

**OTAGO REGIONAL COUNCIL**

**Agenda for an Extraordinary meeting of Council meeting to be held in  
the Council Chamber, 70 Stafford Street, Dunedin on Wednesday  
22 April 2015 following the Committee meetings.**

**Membership:**

- Cr Stephen Woodhead (Chairperson)**
- Cr Gretchen Robertson (Deputy Chairperson)**
- Cr Graeme Bell**
- Cr Doug Brown**
- Cr Louise Croot MNZM**
- Cr Michael Deaker**
- Cr Gerrard Eckhoff**
- Cr Gary Kelliher**
- Cr Trevor Kempton**
- Cr Sam Neill**
- Cr Bryan Scott**
- Cr David Shepherd**

**Apologies:**

**Leave of Absence:**

**In attendance:**

**Please note that there is an embargo on agenda items until 8.30 am on Monday 20 April.**

**CONFIRMATION OF AGENDA**

**PUBLIC FORUM**

**PART A - RECOMMENDATIONS**

2015/      **Completion of the Otago Southland Regional Land Transport Plans  
2015-21. DPPRP, 14/4/15**

Presenting the Otago Southland Regional Land Transport Plans 2015-21 for  
adoption by the Council.

## REPORT

Document Id: A758154

Report Number: 2015/0856  
Prepared For: Council  
Prepared By: Senior Transport Policy Analyst, Manager Transport Policy and Planning  
Date: 14 April 2015

Subject: **Completion of the Otago Southland Regional Land Transport Plans 2015 – 2021**

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### 1. Précis

The Land Transport Management Act 2003 (LTMA) gives regional transport committees (RTCs) the responsibility for preparing and consulting on regional land transport plans. Regional councils are then responsible for approving the plan and forwarding it to NZ Transport Agency (NZTA), but may first request the RTC reconsider one of more aspects of it.

The Otago and Southland RTCs have collaborated closely on preparing the Otago Southland Regional Land Transport Plans 2015 – 2021 (the RLTP document, attached). This document contains both the Otago and the Southland regional land transport plans, which have many common elements including the strategic section.

On 13 April, the Otago RTC resolved to lodge the RLTP document with Council (at the same time, the Southland RTC resolved to lodge the document with Environment Southland). This report recommends Council approve the parts of the RLTP document that comprise the Otago Regional Land Transport Plan, and forward it to NZTA by their deadline of 30 April.

### 2. Background

Although the RLTP document is called the 'Otago Southland Regional Land Transport Plans 2015-2021', it is legally two plans within one cover. The Otago and the Southland RTCs are not joint under the LTMA, and legally each prepared their own regional land transport plan.

The RLTP document sets the strategic direction for land transport in Otago and Southland, and recommends activities for funding from the National Land Transport Fund (NLTF) administered by the NZTA. The Executive Summary in the RLTP document contains a summary of the strategy and recommended programme for Otago Southland, including major projects.

The RLTP document is a proposal for funding support, not a funding commitment. To receive funding from the NLTF, activities must be included in a regional land transport plan. Delivery of the activities depends upon the participating agencies – Otago and Southland local authorities and the NZTA itself – securing the required funds. NZTA's Board makes the final decision on which activities to fund, as part of approving a national programme allocating the NLTF. The NZTA intends releasing the 2015-2018 national land transport programme in June 2015.

### 3. Process followed by the RTC, including consultation

The Otago and the Southland RTCs have prepared the RLTP document in accordance with the LTMA on behalf of the Otago Regional Council and Environment Southland.

The strategic framework of these plans was developed from the previous direction of the two regions. An assessment and synthesis of existing transport strategy documents from Otago and Southland was undertaken, drawing also on other regional and district planning documents, including the Regional Policy Statement (RPS, prepared under the Resource Management Act) and draft RPS from each region.

During the course of developing a common strategic framework for the two regions, the two RTCs, with assistance from an advisory group of staff from each contributing organisation, identified regional obstacles and issues, developed and challenged objectives and policies, and debated the feasibility and affordability of alternative objectives. This resulted in an effective and sensible strategic framework that gives effect to both national objectives and regional priorities.

Each contributing organisation submitted, through the NZTA's Transport Investment Online database, the projects it wished to be considered for inclusion in the RLTP document. Regional council staff then prepared a list of these projects for the RTCs to consider, assess the significance — including any inter-regional significance — and prioritise. To meet the LTMA requirements, the RTCs assisted by the combined Otago Southland regional (staff) advisory group prepared a draft RLTP as a basis for public consultation:

- developed a policy on significance and determined the significance or inter-regional significance of proposed projects;
- decided on, and applied, methodology to prioritise proposed projects;
- confirmed projects from the previous programme that had been abandoned, varied or suspended;
- compiled a full list of projects that local authorities intend to be funded without any NZTA subsidy.

Having prepared a draft RLTP for each region, the RTCs consulted in accordance with the consultation principles in the Local Government Act 2002, and followed the special consultative procedure set out in that Act (as set out in section 18 of the LTMA).

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

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

Submissions on the draft RLTP document closed on 6 March 2015. Some 305 submissions were received on the plans: 217 submissions received by Otago Regional Council and 88 by Environment Southland (note, each regional council received some submissions that related to the other regional council's area).

Hearings were held in Dunedin on 16 March 2015 and in Invercargill on 17 March, followed by deliberations. Some 15 submitters were heard in Dunedin and seven in Invercargill.

Most submissions were supportive, of either the activities proposed in the draft plans, and/or the strategic direction. In response to submissions, the hearing panel made changes to the strategic section, including: increasing the focus on accessible public transport, promoting touring routes, and better recognising rail transport.

The Southland submissions were mainly focused on supporting the two seal extensions on the Southern Penguin Scenic Journey, while in Otago significant support was shown for the extension of an off-road cycleway adjacent to State Highway 88 between Dunedin and Port Chalmers, along with other cycling projects in Dunedin. The hearing panel reconfirmed the priority one status of these two seal extensions and the State Highway 88 cycleway extension, and made minor changes to other projects.

On 13 April 2015 the Otago RTC accepted the changes recommended by the hearing panel, and resolved to lodge the RLTP document with Council.

## **6. Approval of the Otago plan**

Having received the RLTP document from the RTC, Council needs to consider for approval those parts of the RLTP document that comprise the Otago Regional Land Transport Plan, and forward it to NZTA by their deadline of 30 April. See Appendix F of the RLTP document for a list of the parts of the RLTP document that constitute the Otago Plan.

Council cannot change the plan. If it does not agree with the plan, Council can send it back to the RTC and ask it to reconsider one or more aspects. The Council can only do this once. The RTC may provide an amended plan or further information in response to a Council request to reconsider the plan.

Once the RLTP is forwarded to NZTA, Council has until 31 July 2015 to print and distribute the final version.

## **7. Recommendations**

It is recommended that Council:

1. receive the Otago Southland Regional Land Transport Plans 2015-2021 from the Otago Regional Transport Committee;
2. approve the Otago Regional Land Transport Plan 2015 – 2021 (being those parts of the Otago Southland Regional Land Transport Plans 2015-2021 that apply in Otago);
3. forward the Otago Regional Land Transport Plan 2015 – 2021 to NZTA by 30 April 2015.

Fraser McRae

**Director Policy, Planning and Resource Management**

Attachment: Otago Southland Regional Land Transport Plans 2015 - 2021 (note, this document will be fully designed before being printed).