees.

To Otago Southland Regional Transport Committee

From Jim Harland, Director Regional Relationships South Island
Steve Higgs, Lead Strategic Planner

Date 4 February 2020

Subject NZTA Update to Otago/ Southland Regional Transport Committees

Background to this report

The NZ Transport Agency is a member of the Regional Transport Committee. It is a crown agency with functions including the regulation of access to, the contribution of funding towards, and planning of the land transport network. It fully operates and funds the State Highway network and is an investment partner (average 53% nationally) of the local road network, active transport (walking/ cycling) and public transport services. The Transport Agency also has representatives for safety including rail within the land transport system.

The NZ Transport Agency provides updates on its activities to the committee both regionally and nationally, which we do through this standardised reporting template.

Gearing up for the next RLTP

Government Policy Statement

The 2021-31 Government Policy Statement (GPS) will be released in early 2020 for consultation led by the Ministry of Transport. The Policy Statement sets out the Government's priorities for transport and provides the funding bands for the next three years. The last GPS spent \$14B over the last three years with a significant focus on public transport and safety improvements. It is anticipated the next GPS will be similar, with a focus on outcomes delivering greater mode choice and supporting the urban growth agenda.

Arataki and Investment Assessment Framework

The NZ Transport Agency has recently released its draft view of the key regional and national drivers for New Zealand. This work is new and provides an evidence-based approach to developing a 10 year transport system view by region across New Zealand. It is an initiative intended to provide greater clarity of how the NZ Transport Agency can give effect to the GPS which it is required to do under the Land Transport Management Act.

We will be discussing Arataki with Councils in February 2020 - with a workshop scheduled for 13th February in Dunedin - and seeking feedback prior to April. Arataki provides a high-level overview of what the Agency considers its key priority areas. However, these priority areas will need to be considered and tested alongside the local priorities.

Government Legislation

There are two transport bills currently before Parliament. They are the Land Transport (NZTA) Legislation Amendment Bill and the the Land Transport (Rail) Legislation Bill.

In summary:

The 'NZTA' bill introduces changes to the NZTA regulatory functions to centralise its function within the organisation. A key new role is the establishment of a Director of Land Transport to centralise the regulatory authority. The changes also include other regulatory inventions such as speed management and enforcement. The potential interest with the RTC is for the legislation to provide for regional speed management committees and speed management plans.

The 'Rail' bill is focused on bringing planning and funding of the rail network under the land transport planning and funding regime set by the Land Transport Management Act 2003 (the LTMA). The proposal is to channel planning and funding through the National Land Transport Fund (NLTF). The Bill proposes the establishment of a rail network investment programme (an RNIP)

Further information can be found at: <https://www.transport.govt.nz/legislation/bills/>

NZTA Activity in Otago/ Southland

Road to Zero: A New Road Safety Strategy for NZ

In December 2019, the Government launched Road to Zero: NZ's road safety strategy 2020-2030. We know everyone, even great drivers, can make mistakes. We need to stop these mistakes turning into tragedies. Road to Zero strengthens every part of the road system with one priority in mind: peoples' safety.

Road to Zero articulates our vision, guiding principles for how we design the road network and how we make road safety decisions, as well as targets and outcomes for 2030. It sets out the five areas we want to focus on over the next decade, and a framework for how we will hold ourselves to account.

This strategy will be implemented through a series of separate action plans that will outline the actions we will take to drive change, as well as the timelines and responsibilities for implementing them. Our initial action plan sets out the fifteen immediate actions we will focus on for 2020-2022 - these can be found here: <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/>.

Safe Network Programme

The Safe Network Programme (SNP) is a collaborative, prioritised programme of proven safety interventions on high risk routes across New Zealand. The programme uses the Safe System approach focusing on safe roads and roadsides, safe and appropriate speeds and safe rail level crossings. These actions will make roads more forgiving of human error, which will lower trauma rates.

The three-year programme will make 870km of high-volume high-risk state highways safer by 2021 with improvements like median and side barriers, rumble strips and shoulder widening. Supporting these infrastructure improvements is a comprehensive speed management programme. The SNP aims to save up to 160 deaths and serious injuries each year across New Zealand's highest risk state

highways and local roads. The SNP will work closely with local government and our road safety partners to prioritise and deliver the programme across the entire transport network.

Otago / Southland Speed Management update

Waka Kotahi NZ Transport Agency completed formal consultation of the proposed speed limit changes to sections of Port Chambers, Waihola, Balclutha, Tapanui, Lumsden, Luggage and the Homer Tunnel.

By way of background to the process undertaken to review the safe and appropriate speed of these locations the Transport Agency completed numerous steps, which include a technical assessment, engagement with local community and stakeholders, and formal consultation. To make the most informed decision possible, the information received through those submissions is being carefully considered alongside safety assessments. The Transport Agency is currently finalising the analysis of submissions and technical safety data to be able to provide the outcome for these speed review and to then implement any speed limit changes.

After these steps, if the decision is to change the speed limit, it needs to be gazetted in the NZ Gazette for the new speed limit to become legal. The Transport Agency will also inform the community of the change, including when new signs will be installed, and when the new speed limit will come into effect.

More information is available here: <https://nzta.govt.nz/safety/our-vision-of-a-safe-road-system/safe-network-programme/speed-management/>

Otago/ Southland Infrastructure Projects

Edendale Realignment

Project was to realign State Highway 1 (SH1) around Edendale township to reduce travel times between Gore and Invercargill, and improve safety from the increasing number of heavy vehicles using this road.

Project was officially opened on 13 December with most works largely completed. Second coat seal and line marking is programmed for February/ March.

Katiki Coast Enhanced Resilience

The project is to install rock protection at the foot of the cliffs up to 3.5 metres above sea level where erosion is putting the highway directly at risk, We are currently finalising consents with planned construction to start this year.

SH1S Bluff Highway/Elles Road Intersection Improvement

To construct a roundabout at the State Highway 1 (SH1) and Elles Road intersection in Invercargill to improve safety by reducing the number of intersection crashes. We are currently working through design, property and consenting.

SH88: Dunedin to Port Chalmers Safety Improvements

Complete the final 5km section of the State Highway 88 shared walking and cycling path, which will provide a safe direct walking and cycling route away from the busy highway between Port Chalmers and Dunedin. Project also includes on highway safety improvement work between Maia and Port Chalmers, including fitting barriers to reduce the severity of injuries associated with crashes along this route. We have commenced construction and its planned for completion mid to late 2022.

Beaumont Bridge

The bridge replacement is progressing through design and awaiting consent. Property and construction funding is now allocated.

SH1 Oamaru to Dunedin – Herbert to Hampden

SNP project- Wide centreline and roadside barrier. Project is currently only in planning with implementation in the 2021-2023 period.

Queenstown

A preferred land use scenario is emerging from the second round of scenario evaluation. Focus areas workshops and a first round of community consultation were undertaken in November and December

The spatial plan team is currently drafting the spatial plan and a draft of the plan is programmed to go out to public consultation in April. This consultation will align with consultation on key business case findings.

A final spatial plan is programmed to be adopted in July 2020.

Wakatipu Active Transport

NZTA will be engaging a consultant to progress the design and construction of cycleways between Old Shotover to Frankton and Jacks Point to Frankton routes.

Mode Shift Plan

The RTC was updated at the last meeting and is still progressing with input from ORC and QLDC staff.

Homer Tunnel

The NZ Transport Agency is working through the point of entry process to seek approval to develop a single stage business case looking at the Homer Tunnel and its approaches. This business case has a focus on safety, resilience and access.

The production of this business case is being tendered and the expectation is that it will be completed with 12 months.

Further Information

We will provide further information as a presentation at the meeting.

Item 5 Regional Land Transport Plan 2018-2021 Review to December 2019

ES MORF ID: A535817	Strategic Direction: - ES Transport ORC Transport
Report by: Russell Hawkes, Lead Transport Planner, Environment Southland and Garry Maloney, Transport Manager, Otago Regional Council	Approved by: Vin Smith, General Manager, Policy, Planning & Regulatory Services
Executive Approval: : Vin Smith, General Manager, Policy, Planning & Regulatory Services	

Purpose

The purpose of this report is to provide the Otago Southland Regional Transport Committees (RTCs) with an update on projects included in the adopted Otago Southland Regional Land Transport Plan 2018-2021.

Summary

One of the functions of a RTC is to monitor progress on delivery of the various projects included in the RLTP. Tables are provided below that include details and the various approval stages for the projects that were submitted to NZTA for inclusion in the National Land Transport Plan (NLTP).

Where details of progress have been provided by the respective Approved Organisations (AOs) progress in line with expectations is being achieved. Updates had not been received from the organisations highlighted in yellow at the time the agenda was finalised. Generally, it appears that project delivery is on schedule for this stage of the three-year cycle.

A large portion of the Otago State Highway programme has been incorporated into the Safer Roads nationally delivered programme and details on progress with these projects has not been provided. Given the significance of these projects to the region the Committees may wish to request a detailed update for their next meeting.

Recommendation

It is recommended that the Regional Transport Committees note the report and provide direction on any actions they require, based on the information provided.

Report

Background

One of the functions of a Regional Transport Committee is to monitor the success or otherwise of the Regional Land Transport Plan. The Otago and Southland Regional Transport Committees have had a focus on delivery of projects included in the Regional Land Transport Plan and their progress to completion within the three-year period. Not all projects included in the plans were approved by the Waka Kotahi NZ Transport Agency for funding within the National Land Transport Plan. During the course of a plan variations can also be approved by the Committees for additions and deletions.

Within the current Plan period there has only been one formal variation requested in each region. No major programme deletions have been received to date.

At the combined Regional Transport Committees meeting held on 22 February 2019 it was decided that due to the size and number of tables required to show progress on every item included in the Regional Land Transport Plan only full tables would be required, with progress to the end of December and then the end of June each year. At other meetings reporting would be by exception and to highlight areas of major progress or delay. As this will be the first report for the new committees and figures should be available to the end of December by the time of the meeting, a full list of project tables has been prepared and included.

There are no items of significant delay at the present time.

Tables have been prepared based on the programmes for each Road Controlling Authority based on the information provided by each Authority and included as attachments. Where no updated have been provided at the time the agenda was completed the tables are highlighted in yellow.

Significant Items from the tables

The following items of significance have been taken from the tables:

- Completion and opening of the Edendale by Pass Project on State Highway was a significant milestone in Southland.
- A number of state highway projects are now included in the Safer Network Programme for delivery. As a result, there is no visibility on progress, variations in scope and potential delivery timeframes to give the Committees confidence that the projects included in the Otago State Highway programme for completion in the 2018/21 RLTP will in fact be achieved. NZTA have been asked to provide an update on each of these projects but this had not been received to meet the agenda timeframe.

Views of Affected Parties

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

Legal Compliance

There are no legal issues identified within the report.

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

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

Financial and Resource Implications

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

Attachments

Table 1: State Highways – Southland

Table 2: Southland District Council – Southland – Update information not received

Table 3: Gore District Council – Southland – Update information not received

Table 4: Invercargill City Council – Southland

Table 5: State Highways - Otago

Table 6: Central Otago District Council – Otago

Table 7: Clutha District Council – Otago

Table 8: Dunedin City Council – Otago

Table 9: Queenstown Lakes District Council – Otago – Update information not received

Table 10: Waitaki District Council – Otago

Table 1: State Highways - Southland

Project Details Southland						Project Development & Status				
Project	Project Owner	Activity Class	Project Stage	RLTP / NLTP Programme (\$)	Planned Start Year	Current NLTP Status	Stage Complete (%)	Current Status	Status Last Report	Comment on Current Risk Of Non-delivery By Due Date
Low cost / Low risk Improvements 2018-21	NZTA	13	n/a	3,552,730	2018	Approved	90%	Delivery	Delivery	Some Minor Carryovers into 2019/20.
	NZTA	13		TBC	2019	Approved	0%	Planning	Planning	Some reprogramming and reprioritisation underway.
	NZTA	13		TBC	2020	Approved	0%	Programme Development	Programme Development	Programme for Yr. 3 yet to be finalised
Edendale Realignment	NZTA	13	Detail BC	34,484	2018	Approved	100%	Complete	Complete	Risk - Low
	NZTA	13	Property	863,439	2018	Approved	95%	Delivery	Delivery	Risk - Low
	NZTA	13	Property	51,300	2020	Approved	80%	Not Yet Started	Not Yet Started	Risk - Low
Elles Road Roundabout	NZTA	13	Detail BC	34,484	2018	Approved	100%	Complete	Complete	Risk - Low
	NZTA	13	Pre-implementation	200,000	2019	Approved	75%	Procurement	Procurement	Funded
	NZTA	13	Implementation	3,442,784	n/a	Not Included in NLTP	0%	Not Yet Started	Not Yet Started	Unfunded?
SH 94 Milford Road PBC	NZTA	13	Programme BC	307,800	n/a	Not Included in NLTP	0%	Not yet started	Not Yet Started	Expected Complete in 19/20
Edendale Realignment	NZTA	20	Implementation	9,085,157	2018	Approved	100%	On Programme	On Programme	Expected Complete mid 2020
	NZTA	20	Implementation	5,802,605	2019	Approved	95%	Not Yet Started	Not Yet Started	Expected Complete mid 2020
Milford Avalanche Protection	NZTA	20	Pre-implementation	692,185	2018	Included in NLTP		Not Yet Started	Not Yet Started	Looking to align with" Milford Road Opportunities"
	NZTA	20	Detail BC	349,634	2019	Included in NLTP		Not Yet Started	Not Yet Started	Looking to align with" Milford Road Opportunities"
Visiting Driver Signature Project	NZTA	20	Implementation	(2,781,816) 5,000,000	2018	Approved	95%	Delivery		None recognised

Project Details Southland					Project Development & Status				
Project	Project Owner	Project Stage	Low Cost Low Risk Programme (\$)	Planned Start Year	Planned Completion Date	Project Complete (%)	Current Status	Status Last Report	Comment on Current Risk Of Non-delivery By Due Date
Minor Projects – Less than \$150,000	NZTA	Included in Submitted Spreadsheet	1,443,181	2018	2018	75%	Delivery	Delivery	Risk - Low
Level Xing Imp - Mataura	NZTA	Carry Over	154,800	2018	2018	0%	Not Yet Started	Not Yet Started	Risk – High; SRA comment, Detailed design not undertaken, no plans to proceed this year.
SH94 3D Photogrammetry of Homer Saddle Slopes	NZTA	Approved	165,000	2018	2018	100%	Complete	Complete	Risk - Low
SH96 Edgerton Road upgrade	NZTA	Carryover	200,000	2018	2018	100%	Complete	Complete	Risk – Low; Construction well underway.
SH99 Waimatuku Flat Road RTB	NZTA	Carryover	250,000	2018	2018	95%	Delivery	Delivery	Risk – Low; Will be delivered in Construction season 19/20
SH94: Te Anau to The Divide	NZTA	Carryover	258,567	2018	2018	100%	Complete	Complete	Risk – Low
SH99 Oreti River Bridge Safety Barrier	NZTA	Carryover	590,000	2018	2018	95%	Delivery	Delivery	Risk – Medium; In construction, complex retrofit.

Table 2: Southland District Council – Southland

Project Details Southland						Project Development & Status				
Project	Project Owner	Activity Class	Project Stage	RLTP / NLTP Programme (\$)	Planned Start Year	Current NLTP Status	Stage Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
Low cost / Low risk Improvements 2018-21	SDC	12	n/a	2,650,000	2018	Approved			Behind schedule	Behind planned programme due to reprioritization of bridge programme. Several contacts awarded but not constructed including Mararoa Bridge renewal.
	SDC	12		3,050,000	2019	Approved			On Track	Major bridging programme to be tendered in early 2019/20.
	SDC	12		3,030,000	2020	Approved			On Track	

Project Details Southland					Project Development & Status				
Project	Project Owner	Project Stage	Low Cost Low Risk Programme (\$)	Planned Start Year	Planned Completion Date	Project Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
Minor Projects – Less than \$350,000	SDC	Included in Submitted Spreadsheet	1,100,000	2018	June 2019			Behind Schedule	Behind planned programme due to reprioritisation of bridge programme.
			1,150,000	2019	June 2020			On Track	
			1,280,000	2020	June 2021			On Track	
Scott Road 2 – Bridge Replacement	SDC	Included in Submitted Spreadsheet	600,000	2018				Reprioritised	Reprioritised to 2021-23
Benmore Otapiri Road - Bridge Replacement	SDC	Included in Submitted Spreadsheet	600,000	2018				Reprioritised	Reprioritised
Mararoa Road Bridge Replacement	SDC	Included in Submitted Spreadsheet	999,999	2019	2020	10%		Out to tender	Tender awarded and construction to start early 2019/20
Lake Monowai Road Bridge Replacement	SDC	Included in Submitted Spreadsheet	450,000	2019	2021	0%		Reprioritised	final bridge on reprioritised list
Smith Road Bridge Replacement	SDC	Included in Submitted Spreadsheet	450,000	2019				Reprioritised	Reprioritised. Potentially 2021-23
Caird Road - Bridge Replacement	SDC	Included in Submitted Spreadsheet	350,000	2020				Reprioritised	Reprioritised
Turnbull Road - Bridge Replacement	SDC	Included in Submitted Spreadsheet	350,000	2020	2021			On Track	
Piano Flat Road - Bridge Replacement	SDC	Included in Submitted Spreadsheet	350,000	2020				Reprioritised	Reprioritised. Potentially 2021-23
Waituna Lagoon Road - Bridge Replacement	SDC	Included in Submitted Spreadsheet	350,000	2020	2021			On Track	Programmed for construction in 2020/21
Biggar Road 2 - Bridge Replacement	SDC	Included in Submitted Spreadsheet	350,000	2020				Reprioritised	Reprioritised. Potentially 2021-23
Note SDC are undertaking bridge inspections and priorities will change during this NLTP.									

Table 3: Gore District Council – Southland

Project Details Southland						Project Development & Status				
Project	Project Owner	Activity Class	Project Stage	RLTP / NLTP Programme (\$)	Planned Start Year	Current NLTP Status	Stage Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
Low cost / Low risk Improvements 2018-21	GDC	12	n/a	155,000	2018	Approved	10%		Improvement programmed	This will be completed by the due date.
	GDC	12		614,193	2019	Approved	0%			
	GDC	12		159,482	2020	Approved	0%			
Pyramid Bridge Replacement	GDC	12	Construction	6,830,763	2018	Approved	3%		Final Design	This will more likely be constructed late 2019-early 2020.

Project Details Southland					Project Development & Status				
Project	Project Owner	Project Stage	Low Cost Low Risk Programme (\$)	Planned Start Year	Planned Completion Date	Project Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
Minor Projects – Less than \$350,000	GDC	Included in Submitted Spreadsheet	176,000	2018	June 2019	30%		Improvement programmed	This will be completed by the due date.
			188,000	2019	June 2020	0%			
			172,640	2020	June 2021	0%			
Falconer Road Seal Extension	GDC	Included in Submitted Spreadsheet	450,000	2018	June 2019	3%		Out for tender	This will be completed 2019/20.
Kennedy Road Unsafe Structure Replacement	GDC	Included in Submitted Spreadsheet	407,823	2018	Feb 2019	90%		Construction completed.	This has been completed.
Landslip Valley Road Unsafe Structure Replacement	GDC	Included in Submitted Spreadsheet	200,000	2019	June 2019	10%		Alternative design discussions.	This will be completed 2019/20.

Table 4: Invercargill City Council – Southland

Project Details Southland						Project Development & Status				
Project	Project Owner	Activity Class	Project Stage	RLTP / NLTP Programme (\$)	Planned Start Year	Current NLTP Status	Stage Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
Low cost / Low risk Improvements 2018-21	ICC	12	n/a	1,199,000	2018	Approved	25	On track		Work delayed until 19-20 but designs almost complete, ready to tender.
	ICC	12		965,000	2019	Approved	45	On Track	On Track	Works for 19-20 planned
	ICC	12		1,630,400	2020	Approved				

Project Details Southland					Project Development & Status				
Project	Project Owner	Project Stage	Low Cost Low Risk Programme (\$)	Planned Start Year	Planned Completion Date	Project Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
Minor Projects – Less than \$350,000	ICC	Included in Submitted Spreadsheet	670,000	2018	June 2019	35	On Track		Tender delayed and will be included with 19-20 programme for roundabouts
			770,000	2019	June 2020	40	On Track	On Track	Roundabout and safety Improvements tendered and in construction for two roundabouts
			860,000	2020	June 2021		On Track		
SH 1 Awarua to Stirling Point Cycle Trail	ICC	Included in Submitted Spreadsheet	600,000	2018	June 2019	20	On Track		Works were delayed in the 2018/19 year.
			350,000	2019	June 2019	20	On Track	On Track	Cycle way to Bluff now being staged. Work has been tendered and a contractor appointed. Awaiting Archeological Authority to start Due to delayed start may need completed in 20/21
Lake Street Entrance From SH1 Roundabout	ICC	Included in Submitted Spreadsheet	759,000	2020	2021	0			NZTA have committed to design phase. Project is likely to be funded by NZTA. Discussion with NZTA required.

Table 5: State Highways - Otago

Project Details Otago						Project Development & Status				
Project	Project Owner	Activity Class	Project Stage	RLTP / NLTP Programme (\$)	Planned Start Year	Current NLTP Status	Stage Complete (%)	Current Status	Status Last Report	Comment on Current Risk Of Non-delivery By Due Date
Wakatipu Walking/Cycling Network Improvements	NZTA	3	Detail BC	513,000	2018	Included in NLTP	95%	In Progress	In Progress	Joint NZTA/QLDC Project led by QLDC
	NZTA	3	Pre-implementation	513,000	2019	Included in NLTP	5%	About to start	Not Yet Started	About to start, NZTA to procure
	NZTA	3	Implementation	5,643,000	2020	Included in NLTP		Not Yet Started	Not Yet Started	
	NZTA	3	Property	820,800	2020	Included in NLTP		Not Yet Started	Not Yet Started	
Low cost / Low risk Improvements 2018-21	NZTA	13	n/a	4,101,030	2018	Approved	90%	Delivery	Delivery	Some Minor Carryovers into 2019/20.
	NZTA	13		TBC	2019	Approved	25%	Planning	Planning	Some reprogramming and reprioritisation underway.
	NZTA	13		TBC	2020	Approved	10%	Programme Development	Programme Development	Programme for Yr. 3 yet to be finalised
Active Road User intersections (Otago)	NZTA	13	Pre-implementation	89,666	2018	Included in NLTP				Safer Network Programme (Nationally led NZTA Project, ongoing Programme yet to be confirmed)
	NZTA	13	Implementation	181,114	2018/19	Included in NLTP				
	NZTA	13	Implementation	3,106,611	2020	Included in NLTP				
Beaumont bridge replacement	NZTA	13	Detail BC	32,571	2018	Approved	100%	Complete	Complete	2017-18
	NZTA	13	Pre-implementation	1,873,254	2018/19	Approved	65%	Detailed Design	Detailed design	Property acquisition is likely to delay effective completion of this phase.
	NZTA	13	Implementation	16,416,000	2019/20	Included in NLTP	0%			Yet to be tendered
*Grant Rd to Kawarau Falls Improvements	NZTA	13	Detail BC	200,763	2018	Approved	85%		In Progress	ON HOLD for integration with SH6A Corridor Improvements and Frankton Master Plan
	NZTA	13	Property	1,282,500	2018/19	Included in NLTP	0%		Not Yet Started	
	NZTA	13	Pre-implementation	359,100	2018	Included in NLTP	0%		Not Yet Started	

Project Details Otago						Project Development & Status				
Project	Project Owner	Activity Class	Project Stage	RLTP / NLTP Programme (\$)	Planned Start Year	Current NLTP Status	Stage Complete (%)	Current Status	Status Last Report	Comment on Current Risk Of Non-delivery By Due Date
ITS Improvement Programme	NZTA	13	Detail BC	322,985	2018	Included in NLTP				Safer Network Programme (Nationally led NZTA Project, Programme yet to be confirmed)
	NZTA	13	Pre-implementation	727,271	2018/19	Included in NLTP				
	NZTA	13	Implementation	7,995,760	2018/20	Included in NLTP				
SH1 Mosgiel to Milton Safety Management	NZTA	13	Detail BC	272,200	2018	Not Included in NLTP				Safer Network Programme (Nationally led NZTA Project, Programme yet to be confirmed)
	NZTA	13	Pre-implementation	549,809	2018/19	Not Included in NLTP				
	NZTA	13	Implementation	9,439,890	2020	Not Included in NLTP				
SH6 Cromwell to Queenstown Safer Corridor and Resilience	NZTA	13	Detail BC	922,278	2018	Not Included in NLTP				Safer Network Programme (Nationally led NZTA Project, Programme yet to be confirmed)
	NZTA	13	Pre-implementation	1,862,881	2018/19	Not Included in NLTP				
	NZTA	13	Implementation	31,984,571	2020	Not Included in NLTP				
Ladies Mile Corridor Improvements (Tucker Beach)	NZTA	13	Pre-implementation	199,765	2018	Approved	100%	Complete	Complete	
	NZTA	13	Implementation	5,296,787	2018	Approved	100%	Complete	Complete	
SH6 Park and Ride Facilities	NZTA	13	Detail BC	266,863	2018	Included in NLTP	Not Yet Started			Joint Way2Go (NZTA/QLDC) Project led by QLDC
	NZTA	13	Pre-implementation	544,400	2019	Included in NLTP				
	NZTA	13	Implementation	3,244,868	2021	Included in NLTP				
	NZTA	13	Property	822,773	2020	Included in NLTP				
*SH6A Corridor Improvements	NZTA	13	Detail BC	1,000,000	2018	Approved	80%	In Progress	In progress	Expected Complete June 2020
	NZTA	13	Pre-implementation	757,822	2018/19	Included in NLTP				

Project Details Otago						Project Development & Status				
Project	Project Owner	Activity Class	Project Stage	RLTP / NLTP Programme (\$)	Planned Start Year	Current NLTP Status	Stage Complete (%)	Current Status	Status Last Report	Comment on Current Risk Of Non-delivery By Due Date
	NZTA	13	Implementation	5,882,598	2019/20	Included in NLTP				
	NZTA	13	Property	3,078,000	2020	Included in NLTP				
SH8 Lawrence to Burma Rd Safer Corridor	NZTA	13	Detail BC	144,106	2018	Not Included in NLTP				Safer Network Programme (Nationally led NZTA Project, Programme yet to be confirmed)
	NZTA	13	Pre-implementation	291,075	2018/19	Not Included in NLTP				
	NZTA	13	Implementation	4,997,590	2020	Not Included in NLTP				
SH8/SH8B Intersection Improvement	NZTA	13	Detail BC	80,059	2018	Included in NLTP				Safer Network Programme (Nationally led NZTA Project, Programme yet to be confirmed)
	NZTA	13	Pre-implementation	161,709	2018/19	Included in NLTP				
	NZTA	13	Implementation	2,776,438	2020	Included in NLTP				
SH88 Safety Management	NZTA	13	Detail BC	60,845	2018	Not Included in NLTP	100%	Complete	Complete	
	NZTA	13	Pre-implementation	122,899	2018/19	Not Included in NLTP	100%	Complete	Procurement	
	NZTA	13	Implementation	2,110,093	2020	Not Included in NLTP	2%			Will be delivered in conjunction with SH 88 Shared Path
*Stanley St Corridor Improvements (Q Town Centre DBC)	NZTA	13	Detail BC	1,621,880	2018	Approved	80%			Expected Complete June 2020
	NZTA	13	Pre-implementation	7,695,000	2018/20	Not Included in NLTP				
SH1 Oamaru to Dunedin Safety Management and Resilience	NZTA	20	Detail BC	704,517	2018	Included in NLTP				Safer Network Programme (Nationally led NZTA Project, Programme yet to be confirmed)
	NZTA	20	Pre-implementation	1,423,036	2018/19	Included in NLTP				
	NZTA	20	Implementation	24,432,659	2020	Not Included in NLTP				
Visiting Driver Signature Project Otago	NZTA	20	Implementation	7,186,441 5,000,000	2018	Approved	100%	Complete	Implementation	

Project Details Otago						Project Development & Status				
Project	Project Owner	Activity Class	Project Stage	RLTP / NLTP Programme (\$)	Planned Start Year	Current NLTP Status	Stage Complete (%)	Current Status	Status Last Report	Comment on Current Risk Of Non-delivery By Due Date
SH6 Ladies Mile Corridor Improvements	NZTA	20	Detail BC	266,863	2018	Included in NLTP	0%	Not yet started	Not yet started	Will be started in the coming months and delivered this FY
	NZTA	20	Pre-implementation	544,400	2019	Included in NLTP		Not yet started	Not yet started	
	NZTA	20	Implementation	5,296,787	2020	Approved				

Project Details Otago					Project Development & Status					
Project	Project Owner	Project Stage	Low Cost Low Risk Programme (\$)	Planned Start Year	Planned Completion Date	Project Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date	
Minor Projects – Less than \$200,000	NZTA	Included in Submitted Spreadsheet	3,585,305	2018	2019	75%	Delivery	Delivery		
Blacks to Camp Creek rockfall barrier	NZTA	Approved	240,000	2018	2019	100%	Complete	Complete	October 2018	
SH87: Mosgiel-Middlemarch Signage and Barrier	NZTA	Carryover	363,435	2018	2019	100%	Complete	Complete		
SH8A Luggate (Red) Bridge Safety Barrier	NZTA	Approved	350,000	2018	2019	100%	Complete	Complete		
Queenstown Bus Hub Relocation	NZTA	Addition	295,000	2018	2019	100%	Complete	Delivery	Consultation complete, detailed design being revised expect physical works August September 2019	
SH6: Kawarau Gorge	NZTA	Carryover	203,064	2018	2019	100%	Complete	Complete	Expect Delivery by end 03/19	

Table 6: Central Otago District Council – Otago

Project Details - Otago						Project Development & Status				
Project	Project Owner	Activity Class	Project Stage	RLTP / NLTP Programme (\$)	Planned Start Year	Current NLTP Status	Stage Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
Low cost / Low risk Improvements 2018-21	CODC	12	n/a	592,000	2018	Approved	100	Complete	Underway	Complete
	CODC	12	n/a	1,805,000	2019	Approved	25	Underway	Underway	Bannockburn Bridge clip-on bridge provision for cyclists and pedestrians brought forward from 2021/22. Completion of Clyde Historic Precinct project will roll into 2020/21 Financial Year. Prioritised projects delivering Safety and Resilience outcomes approved by the council for 2019/20 and 2020/21 programme. Low Risk of non-delivery.
	CODC	12	n/a	917,000	2020	Approved	15	Planning	Planning	Prioritised projects delivering Safety and Resilience outcomes approved by the council for 2019/20 and 2020/21 programme. Low Risk of non-delivery.

Project Details - Otago					Project Development & Status					
Project	Project Owner	Project Stage	Low Cost Low Risk Programme (\$)	Planned Start Year	Planned Completion Date	Project Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date	
Minor Projects – Less than \$300,000	CODC	Included in Submitted Spreadsheet	232,000	2018	2019	100	Complete	Underway	Complete.	
			740,000	2019	2020	20	Underway	Underway	Projects brought forward as part of National Priority Program works. Low Risk of non-delivery.	
			267,000	2020	2021	5	Planning	Planning	Projects brought forward as part of National Priority Program works. Low Risk of non-delivery.	
Clyde Traffic Calming/Streetscape	CODC	Included in Submitted Spreadsheet	900,000	2018	2021	20	Developed Detailed Design and Program	Detailed Design and Program	Detailed design commenced 2018/19. Works to be completed in 2020/21, coordinated with Clyde Wastewater reticulation staged construction (Contractor/Designer appointed). Low risk of non-delivery.	

Project Details - Otago					Project Development & Status				
Project	Project Owner	Project Stage	Low Cost Low Risk Programme (\$)	Planned Start Year	Planned Completion Date	Project Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
Cromwell Footpaths McNulty Road – Gair Avenue	CODC	Included in Submitted Spreadsheet	360,000	2019	2019	100	Complete	Underway	Project Complete.
Bannockburn Road Cycle Path – Cycle Bridge Facilities to Cromwell	CODC	Included in Submitted Spreadsheet	815,000	2019	2020	30	Finalising Detailed Design. Contractor Appointed	Completed Preliminary Design	Project delivery process and funding approved by all parties. Construction in Q3 and Q4 2019/20. Low Risk of non-delivery.
<i>Bridging Upgrades</i>	<i>CODC</i>	<i>Included in Submitted Spreadsheet</i>	<i>300,000</i>	<i>2021</i>	<i>2024</i>	<i>5</i>	<i>Planning</i>	<i>Planning</i>	<i>Bridge works reprioritised to fund structural renewal works at Roxburgh Bridge and emergency replacement of flood-damaged structures. Programmed bridge replacement based on District-wide review commencing from 2021. Low Risk of non-delivery.</i>
<i>SH8B Pedestrian Underpass</i>	<i>CODC</i>	<i>Included in Submitted Spreadsheet</i>	<i>650,000</i>	<i>2021</i>	<i>2024</i>	<i>0</i>	<i>Planning</i>	<i>Planning</i>	<i>Medium Risk of non-delivery. Project delivery to be coordinated with consented sub-division. Programme adjusted to 2021-2024 LTP. Will be transferred to other safety, walking and cycling projects if not ready to proceed.</i>
<i>Cromwell Town Centre Traffic Planning/Upgrades</i>	<i>CODC</i>	<i>Included in Submitted Spreadsheet</i>	<i>900,000</i>	<i>2021</i>	<i>2024</i>	<i>0</i>	<i>Planning</i>	<i>Planning</i>	<i>Low Risk of non-delivery. Cromwell Master plan and spatial framework planning first stage complete. Programme adjusted to 2021-2024 LTP.</i>

Table 7: Clutha District Council – Otago

Project Details Otago						Project Development & Status				
Project	Project Owner	Activity Class	Project Stage	RLTP / NLTP Programme (\$)	Planned Start Year	Current NLTP Status	Stage Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
Low cost / Low risk Improvements 2018-21 Local Roads	CDC	12	n/a	1,539,000 619,500	2018	Approved	100	Completed	Completed	Cashflow adjustment required following re-programming of projects, specifically Bridge Replacements <\$1M. Over 3-year period very low risk of Non-delivery by due date.

Project Details Otago						Project Development & Status				
Project	Project Owner	Activity Class	Project Stage	RLTP / NLTP Programme (\$)	Planned Start Year	Current NLTP Status	Stage Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
	CDC	12		1,723,000 3,482,800 2,920,000	2019	Approved	0	On Track	On Track	Cashflow adjustment required following re-programming of projects, specifically Bridge Replacements <\$1M. Over 3-year period very low risk of Non-delivery by due date. Minor timing change.
	CDC	12		1,755,000 968,700 1,530,000	2020	Approved	0	On Track	On Track	Cashflow adjustment required following re-programming of projects, specifically Bridge Replacements <\$1M. Over 3-year period very low risk of Non-delivery by due date. Minor timing change.
Low cost / Low risk Improvements 2018-21 Special Purpose Roads	CDC	12	n/a	130,000 78,300 70,000	2018	Approved	100	Completed	Completed	Slip repair project at Fleming River and Lake Wilkie Pull-off area sealing completed (c/o projects from 2017/18). High tender rates resulted in cancelling of improvements to Florence Hill Lookout pull-off area. Now programmed for completion in 2019/20. Additional minor adjustment to reflect 2028/19 actual expenditure.
	CDC	12		90,000 95,000 150,000	2019	Approved	0	On Track	On Track	Florence Hill Lookout pull-off area Improvements. Adjusted for cost increases following initial tender process.
	CDC	12		40,000 86,700 40,000	2020	Approved	0	On Track	On Track	2019/20 and 2020/21 allocation to be combined to achieve viable project for completion in remaining 2-year period. Pending final designs and tender prices, very low risk of Non-delivery by due date. Adjusted back to original value to account for cost increases for Florence Hill.
Replacement of Hina Hina Bridge	CDC	12	Detail BC	105,000	2018	Approved	100	Completed	DBC work in progress	Project carried over to 2019/20 for completion by September 2019. Detail Business Case approved by NZTA.
	CDC	12	Construction	2,624,000 3,400,000	2019	Included in NLTP	0	Detail design and procure	Await NZTA approval	As part of 2019/20 Annual Plan development, reprogrammed Construction to span 2019/20 and 2020/21 years. Over 3-year period, pending final designs and tender prices, very low risk of Non-delivery by due date. Detail Business Case approved by NZTA at increased project value of \$3.4M.

Project Details Otago					Project Development & Status				
Project	Project Owner	Project Stage	Low Cost Low Risk Programme (\$)	Planned Start Year	Planned Completion Date	Project Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
Minor Projects – Less than \$300,000	CDC	Included in Submitted Spreadsheet	1,226,400 375,500 240,000	2018	2019	100	Completed	Design & Procure	Cashflow adjustment required following re-programming of projects, specifically Bridge Replacements <\$1M. Over 3-year period, pending final designs and tender prices, low risk of Non-delivery by due date.
			996,700 1,037,700 1,095,000	2019	2020	0	Final Design & Procure	PD & Design	Cashflow adjustment required following re-programming of projects, specifically Bridge Replacements <\$1M. Over 3-year period, pending final designs and tender prices, low risk of Non-delivery by due date.
			633,100 625,400 273,000	2020	2021	0	PD & Design	PD & Design	Cashflow adjustment required following re-programming of projects, specifically Bridge Replacements <\$1M. Over 3-year period, pending final designs and tender prices, low risk of Non-delivery by due date.
Bridge 365 Replacement - Glenshee Road	CDC	Included in Submitted Spreadsheet	489,000 0	2018	2019	NA	NA	PD & Design	Removed from priority list as previously strengthened.
Finlayson Road Slip Repair	CDC	Replacement project for Newhaven Road erosion protection originally <\$300K	413,000 380,000	2018	2019	100	Completed	Completed	Completed
Bridge 459 Replacement - Tuapeka West Road	CDC	Included in Submitted Spreadsheet	806,000 760,000	2019	2020	0	Final Design & Procure	PD & Design	Some design & procurement work in 2018/19, bulk of project still to be completed in 2019/20. Pending final designs and tender prices, very low risk of Non-delivery by due date.
Rosebank Industrial Park - Access Improvements	CDC	Included in Submitted Spreadsheet	643,000	2019	2020	0 10	Construction	PD & Design	To be completed by CDC with NZTA contribution. Tender awarded with works being progressed.
Bridge 464 Replacement – Campbellton Street	CDC	New Project (replaces Bridge 365)	358,100	2019	2020	0	Final Design & Procure	PD & Design	Pending final designs and tender prices, very low risk of Non-delivery by due date.
Traction Seal – Rewcastle Road	CDC	Now on list as >\$300K	335,700	2019	2020	0	Final Design & Procure	PD & Design	Pending final designs and tender prices, very low risk of Non-delivery by due date.
Kaitangata Highway Erosion Protection	CDC	Included in Submitted Spreadsheet	390,000	2019	2020	0	Final Design & Procure	PD & Design	Pending final designs and tender prices, very low risk of Non-delivery by due date.

Project Details Otago					Project Development & Status				
Project	Project Owner	Project Stage	Low Cost Low Risk Programme (\$)	Planned Start Year	Planned Completion Date	Project Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
Bridge 75 replacement - North Branch Road	CDC	Included in Submitted Spreadsheet	538,000 490,000	2020 2019 2020	2021 2020 2021	0	PD & Design	PD & Design	Some design & procurement work in 2018/19, bulk of project now to be completed in 2019/20. Pending final designs and tender prices, very low risk of Non-delivery by due date. Project now reprogrammed again for 2020/21 to facilitate better use of industry resources as 2019/20 “over committed”.
Traction Seal - Akatore Road	CDC	Included in Submitted Spreadsheet	322,100	2020	2021	0	PD & Design	PD & Design	Pending final designs and tender prices, very low risk of Non-delivery by due date.
Bridge 474 Replacement - Mitchells Flat Road	CDC	Included in Submitted Spreadsheet	300,000	2020	2021	0	PD & Design	PD & Design	Some design & procurement work in 2018/19 and 2019/20 with bulk of project still to be completed in 2020/21. Pending final designs and tender prices, very low risk of Non-delivery by due date.

Table 8: Dunedin City Council – Otago

Project Details Southland						Project Development & Status				
Project	Project Owner	Activity Class	Project Stage	RLTP / NLTP Programme (\$)	Planned Start Year	Current NLTP Status	Stage Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
City to harbour cycle/pedestrian connection	DCC	3	Indicative BC	258,000	2018	Included in NLTP	70		Underway	
	DCC	3	Detail BC	258,000	2018	Included in NLTP				
	DCC	3	Implementation	10,785,000	2019/20	Included in NLTP	0			
Dunedin Urban Cycleways	DCC	3	Single Stage BCs	464,400	2018	Included in NLTP	10		Commenced	
	DCC	3	Programme BC	51,600	2019/20	Included in NLTP	0			
	DCC	3	Implementation	5,392,500	2019/20	Included in NLTP	0			
Low cost / Low risk Improvements 2018-21	DCC	12	n/a	3,096,000	2018	Approved	100		Completed	
	DCC	12		3,189,000	2019	Approved	100		Completed	

Project Details Southland						Project Development & Status				
Project	Project Owner	Activity Class	Project Stage	RLTP / NLTP Programme (\$)	Planned Start Year	Current NLTP Status	Stage Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
	DCC	12		2,282,000	2020	Approved	10		Underway	
Central City Safety and Accessibility Upgrade	DCC	12	Indicative BC Case	116,851	2018	Approved	80		Underway	
	DCC	12	Detail BC	258,000	2018	Included in NLTP	0			
	DCC	12	Implementation	3,251,000	2019/20	Included in NLTP	0			
Tertiary Precinct Improvement Project	DCC	12	Single Stage BC Case	103,200	2018	Included in NLTP	10		Commenced	
	DCC	12	Detail BC	206,400	2018	Included in NLTP	0			
	DCC	12	Implementation	3,451,200	2019/20	Included in NLTP	0			

Project Details Southland					Project Development & Status				
Project	Project Owner	Project Stage	Low Cost Low Risk Programme (\$)	Planned Start Year	Planned Completion Date	Project Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
Minor Projects – Less than \$350,000	DCC	Included in Submitted Spreadsheet	2,322,000	2018	2019	50	Planning/ Design Complete. Awaiting Construction Price	Planning/ Design Complete. Awaiting Construction Price	
			1,621,075	2019	2020	0	Not Started	Not Started	
			3,282,000	2020	2021	0	Not Started	Not Started	
High Risk Traffic signal Intersections - Upgrade signalised controls for turning phases, ped and cycle protection phasing	DCC	Included in Submitted Spreadsheet	412,800	2018	2019	100	Complete	Complete	Budget now revised to \$1,380,000 over three years
			425,200	2019	2020				
			711,100	2020	2021				
High Risk Traffic signal Intersections - Upgrade	DCC	Included in Submitted Spreadsheet	361,00	2018	2019				Project replaced by Priority Intersections Below
			398,625	2019	2020				

Project Details Southland					Project Development & Status				
Project	Project Owner	Project Stage	Low Cost Low Risk Programme (\$)	Planned Start Year	Planned Completion Date	Project Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
signalised controls for turning phases, ped and cycle protection phasing			765,800	2020	2021				
Corridor Safety Improvements - Princes St - Carroll to Ardmore	DCC	Included in Submitted Spreadsheet	372,050	2019	2020	0	Not Started	Not Started	
Corridor Safety Improvements - Princes St - Rattray to Moray	DCC	Included in Submitted Spreadsheet	372050	2019	2020	0	Not Started	Not Started	
New Items									
Mobility Package 1	DCC	Implementation	465,000	2019	2019	100	Completed	Completed	
Mobility Package 2	DCC	Planning/Design	60,000	2019	2021	100	Completed	Completed	
		Implementation	540,000				Underway	Underway	
Cental City School Cluster	DCC	Implementation	1,395,000	2019	2020	100	Completed	Completed	
Schools Speed Management	DCC	Planning/Design	225,000	2019	2021	100	Completed	Completed	
		Implementation	2,025,000						
Priority Intersection Safety Improvements	DCC	Planning/Design	700,000	2019	2021	100	Completed	Completed	
		Implementation	6,300,000				underway	underway	
Footpaths	DCC	Planning/Design	117,500	2019	2021	100	Completed	Completed	
		Implementation	1,057,500				Underway	Underway	
Schools Safety work	DCC	Planning/Design	45,500	2019	2021	100	Completed	Completed	
		Implementation	409,500				On track	On track	
Stuart St Median	DCC	Implementation	500,000	2019	2019	100	Completed	Completed	
Forbury/Bay View Roundabout	DCC	Planning/Design	140,000	2019	2021	100	Completed	Completed	
		Implementation	1,260,000				On track	On track	

Table 9: Queenstown Lakes District Council – Otago

Project Details Southland						Project Development & Status				
Project	Project Owner	Activity Class	Project Stage	RLTP / NLTP Programme (\$)	Planned Start Year	Current NLTP Status	Stage Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
Queenstown Town Centre Pedestrianisation	QLDC	3	Pre-implementation	1,044,000	2018	Included in NLTP	20		On Track	Budget now \$1.6M (includes design for Brecon, Beach and Rees Streets). Approval subject to Wakatipu Active Travel SSBC
	QLDC	3	Implementation	13,087,000	2019/20	Included in NLTP	0		On track	
Wakatipu Active Travel Network	QLDC	3	Detail BC	400,000	2018	Included in NLTP	90		On track	DBC almost complete
	QLDC	3	Pre-implementation	1,642,000	2018/20	Included in NLTP	0		On track	Not due to start until 19/20
	QLDC	3	Implementation	8,132,250	2019/20	Included in NLTP	0		On track	
Low cost / Low risk Improvements 2018-21 Local Roads	QLDC	12	n/a	3,684,000	2018	Approved	80		On track	
	QLDC	12	Pre-implementation	3,726,000	2019	Approved	0		On track	
	QLDC	12	Implementation	3,943,000	2020	Approved	0		On track	
Low cost / Low risk Improvements 2018-21 Special Purpose Roads	QLDC	12	n/a	2,115,700	2018	Approved	85		On track	
	QLDC	12		2,000,700	2019	Approved	0		On track	
	QLDC	12		1,765,700	2020	Approved	0		On track	
Crown Estate access Glenorchy Roads	QLDC	12	Detail BC	300,000	2020	Not Included in NLTP	0		On hold	Pending DOC Input
Housing Infrastructure Fund project, Ladies Mile	QLDC	12	Pre-implementation	400,000	2019	Included in NLTP	5		On track	Negotiation with developers still underway
	QLDC	12	Implementation	6,150,000	2020	Included in NLTP	0		On track	
Housing Infrastructure Fund project, Quail Rise to Hawthorne Drive	QLDC	12	Pre-implementation	645,436	2019/20	Included in NLTP	5		On track	Negotiation with developers still underway
	QLDC	12	Implementation	5,042,657	2020	Included in NLTP	0		On track	

Project Details Southland						Project Development & Status				
Project	Project Owner	Activity Class	Project Stage	RLTP / NLTP Programme (\$)	Planned Start Year	Current NLTP Status	Stage Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
Queenstown Traffic Management Facilities	QLDC	12	Pre-Implementation	30,000	2018/19	Included in NLTP	10		On track	
	QLDC	12	Implementation	4,350,500	20218/20	Included in NLTP	0		On track	Not due to start until 19/20
Ballantyne Road Seal extensions	QLDC	20	Implementation	2,100,000	2018	Included in NLTP	25		On track	Detailed business case completed
Crown Estate Access, Mt Aspiring	QLDC	20	Detail BC	100,000	2020	Not Included in NLTP	0		On hold	Covered under Wanaka Master Plan
Queenstown Town Centre Arterial	QLDC	20	Pre-implementation	3,239,000	2018/20	Included in NLTP	10		On track	Detailed Business Case to be completed October 2019
	QLDC	20	Implementation	15,510,000	2018/20	Included in NLTP	0		On track	Not Due to start until 20/21
	QLDC	20	Property	34,634,000	2019/20	Included in NLTP	0		On track	
Queenstown Traffic Management Facilities	QLDC	20	Pre-implementation	30,000	2018/19	Included in NLTP	10		On track	
	QLDC	20	Implementation	4,350,500	2018/20	Included in NLTP	0		On track	Not due to start until 19/20
Shotover River Bridge (Arthurs Point) Duplication	QLDC	20	Detail BC	500,000	2020	Included in NLTP	0		On hold	QLDC investigating business case options, may look to bring forward budget
Wanaka Master Plan	QLDC	20	Programme BC	565,000	2018	Approved	45		On track	
	QLDC	20	Detail BC	500,000	2019	Included in NLTP	0		On track	
Queenstown Integrated Transport PBC - Frankton Master Plan	QLDC	20	Programme BC	559,900	2018/19	Approved	80		On track	PBC almost completed

Project Details Southland					Project Development & Status				
Project	Project Owner	Project Stage	Low Cost Low Risk Programme (\$)	Planned Start Year	Planned Completion Date	Project Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
Minor Projects – Less than \$300,000	QLDC	Included in Submitted Spreadsheet	3,895,314	2018	2019	100		On track	
			3,149,708	2019	2020	0		On track	
			2,462,272	2020	2021	0		On track	
Wanaka Town Centre Shared Space	QLDC	Included in Submitted Spreadsheet	950,000	2018	2019	20		On track	
			950,000	2019	2020	0		On track	
			950,000	2020	2021	0		On track	
Resilience projects Glenorchy SPR	QLDC	Included in Submitted Spreadsheet	300,000	2018	2021	100		On track	
			50,000	2020	2021	0		On track	
Bennett’s Bluff carpark walkway	QLDC	Included in Submitted Spreadsheet	950,000	2018	2019	20		On track	
Cardrona Valley Rd safety improvements	QLDC	Included in Submitted Spreadsheet	500.00	2018	2019	90		On track	
SH6/84/Riverbank intersection improvement	QLDC	Included in Submitted Spreadsheet	300,000	2019	2020	0		On track	
			800,000	2020	2021	0		On track	
Aubrey Rd cycle/walkway sealing	QLDC	Included in Submitted Spreadsheet	300,000	2019	2020	0		On track	
			500,000	2020	2021	0		On track	
Aubrey Rd footpath - nth side	QLDC	Included in Submitted Spreadsheet	300,000	2019	2020	0		On track	
Wanaka biking facilities	QLDC	Included in Submitted Spreadsheet	300,000	2020	2021	0		On track	
Corridor Study - Eastbourne Road	QLDC	Included in Submitted Spreadsheet	360,000	2020	2021	0		On track	

Project Details Southland					Project Development & Status				
Project	Project Owner	Project Stage	Low Cost Low Risk Programme (\$)	Planned Start Year	Planned Completion Date	Project Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
Redesign of Capell Ave & Domain Rd	QLDC	Included in Submitted Spreadsheet	400,000	2020	2021	0		On track	

Table 10: Waitaki District Council – Otago

Project Details Otago						Project Development & Status				
Project	Project Owner	Activity Class	Project Stage	RLTP / NLTP Programme (\$)	Planned Start Year	Current NLTP Status	Stage Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
Low cost / Low risk Improvements 2018-21	WDC	12	n/a	1,970,000 budget 1,520,964 expenditure @ 30 June	2018	Approved	77	Complete	In various stages of planning, design and construction for 2019/20 projects	Carry overs to 2019/20; 2 bridges due for completion waiting on resource consent approval from Ecan and project for renewal of Severn Street Retaining Wall has been delayed with consultation. Bridges on Lake Ohau Road deferred to 2020/21 due to lengthy Wildlife Authority required by Department of Conservation
	WDC	12		1,950,000	2019	Approved	62%	Planning, design and construction	Planning and design in progress	
	WDC	12		2,411,000	2020	Approved	5	Planning and design	Draft and in planning and design	
Kakanui Point Bridge Design & Construction 2019-20	WDC	12	Detail BC	150,000	2018	Included in NLTP	0	WDC has submitted letter to NZTA requesting approval of business case and design – no response received to date	Declined and deferred for 7 years by NZTA To be included in 2021/24 RLTP for reassessment within new Investment Decision Making	Negotiations with NZTA unsuccessful for approval of detailed business case. NZTA promoting present value end of life concept and requiring WDC to maintain existing bridge for ten years at cost of \$943,000 in present day funding. No alternative routes in the event of the Kakanui River in flood. 4 road closures on SH1 at Maheno in past 5 years; 2 flooding, 1 crash and 1 smoke hazard. Risk assessment of bridge failure in times of flood also to be completed to strengthen business case.

Project Details Otago						Project Development & Status				
Project	Project Owner	Activity Class	Project Stage	RLTP / NLTP Programme (\$)	Planned Start Year	Current NLTP Status	Stage Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
									Framework	
	WDC	12	Pre-implementation	500,000	2019	Included in NLTP	0	See above	Declined and deferred for 7 years by NZTA	Unlikely if letter of request not approved by NZTA
	WDC	12	Implementation	6,500,000	2020	Included in NLTP	0	Construction to be included in 2021/24 RLTP	Declined and deferred for 7 years by NZTA	Unlikely if letter of request not approved by NZTA

Project Details Otago					Project Development & Status				
Project	Project Owner	Project Stage	Low Cost Low Risk Programme (\$)	Planned Start Year	Planned Completion Date	Project Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
Traction Seal - Ridge Road	WDC	Included in Submitted Spreadsheet	60,000	2018	2019	0	Deferred	Deferred	Unlikely to proceed. Blended aggregates providing adequate traction on low volume road
Roading Improvements – Various District Road	WDC	Included in Submitted Spreadsheet	30,000	2018	2019	100	Complete	Construction complete	
			200,000	2019	2020	0	Design	Planning	To be completed in 2019/20
			300,000	2020	2021	0	Planning and design	Draft	To be completed in 2020/21
Retaining Wall Renewal - Severn Street	WDC	Included in Submitted Spreadsheet	200,000	2018	2019	80	N/A	Deferred to 2019/20	Report to Council for confirmation of type and material of wall. To be carried over to 2019/20
			100,000	2019	2020	0	Design and construction	Construction	To be completed in 2019/20
Traction Seal – Lighthouse Road	WDC	Included in Submitted Spreadsheet	100,000	2018	2019	100	Complete	Construction Complete	
Intersection Improvement – Wear Street	WDC	Included in Submitted Spreadsheet	5,000	2018	2019	100	Complete	Construction underway	
Implementation of WDC Code of Practice for	WDC	Included in Submitted Spreadsheet	15,000	2018	2019	0	No applications	No applications	

Project Details Otago					Project Development & Status				
Project	Project Owner	Project Stage	Low Cost Low Risk Programme (\$)	Planned Start Year	Planned Completion Date	Project Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
Stock Crossings - Council payment of building and resource consent fees							received	received	
			15,000	20198	2020	0	No applications to date	Draft	No applications received for 2019/20
			15,000	2020	2021	0	No applications to date	Draft	No applications received for 2020/21
Walking and Cycling Track – Humber Street	WDC	Included in Submitted Spreadsheet	250,000	2019	2020	30	Report to Council for options and final design	Planning & Design in progress	Construction likely in 2020/21
			250,000	2020	2021	0	Construction	Construction	To be completed in 2020/21
Roading Improvements - Waianakarua Road	WDC	Included in Submitted Spreadsheet	104,000	2020	2021	0	Planned	Draft	Road realignment above Waianakarua River to be completed in 2020/21 if necessary
River Training - Kakanui Valley Road over Kaura River	WDC	Included in Submitted Spreadsheet	40,000	2018	2019	100	Complete	Construction Complete	
Implementation of WDC Code of Practice for Stock Crossings - Council share of underpass construction	WDC	Included in Submitted Spreadsheet	48,000	2018	2019	30	1 complete	No applications received	1 complete and 2 in planning
			48,000	2019	2020	0	None received	Planning	Completion date unknown
			48,000	2020	2021	0	None received	Draft	Completion date unknown
Traffic Survey, Improve Section Layout – Reed Street	WDC	Included in Submitted Spreadsheet	25,000	2018	2019	20	Construction later in year	Design underway	Construction in 2019/20
Traction Seal tanker route intersection at main arterial – Battersby Road	WDC	Included in Submitted Spreadsheet	40,000	2018	2019	100	Complete	Construction Complete	
T up rural y type intersection - Island Cliff Duntroon and Livingstone Duntroon Rd	WDC	Included in Submitted Spreadsheet	50,000	2020	2021	10	Procurement and Construction	Planning and design in progress	May be advanced to 2019/20
Traction Seal - Various	WDC	Included in Submitted	250,000	2018	2019	100	Complete	Construction	To be completed in 2018/19 balance carried over

Project Details Otago					Project Development & Status				
Project	Project Owner	Project Stage	Low Cost Low Risk Programme (\$)	Planned Start Year	Planned Completion Date	Project Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date
District Wide		Spreadsheet	350,000	2019	2020	0	Planning	Planning	To be completed in 2019/20
			600,000	2020	2021	0	Planning	Draft	Allocated to Lake Ohau bridges for 2020/21
Roading improvements - Various District Wide	WDC	Included in Submitted Spreadsheet	200,000	2019	2020	0	Planning	Planning	To be completed in 2019/20
			199,000	2020	2021	0	Planning	Draft	To be completed in 2020/21
Seal Widening - Island Cliff Rd	WDC	Included in Submitted Spreadsheet	400,000	2020	2021	0	Construction	Planning	To be completed in 2020/21
Seal Widening - Island Cliff Rd	WDC	Included in Submitted Spreadsheet	250,000	2020	2021	0	Construction	Planning	To be completed in 2020/21
Seal Widening - Island Cliff Rd	WDC	Included in Submitted Spreadsheet	200,000	2018	2019	100	Complete	Construction Complete	
Seal Widening - Weston Ngapara Rd	WDC	Included in Submitted Spreadsheet	600,000	2019	2020	80	Construction	Planning and design in progress	To be completed in 2020/21
Seal Widening - Tenby Street	WDC	Included in Submitted Spreadsheet	300,000	2018	2019	100	Complete	Construction Complete	
Lighting Upgrade - District Wide	WDC	Included in Submitted Spreadsheet	57,000	2018	2019	100	Complete	Construction Complete	
			37,000	2019	2020	0	Planning	Draft	To be completed in 2019/20
			45,000	2020	2021	0	Planning	Draft	To be completed in 2020/21
Coastal roads - Preventive Maintenance	WDC	Included in Submitted Spreadsheet	50,000	2018	2019	0	Deferred	Planning	To be completed in 2018/19
			50,000	2019	2020	20	Planning and construction	Draft	To be completed in 2019/20
			50,000	2020	2021	0	Planning	Draft	To be completed in 2020/21
Solway Street - Street Lighting and Safety Footpath	WDC	Included in Submitted Spreadsheet	100,000	2018	2019	100	Complete	Complete	
Springfield Road	WDC	Included in Submitted Spreadsheet	100,000	2018	2019	100	Complete	Construction complete	
Walking and cycling track - Assessment of coastal route from Oamaru to Palmerston	WDC	Included in Submitted Spreadsheet	50,000	2018	2019	0	Business case and assessment complete	Project awarded and in progress	To be completed in 2019/20

Project Details Otago					Project Development & Status					
Project	Project Owner	Project Stage	Low Cost Low Risk Programme (\$)	Planned Start Year	Planned Completion Date	Project Complete (%)	Current Status	Status Last Report	Comment On Current Risk Of Non-delivery By Due Date	
Intersection Improvement Reed Street	WDC	Included in Submitted Spreadsheet	50,000	2018	2019	100	Complete	Construction complete		
Tourist Carparks - 6 sites	WDC	Included in Submitted Spreadsheet	100,000	2018	2019	0	Check?	Carried over	To be carried over to 2019/20	
New Items										
Intersection Improvement Wansbeck Tyne Street roundabout	WDC	New addition to programme	60,000	2018	2019	100	Complete	Construction complete		
Bridge Widening – Lake Ohau Rd bridge 95	WDC	New addition to programme	260,000	2018	2019	5	Contract awarded and to be deferred due to wildlife authority required by DOC	Design complete and waiting for resource consent from Ecan	Deferred to 2020/21	
Bridge strengthening Ohau Rd bridge 96	WDC	New addition to programme	120,000	2018	2019	5	Contract awarded and to be deferred due to wildlife authority required by DOC	Design complete and waiting for resource consent from Ecan	Deferred to 2020/21	
Widening of Battersby Road culvert	WDC	New addition to programme	40,000	2018	2019	100	Complete	Construction complete		
Safety upgrade of bridge end guard rails	WDC	New addition to programme	200,000	2019	2020	0	Procurement and Construction	Design in progress	To be completed in 2019/20	
Safety footpath with k&c on Tyne Street	WDC	New addition to programme	20,000	2019	2020	0	Deferred to 2020/21	Deferred to 2019/20	To be completed in 2019/20	

Item 6 Way to Go Project Update

ES MORD ID: A536050	Strategic Direction: - ES Transport ORC Regional Transport
Report by: Russell Hawkes, Lead Transport Planner, Environment Southland and Garry Maloney, Transport Manager, Otago Regional Council	Approved by: Gavin Palmer General Manager Operations Otago Regional Council
Executive Approval: Gavin Palmer General Manager Operations Otago Regional Council	

Purpose

The purpose of this report is to provide representatives from the Wakatipu Way to Go Group with the opportunity to update the Committees on the project to date.

Summary

Representatives of Way to Go Group will provide a briefing to the Committees on the Way to Go transport project, its desired outcomes and the likely inputs that may require incorporation into the Regional Land Transport Plan 2021-2031.

Recommendation

It is recommended that the Regional Transport Committees note the report and:

1. provide feedback to the Way to Go partnership;
2. recommend items to staff for inclusion in the draft Regional Land Transport Plan strategic section.

Background

Queenstown Lakes District Council, in partnership with the Waka Kotahi NZ Transport Agency and the Otago Regional Council have committed to providing an enduring, affordable, safe transport system, which also provides for transport choices.

The Way to Go Group is a formal collaborative partnership of Queenstown Lakes District Council, the Waka Kotahi NZ Transport Agency and Otago Regional Council. It recognises that all three agencies have an important role in driving change and that by working together and integrating projects, it achieves the best possible future transport solutions for Wakatipu residents and visitors. The transport experience is not only about travelling by road or trail. The Way to Go Group is also working alongside the Queenstown Airport Corporation, as it works through refining its Queenstown airport master plan options. A big part of the airport's work involves considering the outputs from Councils' long-term planning to ensure any future plans for moving visitors and locals in and out of Queenstown by air, aligned and work well with planning to move people on the ground.

The group is currently driving a number of key projects that will over time transform the Wakatipu transport experience. A number of these projects will be reflected in the programs submitted for inclusion in the Regional Land Transport Plan 2012-2031 to be prepared by the Regional Transport Committees over the next 12 months.

Representatives from the Way to Go Group will brief the Committees on current progress, the likely projects and timeframes to allow a better understanding of the issues and solutions being proposed that will flow through to the Regional Land Transport Plan.

Views of Affected Parties

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

Legal Compliance

There are no legal issues identified within the report.

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

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

Financial and Resource Implications

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

Attachments

None

Item 7 Shaping Future Dunedin Transport Update

ES MORF ID: A536086	Strategic Direction: - ES Transport ORC Regional Transport
Report by: Russell Hawkes, Lead Transport Planner, Environment Southland and Garry Maloney, Transport Manager, Otago Regional Council	Approved by: Gavin Palmer General Manager Operations Otago Regional Council
Executive Approval: Gavin Palmer General Manager Operations Otago Regional Council	

Purpose

The purpose of this report is to provide representatives of the Connecting Dunedin collaboration with the opportunity to update the Committees on the project to date.

Summary

Under the Connecting Dunedin partnership model, Dunedin City Council in collaboration with the Waka Kotahi NZ Transport Agency and Otago Regional Council are working collaboratively to investigate potential changes to the transport network in Central Dunedin. Development of the new Dunedin hospital has provided the catalyst for the collaboration to review the central city transport requirements (branded Shaping Future Dunedin Transport), not just related to roading infrastructure, but to consider how people move around and through the city, including alternative transport modes such as passenger transport and cycling.

Representatives from the Dunedin City Council and Waka Kotahi NZ Transport Agency will provide a briefing to the Committees on the Shaping Future Dunedin Transport project and the likely inputs that may require incorporation into the Regional Land Transport Plan 2021-2031.

Recommendation

It is recommended that the Regional Transport Committees note the report and:

- 1. provide feedback to Connecting Dunedin partnership;**
- 2. recommend items to staff for inclusion in the draft Regional Land Transport Plan strategic section.**

Background

Under the Connecting Dunedin partnership model, Dunedin City Council, the Waka Kotahi NZ Transport Agency and the Otago Regional Council are working collaboratively to investigate changes required to consider the future design of Dunedin's main transport networks.

With the new Dunedin hospital, central city and tertiary precinct upgrades, and waterfront development, a unique opportunity exists for Dunedin to improve how people come into and move about the central city. There is also the chance to improve the amenity and attractiveness of the city.

The central city transport network has functioned largely unchanged for about 50 years and this project is considering whether significant change is a possibility. The Dunedin hospital development has provided impetus to look at the overall central city transport network.

Representatives from the Dunedin City Council and Waka Kotahi NZ Transport Agency will brief the Committees on the current status of the project (called Shaping Future Dunedin Transport) and the likely projects that will flow through to the Regional Land Transport Plan.

Views of Affected Parties

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

Legal Compliance

There are no legal issues identified within the report.

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

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

Financial and Resource Implications

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

Attachments

None

Item 8 Otago Regional Land Transport Plan Variation – SH6 Wanaka to Luggate Safer Corridor Project

ID:	Strategic Direction: - ORC Regional Transport
Report by: Garry Maloney, Transport Manager, Otago Regional Council	Approved by: Gavin Palmer General Manager Operations Otago Regional Council
Executive Approval: Gavin Palmer, General Manager Operations Otago Regional Council	

Purpose

The purpose of this report is to allow the Otago Regional Transport Committee to consider a request from the Waka Kotahi NZ Transport Agency for a variation to the Otago Regional Land Transport Plan adopted in June 2018.

Summary

A variation to the Otago Regional Land Transport Plan 2018-2021 has been requested by the Waka Kotahi NZ Transport Agency (the Transport Agency) to allow for the inclusion of a new project SH6 Wanaka to Luggate Safer Corridor project to be included in the Plan for the 2020/21 period.

The requested variation does not trigger the Significance Policy included in the RLTP and therefore the Requested variation from the Transport Agency can be recommended by the Regional Transport Committee for approval by the Otago Regional Council.

Recommendation

It is recommended that the Otago Regional Transport Committee:

- 1. notes that the State Highway 6 Wanaka to Luggate Safer Corridor project is proposed as a variation to the Otago Regional Land Transport Plan 2018-2021;**
- 2. determines that the requested variation is not significant;**
- 3. agrees to vary the Otago Regional Land Transport Plan 2018-2021 by adding the proposed activity to the Regional Land Transport Plan;**
- 4. recommends the variation and change to the Otago Regional Council.**

Background

The Transport Agency has requested a variation to the Otago Regional Land Transport Plan 2018-2021 to allow the inclusion the State Highway 6 Wanaka to Luggate Safer Corridor project. The attached application from the Transport Agency details issues around the State Highway 6 Mt Iron intersection with a particular reference to safety with increased traffic movements from developments in the area.

An RLTP can be varied at any time. Consultation on the variation is required unless the Regional Transport Committee deems the variation to not be significant based on the RLTP significance policy.

Key points with the current variation request that indicate the significance policy is not triggered are:

- the project is designed to provide a significant safety improvement where developing issues have been identified;
- the project is of a similar nature to other safety projects consulted on in the RLTP;
- the project is being delivered within the Safer Network Programme that incorporates the major State Highway projects consulted on in the RLTP;
- the project does not change the balance of strategic investment;
- does not affect the overall integrity of the RLTP;
- the project has been identified as requiring an urgent intervention for safety reasons;
- the RLTP included the project for priority delivery in the 2021-2024 period and as such is now proposed for earlier delivery.

As outlined above there are sound reasons why the significance policy is not triggered and the SH6 Wanaka to Luggate Safer Corridor project can be added to the RLTP. The Regional Transport Committee can therefore decide the variation is not significant, as requested by the Transport Agency, and can recommend to the regional council the project be added to the RLTP.

Views of Affected Parties

The proposed project does not trigger the Significance Policy included in the RLTP. The project addresses issues included in Section 2 of the RLTP that were consulted on during development of the combined RLTP in January 2018. The project is included in Section 4.5 of the RLTP as a project requested by the Regional Transport Committee for inclusion in the 2021 to 2024 State Highway work program. Further views of affected parties do not need to be obtained.

Legal Compliance

There are no legal issues identified within the report.

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

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

Financial and Resource Implications

There are no financial implications for the Otago Regional Council contained in this report.

Attachments

1. Waka Kotahi NZ Transport Agency Variation Request – SH6 Wanaka to Luggate Safer Corridor Project

Variation Request

Otago Regional Transport Committee

Date of meeting	4 February 2020
Author	Roy Johnston, Team Lead – Safety Engineers, NZTA
Via	Russell Hawkes, Environment Southland

Purpose

To amend the Otago Regional Land Transport Plan (RLTP) pursuant to section 18D of the Land Transport Management Act 2003 (LTMA) by adding the following project under New Zealand Transport Agency (NZTA) items:

- SH6 Wanaka to Luggate Safer Corridor.

Recommendations

That the Otago Regional Transport Committee:

1. Notes that the SH6 Wanaka to Luggate Safer Corridor is proposed as a variation to the Otago Regional Land Transport Plan to enable to progression of the SH6 Mt Iron Intersection Roundabout upgrade which is a component of the safer corridor.
2. Determines that, on the basis of the information contained in this report, good reason exists for making the variation described above.
3. Determines, on the basis of the information contained in this report, that the requested variation is not significant.
4. Agrees to vary the Otago Regional Land Transport Plan by adding the proposed activities to Appendix 1 “Regional programme details”.
5. Recommends this variation to the Otago Regional Council.

Background

The Otago Regional Transport Committee (RTC) may prepare a variation to its RLTP during the 6 years to which it applies if the variation addresses an issue raised by a review; or good reason exists for making the variation.

A variation may be prepared by the RTC at the request of an approved organisation or NZTA or on the RTC’s own motion. The RTC must consider any variation request promptly.

The provisions of the LTMA that apply to the preparation of a full RLTP apply with the necessary modifications to a variation of an RLTP. Consultation is not required for any variation that is not deemed significant in the criteria set out in the RLTP or that arises from the declaration or revocation of a State Highway.

The RTC may recommend that the Otago Regional Council vary the RLTP. Final approval of the variation rests with the Otago regional Council.

Key points

The requirement to improve this intersection is flagged in the current RLTP on Page 130 in section 4.5: Projects the RTCs would like to see developed in future RLTPs.

Continued growth and pressure on existing transport infrastructure is exacerbating safety and access issues at the SH6 Mt Iron intersection near Wanaka. There are currently delays, queuing and intersection safety performance concerns. There is a requirement to improve safety at this intersection.

SH6 Mt iron Intersection provides an important connection for the surrounding communities in the Wanaka area. Based on recent review the intersection is currently operating with high collective and high personal safety risk.

A request for land use development adjacent to the intersection led the NZTA to review what intersection facilities would be appropriate at this site.

It was determined that a roundabout is the best outcome to provide a safe system solution that can effectively and safely support future development and growth. This outcome is required whether the development proceeds.

The safe Network programme focused on better safety outcome provides us with an opportunity to progress the roundabout in this RLTP if a variation is accepted.

If a variation is not accepted now it is likely that reprioritisation of the safety programme for the next NLTP will result in delays before any work proceeds.

The intersection improvement is intended to address transport safety issues affecting the state highway network.

The Significance Policy in the RLTP provides that a variation is not generally considered significant if it involves the addition of an activity that has a value of less than \$3 million or is a substitution for a like activity. This variation will support safety, access and will have a positive public impact. While the full cost is \$4 million it could be considered as a substitution for other safe network programme items that are not currently proceeding. The item was also signalled in the RLTP in section 4.5 so overall the NZTA suggests that public consultation is not required.

Item 9 Next Meeting

It is proposed to hold the next meeting of the Otago and Southland Regional Transport Committees on 22 June 2020 subject to confirmation by the Committees of their preferred meeting days and times.

Note a facilitated workshop is proposed for 10 March 2020, at a venue to be confirmed.

Subject to timing of the Ministry of Transport release of the Government Policy Statement on Land Transport an additional meeting may be required to follow the planned workshop. The combined Committee Chairs will be consulted and call a meeting if that is required.

Recommendation

It is recommended that the next meeting of the Regional Transport Committees be held on 22 June 2020 in the Clutha District Council Chambers, or, if required, earlier at the discretion of the Committee Chairmen.