

4.4 Other activities for 2018-21

Table T: Footpath Maintenance, Southland and Otago combined

Organisation Name	Activity Class	Project Name	Project Description and Objective	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2018/21 RLTP
GDC	To Be Confirmed By NZTA	Maintenance, Operations and Renewals of Footpaths 2018/21	To provide a safe, effective and efficient footpath network that will meet the needs not only our aging population but also accommodate the multi modal requirements of our public.	\$1,137,000	\$368,000	\$379,000	\$390,000	N/a
ICC	To Be Confirmed By NZTA	ICC Footpath Maintenance and Renewals	To provide a safe, effective, efficient and affordable cycleways and footpath network for customers that is fit for purpose for all mobility and access users. (Costs include planned renewals are as outlined in the Roding AMP).	\$5,698,760	\$1,854,900	\$1,904,200	\$1,939,660	N/a
SDC	To Be Confirmed By NZTA	Maintenance, Operations and Renewals of Footpaths	To provide people with a safe, well designed and well-maintained footpath network to access their homes, schools etcetera, so that people are well connected and can commute safely, effective, and efficiently.	\$2,250,000	\$750,000	\$750,000	\$750,000	N/a
Organisation Name	Activity Class	Project Name	Project Description and Objective	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2018/21 RLTP
CODC	To Be Confirmed By NZTA	Maintenance and Operations of Footpaths and Footbridges 2018/21	To provide a safe, accessible and effective existing footpath network to customers. To ensure delivery of CODC's Customer Levels of Service, aligned to ONRC outcomes.	\$420,000	\$140,000	\$140,000	\$140,000	N/a

Organisation Name	Activity Class	Project Name	Project Description and Objective	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2018/21 RLTP
CODC	To Be Confirmed By NZTA	Renewals of Footpaths 2018/21	To provide a safe, accessible and effective existing footpath network to customers. To ensure delivery of CODC's Customer Levels of Service, aligned to ONRC outcomes. To address footpath renewals work bow-wave for Cromwell assets coming to end of 30-year lives.	\$920,000	\$0 *	\$460,000	\$460,000	N/a
CODC	To Be Confirmed By NZTA	Maintenance and Operations of Cycle Trails 2018/21	CODC provides co-funding for cycle trails maintenance throughout the District to support the management of the existing trails network.	\$300,000 **	\$100,000	\$100,000	\$100,000	N/a
CDC	To Be Confirmed By NZTA	Maintenance, Operations and Renewals of Footpaths 2018/21	To provide a safe, effective, efficient and affordable service (footpath network), contributing towards the Community Outcomes of: <ul style="list-style-type: none"> a safe and supportive community roading infrastructure that sustainably supports the community and economy. 	\$1,870,411	\$604,537	\$623,275	\$642,599	N/a
DCC	To Be Confirmed By NZTA	Maintenance, Operations and Renewals of Footpaths 2018/21	To provide a safe, connected, efficient network that delivers an appropriate level of service. Work includes renewal of 8.21% of the network. This is to address historical underspend which has resulted in 22% of the network being in poor or very poor condition.	\$13,649,700	\$4,538,000	\$4,549,800	\$4,561,900	N/a

Organisation Name	Activity Class	Project Name	Project Description and Objective	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2018/21 RLTP
QLDC	8	Maintenance, Operations and Renewals of Footpaths 2018/21	To provide a safe, effective, efficient and affordable service (footpath network) to customers that is fit for purpose. Note, these budget figures indicative only. QLDC has a network of approx.236km of footpath districtwide (with only 4.9km identified for use by both pedestrian and cyclist). A condition assessment is currently underway to understand the existing level of service gaps to be complete by the end of this month. This report will inform a programme of works and refine the budget.	\$600,000	\$200,000	\$200,000	\$200,000	N/a
WDC	To Be Confirmed By NZTA	Footpath operations and maintenance	Waitaki District Council Levels of Service require 96% fit-for-purpose	\$598,681	\$193,500	\$199,499	\$205,683	N/a
WDC	To Be Confirmed By NZTA	Footpath renewals	Waitaki District Council Levels of Service require 96% fit for purpose	\$1,290,000	\$430,000	\$430,000	\$430,000	N/a

Table U: Other Potential Projects, Otago and Southland combined

Organisation Name	Activity Class	Project Name	Project Description and Objective	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2018/21 RLTP
GDC	12	Reaby Rd.track. Access to the Hokonuis	To establish a much-needed safe cycle connection between Gore township and the Hokonui Mountain Bike tracks.	\$130,000	\$130,000	\$0	\$0	Not Prioritised
GDC	12	Flood bank cycle/walkway	To create a safe off the carriageway pathway between east Gore and south Gore via the flood banks for both cycle and pedestrian use.	\$258,000	\$0	\$258,000	\$0	Not Prioritised
GDC	12	Reaby Rd.track. Access to the Hokonuis	To establish a much-needed safe cycle connection between Gore township and the Hokonui Mountain Bike tracks.	\$130,000	\$130,000	\$0	\$0	Not Prioritised
ICC	12	Bluff to Invercargill Heartland (B21)	To complete the Heartland Ride, for the Bluff to Invercargill, and the southern end of the Te Araroa Trail. Works will extend the current sections and complete the outstanding trail.	\$950,000	\$600,000	\$350,000	\$0	Not Prioritised
ICC	12	Bluff to Invercargill Heartland- Bluff to Stirling Point	To connect the Heartland Ride (and the southern end of the Te Araroa Trail) from Bluff township to Stirling Point, (including the tourist access for Stewart Island Ferry Wharf) through Bluff urban township along SH1. Works include: to calm and manage suitable travel speeds for all users within the existing road corridor, some off road sections for the 2.2km to Stirling Point.	\$350,000	\$0	\$0	\$350,000	Not Prioritised

Organisation Name	Activity Class	Project Name	Project Description and Objective	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2018/21 RLTP
ICC	12	ICC Around the City Trail	To construct and complete the Round the City ride via the Southern Greenway and on Road (via Rockdale and Racecourse Roads) to existing stopbank trails. Approximate length 11km	\$650,000	\$0	\$0	\$650,000	Not Prioritised
ICC	12	Heartland ICC Urban	To complete the Invercargill section of the Heartland Ride – Lumsden to Invercargill (Steele Road to CBD) with an alternative option for travel on SH6 North Road.	\$450,000	\$0	\$0	\$450,000	Not Prioritised
ICC	12	ICC CBD to Oreti Beach	To complete construction of the improvements for the connection of cycleway to Oreti Beach (and to support the Te Aroroa Trail to Invercargill CBD section of the Trail)	\$300,000	\$0	\$0	\$300,000	Not Prioritised
SDC	3 or 12	Edendale to Wyndham pedestrian / cycle link	To provide a safe, effective and efficient active mode link between Edendale and Wyndham.	\$950,000	\$0	\$50,000	\$900,000	Not Prioritised
SDC	3 or 12	Completion of Te Anau to Manapouri Cycle Link (Lake2Lake)	To complete the facilities and infrastructure required to move vulnerable road user off the State Highway in order to improve road safety and enhance the tourist experience including providing an alternative mode link between Te Anau and Manapouri.	\$370,000	\$290,000	\$40,000	\$40,000	Not Prioritised
SDC	3 or 12	Safety Improvements along Mavora Lakes and Mount Nicholas Road	Carry out safety improvement works to reduce conflict between modes.	\$950,000	50,000	950,000	\$0	Not Prioritised

Note: ICC's local share may not be available for some or all of the listed projects due to the mismatch between the timeframes for developing the RLTP and ICC's LTP.

Organisation Name	Activity Class	Project Name	Project Description and Objective	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2018/21 RLTP
CDC	3 or 12	Lawrence to Waihola Cycle Trail	To complete the facilities and infrastructure required on the District's partially completed Clutha Gold Trail, thus effectively completing the linking of Roxburgh to Dunedin, with Dunedin to Waihola being a shared roadway as part of the Southern Scenic Route.	\$1,000,000	\$0	\$1,000,000	\$0	Not Prioritised
CODC	To Be Confirmed	'Missing links' on the Four Great rides across Central Otago & Queenstown Lakes	Upper Clutha (Wanaka - Bannockburn) Kawarau Gorge (Gibbston - Bannockburn) Cromwell Gorge (Bannockburn - Clyde) Roxburgh Gorge (Drs Point - Shingle Creek + Alexandra Bridging project)	Yet to be estimated				Not Prioritised
WDC	12	Alps2Ocean	Construction of Alps 2 Ocean off SH83, Benmore to Aviemore, Quailburn and Lake Ohau Roads. Completion of the existing cycle trail as part of the Heartland Ride Network.	\$2,550,000	\$950,000	\$800,000	\$800,000	Not Prioritised
WDC	1	Oamaru to Palmerston Cycle Trail	Programme Business Case development for next stage of Waitaki Heartland Ride Network	\$150,000	\$0	\$0	\$150,000	Not Prioritised
WDC	To Be Confirmed By NZTA	Alps2Ocean	Maintenance of the existing cycle trail as part of the Heartland Ride Network.	\$900,000	\$300,000	\$300,000	\$300,000	Not Prioritised
WDC	4	Waitaki Whitestone Geopark	Programme, Indicative and Detailed Business Case development	\$250,000	\$250,000	\$0	\$0	Not Prioritised
WDC	12	Waitaki Whitestone Geopark	Design and Construction	\$7,750,000		\$3,750,000	\$4,000,000	Not Prioritised

Note: CODC's cycle and footpath projects are included in their Low Cost Low Risk program submitted for NLTP approval: these are the Bannockburn Road cycle path (Cromwell to Bannockburn Bridge section) and pedestrian crossing point upgrades, Waenga Drive.

Table V lists additional projects that the RTCs wish NZTA to co-fund in 2018-21.

Table V: Additional projects the RTCs wish to see delivered in 2018-2021

Topic	Types of activities we are looking to invest in	Projects the RTCs wish to see delivered in 2018-2021
Walking and cycling	<ul style="list-style-type: none"> Greater level of footpath maintenance More cycleways (as per section 2.4) 	<ul style="list-style-type: none"> Footpath maintenance- see Table T Cycle ways – see Table U
Safety	<ul style="list-style-type: none"> Road improvements targeting safety Better conversations around road risk as a prerequisite to behaviour change programmes 	<ul style="list-style-type: none"> Safety improvements to the intersection of SH93 and SH1, at Maitai, Southland region: a NZTA project, with estimated cost of \$1.5M, duration 2018-21) Improvements to the safety of pedestrians and cyclists at intersections in Southland, focusing on Invercargill (i.e. an active road user safety project (for intersections) Improvements in North Oamaru to provide safe access (estimated cost of \$2.3M, duration 2018-20) Continuance of <i>Any Number is Too Many</i> programme of community engagement and better conversations around road risk, as a coordinated Otago Southland initiative
Resilience	<ul style="list-style-type: none"> Keeping key routes open 	<ul style="list-style-type: none"> Nevis Bluff rockfall protection capital investment needed for a long-term solution
Transport and tourism	<ul style="list-style-type: none"> Making tourist routes more fit-for-purpose 	<ul style="list-style-type: none"> Detailed business case, for Otago and Southland regions
Integrated transport and landuse planning	<ul style="list-style-type: none"> Placemaking designed, to delivering on the GPS Changes to the transport system to support the redevelopment of Dunedin hospital 	<ul style="list-style-type: none"> Queenstown and Frankton place-making activities Wanaka place-making activities A substantive start on delivering the integrated transport strategy for Dunedin including the central city, campus areas, hospital rebuild, and harbourside Planning of the transport work needed alongside the redevelopment of Dunedin hospital: (1) a NZTA project, with estimated cost of \$200,000 for 2028/19, i.e. one-year duration, for NZTA's input to this planning; (2) a DCC project, with estimated cost of \$200,000 for 2028/19, i.e. also of one-year duration, for DCC's input to this planning.
Freight	<ul style="list-style-type: none"> Achieving freight mode shift from road to rail and/or coastal shipping 	<ul style="list-style-type: none"> Development of an action plan for shifting freight from road to rail and coastal shipping, as part of the South Island work Update of the strategic transport model for Southland and Clutha (to allow modelling of various options as they present themselves) Development of a strategic model for Otago for this purpose

4.5 Projects that the RTCs would like to see developed in future RLTPs

This sub-section lists these projects that the combined RTCS wish to see progressed in the next RLTP (i.e. for 2021/22 – 27/28).

1. Making SH94 a fit-for-purpose visitor route.
2. Making the Southern Scenic Route a fit-for-purpose visitor route.
3. Transport projects to support the creation of the Waitaki Whitestone Geopark.
4. If Queenstown Airport Corporation's dual airport concept goes ahead: further improvement to State highway 6 through Kawarau Gorge, also the Crown Range Road (i.e. to the journey between Wanaka and Queenstown).
5. Widening of Mt Aspiring Road, QLDC, to improve access to the crown estate / back country.
6. A South Island project of integrated transport journey improvements.
7. A South Island project aimed at improving the resilience and security of the transport network.
8. A South Island project aimed at realising opportunities for shifting freight from road to rail and coastal shipping.
9. Improvement to SH1: flood mitigation at Hilderthorpe.
10. Improvement to SH1: further erosion protection of Katiki Straight, as required over time.
11. Improvement of the intersection of State Highways 1 and 83.
12. Replacement of the Albert Town bridge, Queenstown Lakes District.
13. Improvement of the Mt Iron intersection, Wanaka.
14. An additional bridge at Arthurs Point, Queenstown.
15. A two-lane bridge to replace the one-lane bridge over the Lindis River on SH8 near the intersection with Ardgour Road.
16. Improvement of the intersection of Pine Hill Road and Great King Street, Dunedin.
17. Replacement of the one lane bridge at Riverton.
18. Projects that give effect to the Southland Cycling Strategy.
19. Development and implementation of an Otago Cycling Strategy, including strategy for Dunedin urban cycleways and specifically use of the Caversham Tunnel.
20. A commuter cycling bridge over the Shotover River, Queenstown.