

1 Introduction and summary

1.1 Purpose of these plans and the area they cover

In 2014-2015, the Otago and Southland RTCs worked together to produce a combined document, their six-year regional land transport plans covering 2015-21. The Land Transport Management Act requires a mid-term review of each Regional Land Transport Plan. In undertaking this review, the RTCs have identified proposed updates (known legally as a varying the plan) they wish to make to the Otago and Southland RLTPs.

This mid-term review provides the opportunity to update the activities in the RLTPs which, in turn, will allow the NZTA to update the 2018-21 National Land Transport Programme (NLTP). To be eligible for funding from the National Land Transport Fund (NLTF), which NZTA administers, an activity must first be included in an RLTP. Hence the need to update the RLTPs first.

Acknowledging shared challenges and opportunities, the Otago and Southland RTCs are continuing to collaborate closely on the review and update of these plans. The focus of this update is to provide a safe and sustainable transport system that supports and enhances regional development.

This document is a consultation document, setting out the updates to the Otago and Southland Regional Land Transport Plans 2015–2021 that each of the RTCs proposes to make by way of a variation to its plan. The Otago and Southland RTCs are consulting on these proposed updates, to help them determine whether and how each committee should then formally vary its respective Regional Land Transport Plan 2015–2021.

As with the 2015-21 RLTPs, these proposed updates to the Otago and Southland plans are combined into this single document, referred to here as ‘the plans’ or the RLTPs.

Area covered by these plans

These plans cover the two regions shown on the map on the next page, including all of Waitaki District (see Figure 1).

Approved organisations are those eligible to seek funding from the National Land Transport Fund and have proposed projects for inclusion in these Otago Southland RLTPs. They are:

Otago

Otago Regional Council
Central Otago District Council
Clutha District Council
Dunedin City Council
Queenstown Lakes District Council
Waitaki District Council

Southland

Environment Southland
Gore District Council
Invercargill City Council
Southland District Council

NZ Transport Agency; Department of Conservation

DOC is responsible for roads on the conservation estate that provide public access to this estate. In the past, these roads have been maintained on an ad hoc basis; the department is now eligible to seek funding from the NLTF.

The funding of rail falls outside of these two RLTPs and the National Land Transport Fund.

Figure 1: Area covered by the Otago and Southland RLTPs

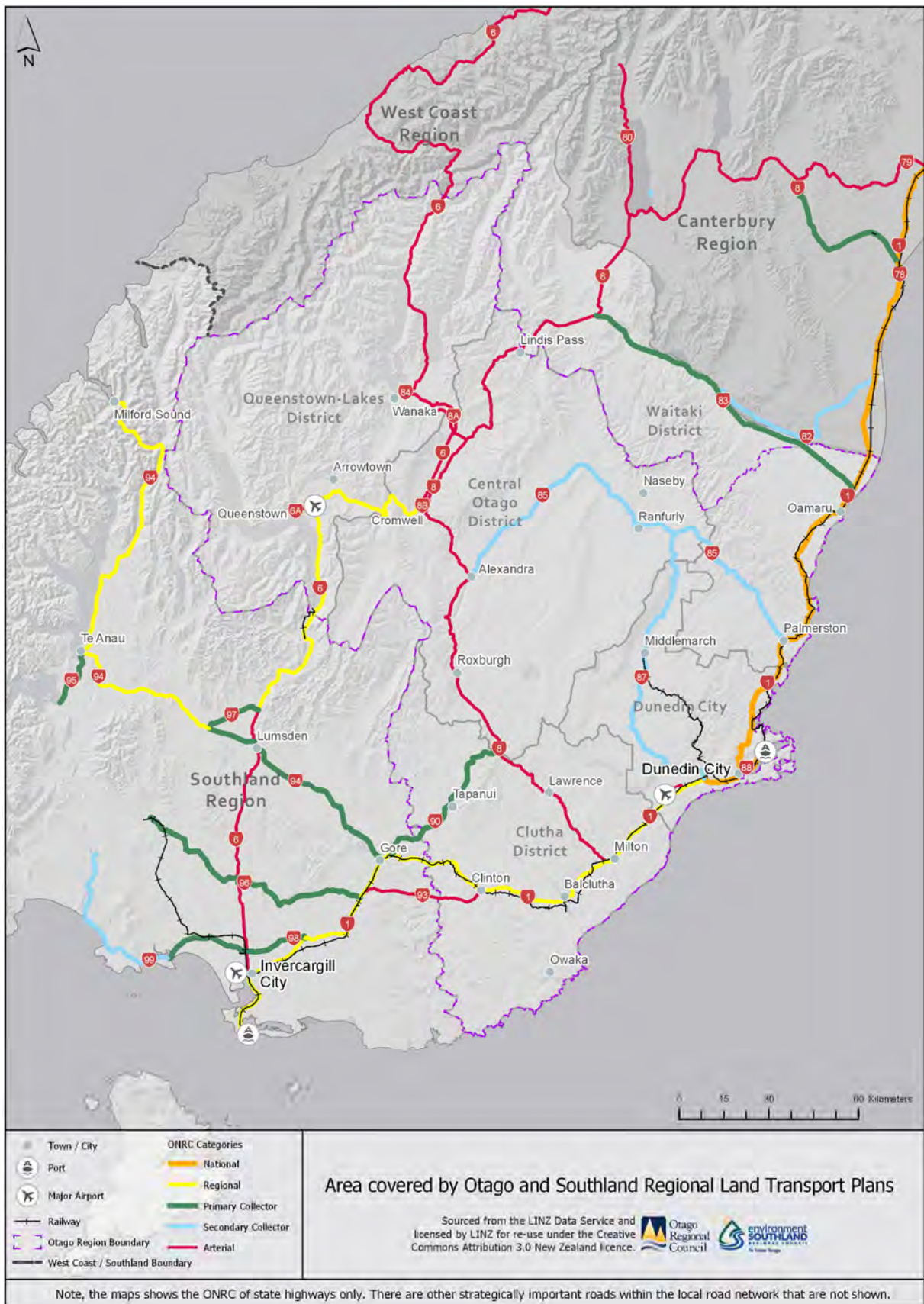
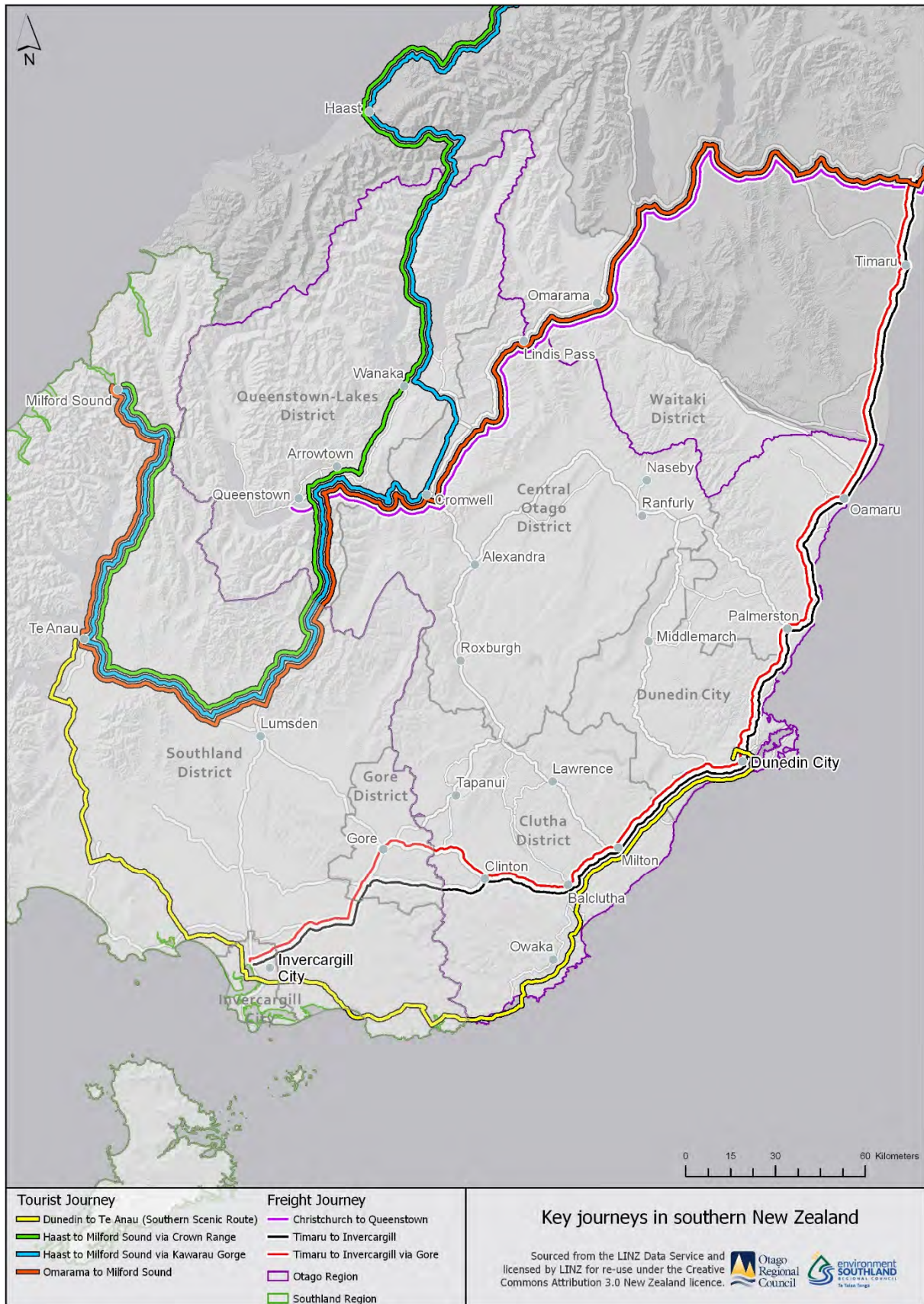


Figure 2: Key journeys in and across Otago and Southland



1.2 Building on the progress made since 2015-16

Otago Regional Council and Environment Southland each adopted their respective RLTP 2015-21 in April 2015. NZTA made its funding National Land Transport Programme decisions that same month, and approved organisations began implementing their approved projects and activities from July 2015.

In the two and a-half years since then, what has been done?

- There has been considerable focus on undertaking good planning:
 - All territorial authorities and NZTA have prepared activity management plans using the One Network Road Classification information.
 - Preparation of major business cases such as for Queenstown integrated transport and for SH1, Christchurch-Dunedin plus the realignment at Edendale.
 - Preparation of corridor management plans for state highways.
 - Development of a strategic results framework for incorporation into these RLTPs.
- Several major projects have been undertaken:
 - Construction of Hawthorne Drive, Frankton Flats, Queenstown, a major connector across Frankton Flats, that avoids the intersection of SH6 and SH6A.
 - Roll-out of new, improved public transport systems in Dunedin and Queenstown.
 - Sealing of the unsealed sections of the Southern Penguin Route through the Catlins, to improve road safety and enhance visitor experience.
 - Safety improvements for visiting drivers in Otago and Southland.
- Other major projects are underway (or about to get underway):
 - The Southern Road Safety Influencing Group's pilot project on road risk, which is being undertaken in partnership with NZTA's national safety team.
 - The new Kawarau Falls Bridge is due to be completed in early 2018.
 - Planning and procurement for replacement of streetlighting with LEDs in many Otago and Southland urban centres is largely complete. Installation is beginning, or about to begin, in Waitaki, Clutha and Queenstown Lakes districts and Invercargill City.
 - A new bus hub in central Dunedin is about to be constructed.
 - An upgrade of Otago Peninsula roading is about to begin.
 - Cycleway improvements are about to be made to Dunedin's central city cycle network, and construction of a separated cycleway on the one-way system is about to begin.
- Establishment of the Queenstown multi-agency transport initiative, to provide clear, united leadership in the planning, delivery and funding of improvements to Queenstown Lakes' transport system.

It is generally too early to assess what effect most of these projects have had. The RTCs will be tracking the results of these initiatives from 2018/19 onwards.

1.3 What is being updated?

This consultation document updates both the strategic direction for land transport in Otago Southland and the activities the RTCs propose to recommend for funding from the National Land Transport Fund (NLTF) during 2018-21. Over the last twelve months, our RTCs reviewed the common transport strategy for the two regions, applying business case planning principles. The key change in direction is the greater focus on future-proofing our transport network, and on addressing the problems facing the Queenstown area. The rate of economic and population growth occurring in this area is placing further demand on an already-stretched transport network.

The strategy also responds to the need to listen to customers and provide better mode choice, including better public transport and safe walking and cycling linkages, to improve road safety and the resilience of the transport network.

All the approved organisations in Otago and Southland have updated the list of activities and projects for which they are seeking NLTF funding during 2018-21. These updates have been brought about not just by the RTCs' recent strategic planning, but also by a shared focus among territorial authorities and NZTA on better activity management planning, including the application of business case planning principles and implementation of the One Network Classification schema. By working together on these two RLTPs, the committees have identified which of these proposed projects are top priority, as shown in Table 1. (Please see section 4.2 for summaries of the projects in Table 1.)

Table 1: Top priority projects proposed in Otago Southland, 2018-2021

Proposed project	Project focus/ problem being addressed	Delivery organisation
Southland region		
SH1 – Edendale Realignment	Safety	NZTA
SH1 – Elles Road Roundabout	Safety	NZTA
SH94 – Milford Rockfall / Avalanche Protection	Resilience	NZTA
Otago region		
Dunedin Urban Cycleways	Continuing the Connecting Dunedin initiative and responding to changing mobility user demands: delivering a safer, better integrated walking, cycling and public transport network.	DCC
City to Harbour Cycle/Pedestrian connection		DCC
Dunedin Central City Safety & Accessibility Upgrade		DCC
Tertiary Precinct		DCC
Public Transport Infrastructure Improvements		ORC
Public Transport Improvements for Dunedin		ORC
Wakatipu Walking/Cycling Improvements	Delivering the Queenstown integrated transport business case, to meet the economic and population growth challenges of this area, to respond to changing mobility user demands and to improve network performance, liveability and visitor experience	NZTA
Queenstown Town Centre Pedestrianisation		QLDC
Wakatipu Active Travel Network		QLDC
Park and Ride Transport Services		QLDC
SH6 Park and Ride Facilities		NZTA
Wakatipu Basin Public Transport		ORC
Public Transport Improvements – Hubs		QLDC
Wakatipu Basin Public Transport Hub Improvements Support		ORC
Water Taxi Service/ Ferry Network		QLDC
Wakatipu Public Transport - Further Small Ferry Service		ORC
Queenstown Town Centre Arterial		QLDC, NZTA
Queenstown Traffic Management Facilities		QLDC
SH6A Corridor Improvements		NZTA
SH6- Ladies Mile Improvements		NZTA
Housing Infrastructure Fund projects, Ladies Mile & Quail Rise		QLDC
Shotover River Bridge (Arthurs Point) Duplication – initial work		QLDC
Ballantyne Road Seal Extension (Wanaka)	Safety	QLDC
SH6 – Nevis Rockfall Protection	Resilience	NZTA
SH1, Oamaru - Dunedin Safety Improvements	Safety	NZTA
Hina Hina Bridge Replacement	Safety and regional development	CDC

These projects in Table 1 respond to three problems the RTCs have, with public input, identified as being the main ones facing Otago and Southland's transport system. The problems (described further in section 2.3) are:

- **Responding to changing mobility user demands.** Inability to assess, plan, fund and respond to changing mobility user demands in a timely way results in some poor investment prioritisation and decisions, and inadequate future-proofing.
- **Safety.** Attitudes and behaviour, together with inconsistent quality of routes in the two regions, results in fatal and serious injury crashes.
- **Resilience.** Parts of the network are vulnerable to closure from adverse events, resulting in economic and social disruptions, of which there is increased recognition.

Sections 1 and 2 of this consultation document update the strategic context and Section 3 sets out the updated strategic direction proposed by the committees. Section 4 sets out the updated programmes: the revised lists of activities and projects for 2018-21 (i.e. years 4 to 6 of the six-year RLTPs) the committees propose to recommend receive NLTF funding.

Section 4 lists all projects that the committees propose to include in these updated RLTPs – there are some priority 2 and 3 projects, additional to those in Table 1 – and explains how these projects are prioritised. As a result, the committees now propose to change their recommendations regarding which activities and projects should receive NLTF funding for 2018-2021.

The RTCs are proposing to vary each of the current RLTPs to replace their common sections 1 to 3 with the content of sections 1 to 4 in this consultation document. Consequential changes will then be made to the appendices in the current RLTPs.

The appendix contains a summary of changes to projects in the present RLTPs 2015-21: see tables 15 and 16. These two tables list the projects in the current RLTPs, that under these proposed variations, would be varied, abandoned or suspended.

Decision-making on what should be funded

The activities and projects included in this document represent each region's bid for national financial assistance from the NLTF for 2018-21. It is based on the best, most up-to-date information from Transport Investment Online (the database into which approved organisations enter their activities), and from the approved organisations themselves, as at 4 December 2017.

To assist NZTA in making funding allocations, these plans identify which of the proposed projects the RTCs consider being regional and inter-regionally significant, including the priority the RTCs place on each project. The final decision on which activities and projects receive national funding rests with the board of the NZTA.

Please note:

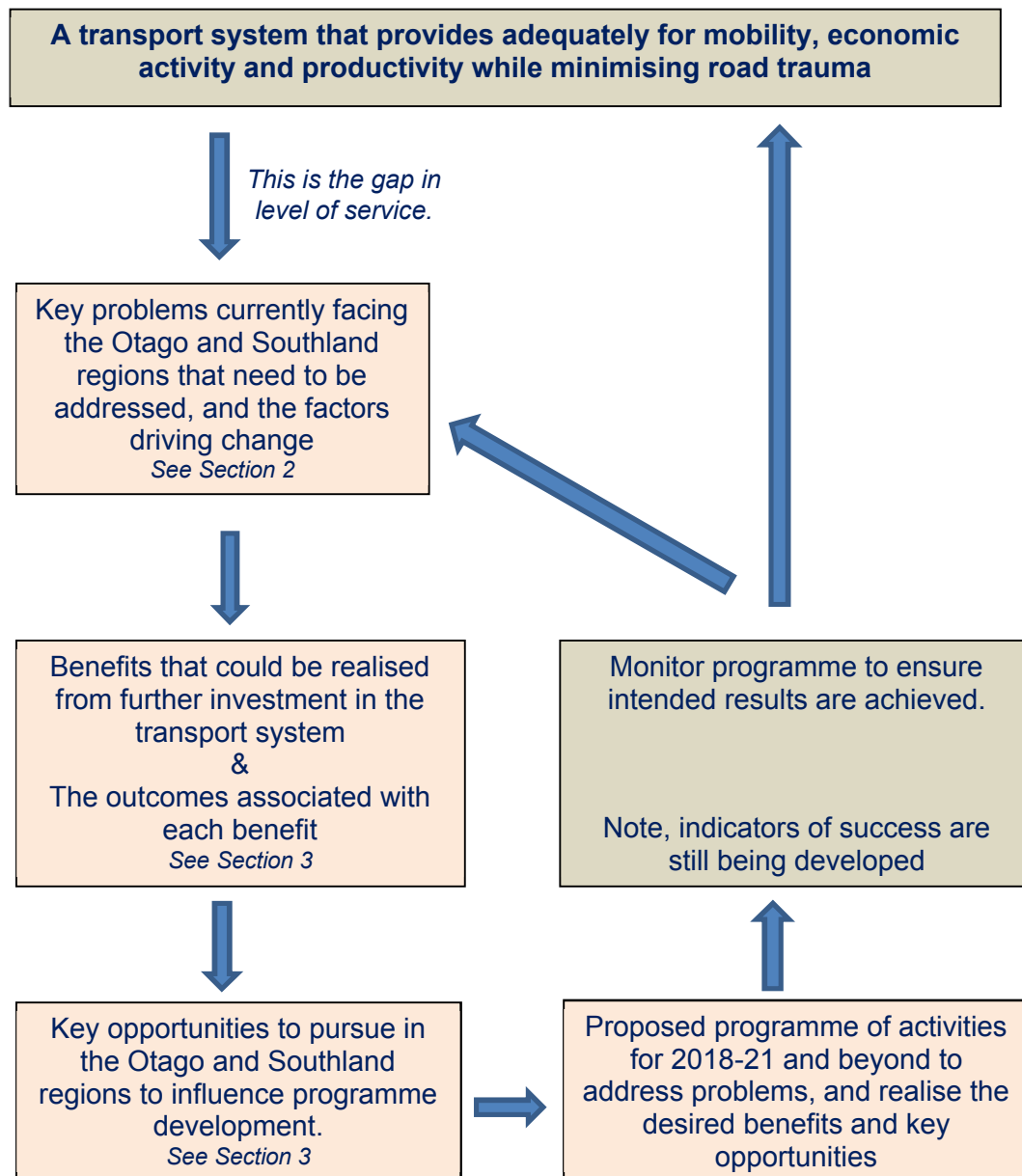
- Cost estimates and timelines for individual activities and projects in this plan are indicative for the purposes of consultation. They may change, particularly as approved organisations complete their activity management plans and as cost estimates are tightened up as project planning proceeds.
- Because NZTA prioritises and cashflows its own work programme on a national basis (rather than a regional one), the timings indicated in these RLTPs for NZTA's own

projects – such as state highway improvement projects – are indicative and subject to change¹. Agency projects are often either brought forward or delayed.

- RTCs are consulting on these updated plans before any of the local authorities consult on their draft long-term plans (LTPs) 2018-2027. The timelines set by NZTA necessitate this.

1.4 The line of thinking behind this update of the RLTPs

This diagram shows the line of thinking followed by the RTCs, in developing the programme of activities for Otago and Southland, 2018-21 and beyond (i.e. the programme set out in Section 4).



¹ NZTA's role in managing the state highway network is distinct from its role in making decisions about whether activities undertaken by approved organisations should be funded from the national land transport fund. While state highway activities are fully funded from the national land transport fund, those activities of other approved organisations are only partly funded, at a set financial assistance particular to an organisation or sometimes to a type of activity.

1.5 Summary of projected expenditure

Southland

Recommended expenditure for Southland transport projects 2018-2021 (those eligible for NLTF funding) is \$242 million. Table 2 gives a detailed breakdown of projected costs for each activity class by organisation. The numbers in this table are indicative – compiled for the purpose of seeking public consultation on the proposed programme for 2018-2021. The costs of already-approved projects are not included.

Table 2: Proposed cost of activities subsidised by NZTA in Southland region, 2018-2021 (\$)

Organisation name	Activity Class	DOC	ES	GDC	ICC	SDC	NZTA	Proposed total for 2018-21	Current RLTP total for 2015-18	
Transport Planning	1	0	768,000	0	230,000	0	0	998,000	892,178	
Road Safety	2	0	0	0	1,076,450	0	0	1,076,450	968,895	
Public Transport Services	4	0	0	0	6,814,307	0	0	6,814,307	5,272,787	
Public Transport Infrastructure	5	0	0	0	0	0	0	0	499,012	
Maintenance and Renewals Local Roads	8	164,270	247,940	12,335,797	26,834,200	70,542,582	0	110,124,789	50,802,158	
Maintenance and Renewals State Highways	9	0	0	0	0	\$0	70,187,198	70,187,198	50,998,630	
Local Road Renewals	10	Now included in Activity Class 7								59,471,382
State Highway Renewals	11	Now included in Activity Class 8								11,986,480
Local Roads Improvements	12	100,000	364,740	928,541	2,844,400	5,730,000	0	9,967,681	13,932,025	
State Highway Improvements	13	0	0	0	0	0	15,736,734	15,736,734	23,996,890	
Regional Improvements	20	0	0	0	0	0	24,008,400	24,008,400	0	
TOTAL		264,270	1,380,680	13,264,338	37,799,357	76,272,582	109,932,332	238,913,559	218,820,437	

Otago

Recommended expenditure for Otago transport projects 2018-2021 (those eligible for NLTF funding) is \$798 million. Table 3 gives a detailed breakdown of projected costs for each activity class by organisation. The numbers in this table are indicative – compiled for the purpose of seeking public consultation on the proposed programme for 2018-2021. The costs of already-approved projects are not included.

Table 3: Proposed cost of activities subsidised by NZTA in Otago region, 2018-2021 (\$)

Activity Class	Activity Class	CODC	CDC	DOC	DCC	NZTA	ORC	QLDC	WDC	Proposed total for 2018-21	Current RLTP total for 2015-18
Transport Planning	1	193,888	238,620	0	457,900	150,000	2,038,544	1,455,000	368,275	4,902,227	4,689,605
Road Safety	2	295,200	328,000	0	\$1,998,168	\$0	\$0	442,000	510,600	3,573,968	2,700,857
Walking & Cycling	3	0	0	0	17,157,900	9,316,080	0	18,117,250	0	44,591,230	19,784,000
Public Transport Services	4	0	0	0	0	4,822,200	67,010,998	2,705,000	0	74,538,198	36,801,022
Public Transport Infrastructure	5	In 2018-21, included in Activity Class 4									3,574,669
Maintenance and Renewals Local Roads	8	21,953,907	36,587,212	236,709	84,109,693	0	414,000	31,945,160	29,124,288	204,370,934	93,331,732
Maintenance and Renewals State Highways	9	0	0	0	0	117,338,864	0	0	0	117,338,864	54,420,720
Local Road Renewals	10	In 2018-21, included in Activity Class 8									106,764,839
State Highway Renewals	11	In 2018-21, included in Activity Class 49									29,667,470
Local Roads Improvements	12	3,912,000	8,060,000	100,000	29,592,800	0	0	95,606,500	13,331,000	150,602,300	57,488,963
State Highway Improvements	13	0	0	0	0	138,855,449	0	0	0	138,855,449	18,185,964
Regional Improvements	20	0	0	0	0	14,283,724	0	0	0	14,283,724	0
Super Gold Card		0	0	0	0	0	0	0	0	0	2,375,000
TOTAL		26,354,995	45,213,832	336,709	133,316,461	284,766,317	69,463,542	150,270,910	43,334,163	750,571,173	429,784,841

1.6 Making a submission

This document sets out proposed variations to the Otago and Southland RLTPs, and has been prepared by the RTCs of Otago and Southland. Submissions can be made on either or both the Otago and Southland projects.

Note:

- Submissions made about plan provisions relating to both Otago and Southland will be taken to be made on both the Otago and the Southland RLTPs.
- For plan provisions relating to only one region, submissions will be taken to be made on only the RLTP of that region.
- RTCs are consulting on these plans before any of the local authorities consult on their draft long-term plans (LTPs) 2018-2027.

How do I make a submission on the proposed variations to the RLTP(s)?

Write a letter or complete the submission form, and send it to:

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

OR

Otago Southland RLTP Consultation
Environment Southland
Private Bag 90116
Invercargill 9840

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

Alternatively, you can email your submission to transport_submissions@orc.govt.nz or service@es.govt.nz. **Please include your telephone number.**

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

5.30 pm, Monday, 29 January 2018

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

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

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

Hearing dates and locations are yet to be confirmed but are likely to take place between 13th and 27th February 2018.

What happens after the hearing?

The RTCs will finalise their updated RLTPs after hearing submissions, and will then recommend to their respective Regional Council adoption of a variation to each of their RLTPs.

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

Copies of the final document will be available on regional council websites in August 2018.