

3 Strategy and policy for Otago Southland land transport

3.1 Introduction

In updating the RLTPs, the Otago and Southland RTCs have refined their strategy and clarified the long-term results they expect from the investment that approved organisations make in Otago and Southland's transport system.

This section of the plans explains the strategy. Measurement of progress is covered in the appendix.

3.2 Long-term goal and results

The long-term goal is a transport system in Otago and Southland that provides adequately for mobility, economic activity and productivity while minimising road trauma.

Intended long-term results

The RTCs have also identified the long-term results they seek from local authority and NLTF investment in the land transport systems of Otago and Southland:

- The network is reliable and resilient.
- Major externalities are reduced (including road risk and the resultant trauma, and carbon emissions).
- Exporting is supported.
- Tourism is enabled and supported.
- Growth is enabled.
- Non-traditional economic sectors are enabled.
- There is an increased choice in travel modes.
- Community resilience has been enhanced (including climate change adaptation).
- Decision-making is timely and relevant.
- There is sufficient support and choice of funding to realise the strategy outlined in these plans.

These intended long-term results are important because, collectively, they will enable our regions to achieve the goal, by ensuring the following three factors that are critical to success in achieving the goal are realised:

- Transport enables and supports economic activity and growth.
- The transport system adequately meets social needs.
- Transport helps to positively shape the future of Otago and Southland.

3.3 Benefits sought from the next three to ten years' RLTP investment

Focus on realising benefits from improving the transport system

As the first steps towards achieving these long-term results, the RTCs seeks to focus the investment that approved organisations (AOs) make in Otago Southland land transport on activities that realise the following benefits over the next three to 10 years (i.e. the remaining period of these RLTPs and the years immediately afterwards).

Main benefits

1. Improvement in the performance and capability of the transport network, and network resilience.
2. Improved safety and reduction in the social impact of fatalities and injuries.
3. Focus on areas of regional economic development, productivity and connectivity

Enabling benefits

4. Increased customer voice on connectivity, accessibility and modality shifts and the role of transport in ensuring wellbeing.
5. Greater value for money of transport investments.
6. Optimisation of systems through communication, technology, innovation and improved people capability.

To help achieve this focus on realising specific benefits over the next 3-10 years, the RTCs:

- have influenced AOs as they develop activities and projects in the months leading up to the development of the RLTPs
- are using potential contribution to these benefits as a key factor when assessing the priority of each proposed project (as shown document).

Moreover, to help investment in the land transport system to realise these benefits, the RTCs have set the following desired outcomes, which are expected to contribute as stepping stones towards the intended long-term results. The RTCs will be measuring progress towards these outcomes.

Outcomes associated with each main benefit

1. Improvement in the performance and capability of the transport network, and network resilience:
 - Maintain current network(s).
 - Enhance network performance and capability (where needed e.g. as shown by the ONRC analysis).
2. Improved safety and reduction in the social impact of fatalities and injuries:
 - Improve safety.
3. Regional economic development, productivity and connectivity:
 - Increase economic growth and productivity (the focus areas for this are Queenstown, Dunedin, and key routes – including but not limited to those shown on Figure 2).

Outcomes associated with each enabling benefit:

4. Increased customer voice on connectivity, accessibility, modality shifts and wellbeing:
 - Enhance community resilience and cohesion.
 - Increase health, wellbeing and environmental management.
 - Improve support of customer groups.
5. Greater value for money of transport investments:
 - Enhance system performance, and cost.
6. Optimisation of systems through communication, technology, innovation and improved people capability:
 - Increase partnership and adaptive management.
 - Increase communication and technology solutions.

Examples of the factors pertinent to each desired outcome are listed in the appendix. So too is an explanation of how customers' voices and needs have been considered in the compilation of these RLTP variations.

Delivery of this strategy

The strategy will be delivered through:

- a programme of proposed activities for the next three years, which collectively focus on achieving a safe and sustainable transport system in Otago and Southland, that supports and enables regional development (Section 4)
- five key opportunities the RTCs intend to pursue over the next few years (section 2.3)
- supporting policies (section 3.4)
- an advocacy programme to be undertaken by the RTCs (section 3.5).

How success will be measured

In future, the RTCs will measure progress towards these long-term results and the intended outcomes. The appendix explains this further. As part of this, the outcomes will be made into SMART ones, so progress can be monitored.

3.4 Land transport policies for the RTCs and AOs

Approved organisations, or the RTCs, as appropriate to their functions, will be responsible for implementing the following policies. Other agencies may also be responsible, for example KiwiRail or NZ Police.

Supporting the carriage of freight and exporting

Helps achieve:

Benefit 1 Improved performance and capability of the transport network, and network resilience

Benefit 3 Regional improvements, economic development, productivity and connectivity

Benefit 6 Optimisation of systems

1. Ensure freight movements within or across Otago and Southland are efficient.
 - Generally, all state highways should be capable of providing access for overweight and over-dimensional vehicles. cost effective alternative routes should be available.
 - All state highways, national roads, regional roads, arterial roads and primary collector roads should be accessible by high productivity motor vehicles, or cost effective alternative routes should be available where this is not appropriate.
 - Most local roads should be accessible by 50 tonne vehicles.
 - There should be appropriate links between the road freight network and the rail network.

Supporting and enabling tourism and visitor travel

Helps achieve:

Benefit 2 Improved safety and reduction in the social impact of fatalities and injuries

Benefit 3 Regional improvements, economic development, productivity and connectivity

2. Operate, maintain and improve the strategic visitor network (including the cycle network) to allow safe, reliable visitor travel.

Minimising road trauma

Helps achieve Benefit 2 Improved safety and reduction in the social impact of fatalities and injuries

3. Provide for the safe operation of all legitimate transport modes.
4. Encourage everyone to accept the significant responsibilities involved in moving towards zero serious road trauma on our networks.
5. Manage networks to achieve this:
 - Encourage all users of the transport system to take personal responsibility for their own behaviour, and how it impacts on their own and others safety.
 - Create and foster high social pressure to drive safely.
 - Invest in effective road safety interventions, reflecting the importance of road safety to the region.
 - Follow the Safe System approach for improving road safety, and apply effective interventions.
 - Focus on vulnerable road users, allocate road space to walking and cycling where needed to ensure safe travel and prioritise pedestrian safety (given the age profile of those who walk).

- In areas where the safety of those using active transport is at significant risk from other road users, build cycleways/walkways separated from motorised traffic.
- 6. Reduce crash response times for police and emergency services and improve the rate of recovery from crash injuries, especially in rural areas.

Ensuring community resilience

Helps achieve Benefit 4 Increased customer voice, connectivity, accessibility and modality shifts

- 7. When needed to ensure resilience, prompt a change in travel behaviour towards increased walking, cycling and public transport use in urban areas, by:
 - managing traffic to maintain certain levels of congestion
 - adapting the supply and pricing of car parking over time
 - promoting multi-modal journeys.

Providing for mode choice including walking, cycling and public transport

Helps achieve Benefit 4 Increased customer voice, connectivity, accessibility and modality shifts

Helps achieve Benefit 6 Optimisation of systems

- 8. Support and promote growth in cycle and pedestrian trips and in public transport patronage.
- 9. These public passenger services are provided in Otago Southland (whether as commercial services or as services provided with public subsidy, as appropriate):
 - Three separate integrated urban public transport networks, one in Dunedin, one in Wakatipu Basin (on land and water) and one in Invercargill delivered by:
 - scheduled public transport services
 - non-scheduled or on-demand services, including ride share and taxi vans or shuttles with wheelchair hoists
 - Services between centres within Otago Southland and beyond, provided by large and/or small passenger service vehicles
 - School services (separate from public transport services in the integrated networks, used by school children) provided by Ministry of Education as an exempt service, or by a public transport bus operator and registered as an exempt service
 - Taxis, shuttles and private hire services in those areas where providers choose to operate
 - Bus, ferry and rail services for excursions and special events
 - The Total Mobility scheme for those with disabilities unable to use public transport
 - Community-based schemes and informal arrangements, where people choose to operate them
 - Emergency and medical-related transport services.
- 10. Provide park and ride facilities if needed to help optimise the transport network and/or increase public transport patronage.
- 11. Consider the end to end journey requirements of those using the transport network, in the design of infrastructure and the provision of services.

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

Fostering integrated transport and landuse planning

Helps achieve:

Benefit 1 Improved performance and capability of the transport network and network resilience

Benefit 3 Focus on regional economic development, productivity and connectivity

Benefit 4 Increased customer voice on connectivity, accessibility and mode shift

13. Recognise how urban form and landuse patterns influence the effectiveness and efficiency of transport and health.

Reducing the environmental externalities arising from transport

14. Recognise the potential adverse impacts of road construction and maintenance on the environment, including the effects on native biodiversity.
15. Where possible, avoid removing native vegetation when undertaking road maintenance, renewals and improvements

3.5 The RTCs' advocacy programme

Supporting the carriage of freight and exporting

1. Advocate for funding streams to be amended so road and rail are funded from the same source, encouraging sensible strategic planning of transport, and wise use of resources.
2. Advocate for the development and use of a South Island-wide model of freight flows (value and volume).

Supporting and enabling tourism and visitor travel

3. Advocate for alternative funding mechanisms, beyond development contributions, to ensure those directly benefiting from tourism-oriented facilities, infrastructure and services associated with transport, contribute fairly to their funding.
4. Promote touring routes within Otago and Southland, including between Dunedin and Queenstown, between Queenstown and Milford, and the Southern Scenic Route.
5. Advocate for funding to support the completion of a network of cycle rides, rails and routes throughout Southern New Zealand.
6. Advocate for the development and use of a South Island-wide model of tourism flows (numbers and value).

Minimising road trauma

7. Promote better community conversations about road risk.
8. Advocate for a long-term goal of zero serious road trauma.
9. Advocate for cell phone coverage over the whole of Otago Southland to provide emergency coverage.

Providing for mode choice including walking, cycling and public transport

10. Advocate for new urban development providing a range of transportation options and good connectivity between modes – including public transport, walking and cycling, mobility scooters, as well as motorised vehicles.
11. Advocate for the minimisation of regulatory and administrative barriers for initiatives such as car clubs, car sharing, ride sharing and community transport services when these help communities to be self-reliant.

Managing the environmental effects of the transport system

12. Advocate for a national requirement that all trucks carrying stock have an effluent tank that prevents any effluent discharge onto public roads, and for adequate disposal facilities.
13. Advocate for the proper control of vehicle emissions through:
 - government rules on smoky vehicles, and emission standards for imported vehicles and fuels
 - appropriate vehicle quality standards in the requirements for urban buses, and the Regional Public Transport Plans
 - consideration of public transport emissions in NZTA funding mechanisms.