

# Mid-term review **Otago Southland**

Regional Land Transport Plans  
2021-2031



Otago  
Regional  
Council



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# Otago and Southland Regional Transport Committees Chairs foreword

The Otago and Southland Regional Transport Committees are pleased to present the mid-term review of the Otago Southland Regional Land Transport Plans 2021-31, referred to as the combined RLTP.

The Otago and Southland regions, which together cover almost half of the South Island, share both common challenges and opportunities to improve the transport system. These challenges include vast land areas and road networks but comparatively low population densities in many areas.

For both regions, the primary focus is on maintaining and operating the road networks, generally at existing service levels. Securing funding to maintain similar service levels to those currently in place is a significant challenge.

The impacts of climate change are expected to increasingly cause disruptions across transport networks. Greater investment is required in the Otago and Southland regions to increase resilience to natural hazards. This will reduce the frequency of unplanned disruptions that impact visitor and freight flows, productivity, and community wellbeing.

Our major cities and towns are experiencing significant changes in how they accommodate interactions between people and the transport networks. There are opportunities to enhance the functionality and effectiveness of our transport systems by providing a broader range of travel options to meet people's needs. Transport options across the two regions will be investigated during the currency of this combined RLTP.

The two Regional Transport Committees have collaboratively developed their Regional Land Transport Plans in 2015, 2018, and 2021 due to

shared issues and opportunities across Otago and Southland.

The 2021 combined RLTP, as adopted, did not fully address the then-Government's requirements regarding climate response. This mid-term review has incorporated a climate response, not merely as a result of government direction, but because it is the right thing to do. The review was conducted with a strong collaborative focus among the constituent members of the Regional Transport Committees, including territorial authorities and the NZ Transport Agency (Waka Kotahi).

This mid-term review was prepared using the best information available at the time. Funding requests were based on the Government Policy Statement on land transport (GPS) 2021 and the Draft GPS released prior to the general election that took place late in October 2023.

This mid-term review has also been assessed against the Draft GPS released in March 2024 and is considered consistent, given its balanced nature and its focus on maintenance, safety and resilience. Consultation on this mid-term review closed in April 2024. Hearings were held in May and June.

The strategic direction was largely supported, necessitating only minor changes. Joining together to create this combined RLTP has heightened our awareness that journeys do not stop at administrative boundaries. Many journeys, whether for freight or visitors, span Otago and Southland, and beyond.

At a larger scale, there are critical freight and visitor journeys crossing regions, extending along and across the South Island, and connecting to both Stewart Island and the North Island.

Recognising the interconnectedness of South Island regional economies and communities, the chairs of the seven Regional Transport Committees in the South Island have formed a Chair's Group and a



work programme for those matters best addressed at this scale. A combined statement from this group follows this foreword.

**For Otago and Southland, the benefits that this combined RLTP seeks to realise are:**

- Maintaining network performance and capability, while enhancing network resilience.
- Improved safety and reduced social impact of fatalities and injuries.
- A focus on areas of regional development, productivity, and connectivity.
- Increased customer voice on connectivity, accessibility, and transport options.



**Cr Jeremy McPhail**

Chair, Southland Regional Transport Committee

- Greater value for money delivered by transport investments.

We are proud of the collaborations that have gone into preparing this combined RLTP. We would like to thank the community members who contributed through the consultation process, taking the time to submit and attend the hearings.

We thank the participating organisations for their time and assistance and acknowledge the hard work of the elected members of the Regional Transport Committees and staff.



**Cr Kate Wilson**

Chair, Otago Regional Transport Committee

# Joint statement from the South Island Regional Transport Chairs

Our people, our communities.  
Without people we have no need  
for a transport system.

## Our transport system

- Provides the arteries and veins that bring life to our communities
- Provides our communities' connections and allows our communities to function
- Allows people to travel safely and efficiently through our diverse landscapes
- Enables the safe and efficient movement of freight
- Must respond and adapt to a changing climate and emission reduction requirements
- Must support regional prosperity and improve the overall wellbeing of the South Island

We must ensure that our transport systems are working as effectively as possible to support our community's needs.

The South Island Regional Transport Committee Chairs Group was formed in 2016 for this purpose. The Group seeks to significantly improve transport outcomes to, from and within the South Island through stronger interregional collaboration and integration.

The Group is focused on ensuring the South Island stays at the forefront of central government thinking. The formation of the Group recognises that the South Island advocating with one voice is more effective than the seven individual regions advocating independently on the same matters.

This approach seeks to ensure that the needs and aspirations of our South Island communities are

recognised and understood by central government. We want to be seen by central government as a group of over 1.2 million people with common aspirations for our transport system.

Each region in the South Island has unique characteristics, but at the same time, share similar transport priorities and challenges.

These shared priorities form the priorities of this group and are listed below and will be reflected in each regions Regional Land Transport Plan for the 2024-2027 for inclusion in the 2024 National Land Transport Programme.

## Priority areas

- Advocacy for transportation in the South Island, including tracking how the National Land Transport Fund (NLTF) is being allocated across the country
- Responding to climate and emission goals
- South Island transport network resilience
- South Island freight task and associated journeys
- South Island tourism transport systems improvements
- An enabling funding approach for innovative multi-modal transport options
- Exploring opportunities for inter-regional transport options

A resilient and fit for purpose transport system is vital for the continued health, wellbeing, and prosperity of our people – “the people and communities of the South Island.”

## The South Island Regional Transport Committee Chairs

### Regional Councils

- Environment Southland - Otago Regional Council - Environment Canterbury - West Coast Regional Council

### Unitary Councils

- Tasman District Council - Marlborough District Council - Nelson City Council

# Executive summary

The Ōtākou (Otago) and Murihiku (Southland) Regional Land Transport Plans (also referred to as the combined RLTP) guide integrated transport investment in the regions.

This combined RLTP provides insights into the current state of the transport networks, challenges faced, and future investment priorities. It has been prepared collaboratively between the Regional Transport Committees (RTCs) of Otago and Southland and comprises of a common front end with two distinct work programmes.

The 2021 combined RLTP was developed amidst the uncertainties of the COVID-19 pandemic, resulting in reduced funding from the National Land Transport Fund. Since then, the previous Government had released a considerable amount of national direction, focusing on reducing transportation emissions, enhancing resilience, and integrating land use and transportation planning.

They also introduced the Natural and Built Environment Act and the Spatial Planning Act, which were repealed. Changes to the Resource Management Act (RMA) have been signalled by the Government since the elections in October 2023. The potential for changes in transport planning through the development of spatial plans will be considered in future RLTPs.

The first Emissions Reduction Plan (ERP) was released in 2022. The ERP requires transportation emissions to be reduced considerably to satisfy emission budgets. Emission reductions can be achieved through initiatives including better integration of land use and transport planning, initiatives to reducing vehicle kilometres travelled, mode shift plans, and increasing the use of zero-emission vehicles.

For decades, car-centric attitudes have dominated transportation choices in many communities. In some areas, this has led to various issues, including community severance, traffic congestion, air pollution, road safety concerns, insufficient public transport provision and negative impacts on public health. Promoting a shift away from car-centric attitudes towards alternative transport modes, such as walking, cycling, and public or shared transit, offers numerous benefits for both communities and the environment.

Walking and cycling enable individuals to engage in regular physical activity, leading to improved health outcomes. Transitioning from car-centric to active and shared transport-oriented communities fosters a stronger sense of connectedness and allows for greater social interaction among residents.

As a result, communities that embrace active and shared transportation can become more vibrant, providing a conducive environment for local businesses. However, it is important to note that these outcomes cannot be achieved through transport planning alone and it requires a whole of government approach to sustainable development. Local governments also require appropriate transport funding support to make this transition.

The National Adaptation Plan (NAP) was also released in 2022 in response to the National Climate Change Risk Assessment, which outlines the present and future initiatives to aid in the development of Aotearoa's climate resilience.

Land transportation networks, ports, and airports are critical assets for social wellbeing and connecting Aotearoa to the rest of the world. Coastal erosion, flooding, and severe weather occurrences are predicted to become more severe and occur more frequently as a result of climate change. The country is experiencing the consequences of climate change, with the North Island being particularly hard hit, resulting in significant damage to some of its transportation infrastructure.

The frequency and severity of natural events are predicted to increase across the country. In order to be able to appropriately respond to events and community needs, greater funding and resources need to be allocated to building greater resilience in infrastructure and within communities.

The development of this combined RLTP has been guided by legislative requirements, as prescribed under the Land Transport Management Act (LTMA), together with various national, regional, and local policies and strategies. The Government Policy Statement on land transport (GPS), sets out the Government's transport priorities.

The GPS guides the NZ Transport Agency (Waka Kotahi) in determining activities to be funded from the National Land Transport Fund (NLTF). This combined RLTP has undergone a three-year review to ensure its relevance and consistency with the planning environment.

The GPS guides the NZ Transport Agency (Waka Kotahi) in determining activities to be funded from the National Land Transport Fund (NLTF). This combined RLTP has undergone a three-year review to ensure its relevance and consistency with the planning environment.

Currently, we are in the second half (2024-2027) of this RLTP's six-year duration (2021-2027), and each Road Controlling Authority (RCA) in the Otago and Southland regions has prepared programmes proposed for investment. These programmes

respond to the challenges each authority faces and collectively contribute to achieving the vision and objectives of this combined RLTP.

The RLTP's 30-year Vision, Strategic Objectives, Headline Targets and 10-year Transport Investment Priorities are outlined below. This RLTP is guided by the Ministry of Transport's Outcomes Framework and the GPS.

## Ministry of Transport's outcomes framework

The Ministry of Transport's Outcomes Framework provides overarching national direction, which is focused on achieving a transport system that improves wellbeing and liveability.

Inclusive  
Access

Healthy and  
Safe People

Economic  
Prosperity

Resilience  
and Security

Environmental  
Sustainability

## The Government Policy Statement on land transport

The GPS sets the Government's priorities for land transport investment over the next 10-year period and is reviewed every three years.

This RLTP has been informed by both the GPS 2021 and the Draft GPS which was released in August 2023. It has also been assessed against the Draft GPS released in March 2024.

## The 30-year Vision of Otago and Southland's Regional Land Transport Plans

A transport and land use system providing integrated, quality choices that are safe, environmentally sustainable and support the regions' wellbeing and prosperity.

## 30-year strategic objectives

The 30-year strategic objectives describe what we want to accomplish in achieving our vision and are supported by policies that state the course of action used to achieve these objectives:

### Road Safety

Prioritise high risk areas to create a safe transport system free of death or serious injury.

### Asset Condition

Prioritise maintenance and renewal to ensure the road network is fit-for-purpose and resilient.

### Connectivity & Choice

Develop a range of travel choices that are used by communities and business to connect.

### Environmental Sustainability

Facilitate understanding and support responses that help meet environmental and emissions targets.

### Future Focused

Position the regions to ensure proactive responses to change and challenges.

## 10-year headline targets

The 10-year headline targets are indicators of the scale of change sought in the short to medium term as we move towards our vision and strategic objectives.

**Road Fatalities**  
Reduced seriousness and impact of road trauma.

**Mode Shift**  
Increase in journey to work and school by public transport, walking and cycling.

**Network Resilience**  
Reduced number and duration of closures on the strategic road network.

**Reduced Emissions**  
Decreased transport emissions.

**Proactive Response**  
Increase programme investment levels.

## 10-year transport investment priorities

The 10-year transport investment priorities are informed by clearly identifying the problems confronting the transport networks, which has been done through collaboration between the Otago and Southland RTCs through investment logic mapping (ILM).

### Identified problems

A degrading and inadequate transport network is not fit for current and emerging requirements, leading to reduced confidence to respond to events and community needs.

Historical planning, lack of flexibility, and misaligned levels of service (LoS) has reduced opportunities for access across the network and increased congestion and emissions.

Integrated transport system deficiencies increase the level of risk to users resulting in reduced resiliency, poor health, harm, serious injury, and deaths.

### Transport investment priorities

Enhance network maintenance and resilience to ensure community access and connectivity.

Optimise an efficient and accessible transport network through enhanced mode choice provision across the regions.

Promote safety and wellbeing outcomes across the regional transport network.

## Investment programme

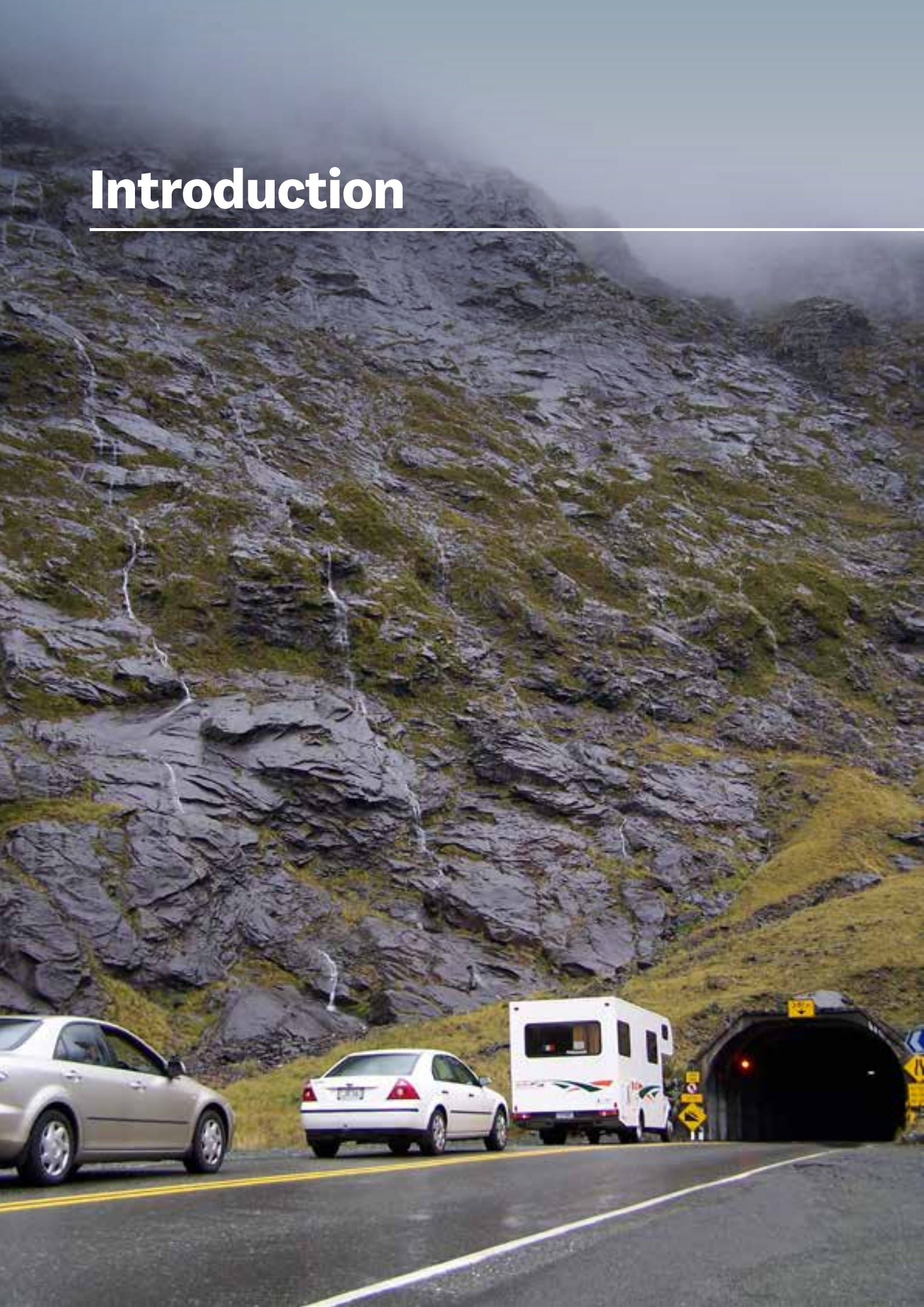
This combined RLTP includes a programme of transport activities for inclusion in the National Land Transport Programme (NLTP). The general focus for road controlling authorities is maintenance, operations, and renewals.

In the larger urban areas of Dunedin and Queenstown there is an emphasis on public transport and walking and cycling. There are a number of improvement and resilience projects across both regions as well as significant investments proposed for the state highways.



# Introduction

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The first section of this combined RLTP provides the context and background for the regions (Strategic Context - Our Regions).

The Policy Context section briefly sets out the legislative and policy context for transport planning, followed by the Strategic Framework section, which sets out the vision, objectives, policies and targets.

The 10-year Transport Investment Priorities section outlines the priority areas requiring investment over the medium term to set us on the path to achieving our long-term vision and objectives.

The Programming of Activities section outlines the land transport activities proposed for funding, while the Funding section provides a financial forecast of anticipated revenue and expenditure for the next 10 years. This section also discusses funding sources. The final section of this RLTP is the Monitoring, Reviews, and Variations section.

In 2015, the Otago Regional Council and Environment Southland requested that the RTCs from both regions collaborate to produce a single combined RLTP.

### **This combined RLTP:**

- is owned collectively by the RTCs, comprising all territorial authorities in the regions, Waka Kotahi, and the two regional councils;
- sets the strategic transport direction to guide transport activities in Long-term Plans and identifies the agreed view of regional transport priorities to inform the National Land Transport Programme (NLTP);
- establishes the long-term vision and strategic direction for Otago and Southland's land transport networks;
- presents the activities of approved organisations in a coordinated programme as a bid for funding from the National Land Transport Fund (NLTF); and
- provides the basis for communication of Otago and Southland's transport priorities with stakeholders.

This combined RLTP has undergone its three-year mid-term review and sets the strategic direction for Otago and Southland's transport networks for the next 10 to 30 years.

It has been prepared as required by the Land Transport Management Act 2003 (LTMA) and is consistent with the Government Policy Statement on land transport (GPS) 2021 and the Draft GPS which was released in August 2023. This combined

RLTP has also been assessed against the Draft GPS released in March 2024 and is considered consistent.

The transport planning environment has evolved since the development of the 2021 RLTP, with a stronger emphasis on the integration of transportation and land use planning, building resilience and emissions reduction.

As a result, far greater focus is being placed on long-term planning and taking a systems approach that considers how each element of the transport system works together to improve positive outcomes for communities.

However, it is important to recognise that transportation issues may require interventions outside of transportation planning. For example, mode shift strategies and resilience issues may require land use planning interventions.

Collaboration between partners to identify problems and solutions is critical, and RLTP development is a fundamental component of this as it brings together all parties, activities and programmes in one location.

## **Arataki**

Arataki 2023, the 30-year plan for land transport, was created by Waka Kotahi to be a shared sector vision for how the land transport system should be planned and invested in over the next 30 years. Arataki's strategic context sets the scene by highlighting the possibilities of the future system.

The national directions outline the kinds of system-wide, national initiatives that Waka Kotahi believes are essential to accomplishing long-term objectives and Government priorities.

Arataki also has regional directives that specify where efforts should be concentrated. The combined Otago and Southland RTCs are seeking greater input into Arataki as developed by Waka Kotahi to ensure an agreed vision for the future is presented.

It is critical that there be ongoing collaboration between Waka Kotahi, local government, approved organisations, tangata whenua, and communities to ensure there is alignment in priorities and a consistent approach is taken.

## **Emissions Reduction Plan**

The Emissions Reduction Plan (ERP) was released in 2022. The ERP sets out how Aotearoa will reduce the country's impact on climate change. The

actions in the ERP will enable Aotearoa to meet its first emissions budget.<sup>1</sup> The previous Government set four transport targets, which are approximately equivalent to a 41 percent reduction in transport emissions by 2035 from 2019 levels.

## Decarbonising Transport Action Plan

The Ministry of Transport produced the Decarbonising Transport Action Plan, which outlined how the previous Government intended to deliver on the ERP's transport chapter. The Action Plan has four focus areas:

- reduce reliance on cars and support people to walk, cycle, and use public transport;
- rapidly adopt low emission vehicles;
- begin work now to decarbonise heavy transport and freight; and
- support cross-cutting measures to contribute to the delivery of a low-emissions transport system.

## Freight and Supply Chain

The Ministry of Transport has released the New Zealand freight and supply chain issues paper, which forms the basis for the development of a freight and supply chain strategy for the next 30 years. The issues paper highlights the changes and challenges confronting New Zealand's freight and supply chain systems. The importance of freight and the supply chain system is succinctly stated in the paper:

*“Almost everything we have, or need to live our lives and operate our society and economy, is brought to us via this system. It is a complex and dynamic web of links and nodes involving multiple modes of transport, infrastructure networks, logistics nodes such as warehouses and cold stores, and agents including producers, freight forwarders, distributors, container yard operators, transport operators, and many more. Supply chains involve far more than transport.”*

### The 2023 Freight and Supply Chain Strategy articulates a long-term vision:

Aotearoa New Zealand's freight and supply chain system is underpinned by zero emission transport,

which is resilient, productive, efficient, and upholds safety and environmental sustainability.

### The strategy sets out 10-year horizon strategic goals:

- **Infrastructure and government systems** - This involves the government's role in improving infrastructure and making sure our laws and rules are effective.
- **Enabling the sector** - This focuses on the freight and supply chain sector's role and how the government can support it to overcome challenges.
- **International connections** - This involves how New Zealand maintains its connections with the rest of the world and how we influence and respond to changes around the world.

### The strategy also outlines priorities for implementation for the first three years, which are:

- focus on ports and their connection to communities;
- progress road freight decarbonisation; improve data sharing interoperability; and
- strengthening international engagement.

## National Adaptation Plan

The ERP focuses on the reduction of emissions, but New Zealand also needs to adapt to the impacts of climate change, which are outlined in the National Adaptation Plan (NAP). The National Climate Change Risk Assessment for New Zealand - Technical report (Technical report) which supports the NAP, provides greater context into the challenges facing transportation infrastructure in Aotearoa.<sup>2</sup>

According to the Technical report, more than 19,000 kilometres of New Zealand's road network is currently situated in inland flood hazard areas. Canterbury is the most exposed, followed by Waikato and then Southland. Over 1,500 kilometres of railway in New Zealand is also vulnerable to inland flood risks.<sup>3</sup> Furthermore, road and rail networks are vulnerable to coastal flooding, with around 1,400 kilometres of road already exposed.<sup>4</sup>

The regions are highly dependent on the rest of the country's transport network for access to national

<sup>1</sup> Ministry for the Environment (MfE), Te hau mārohi ki anamata Towards a productive, sustainable and inclusive economy, Aotearoa New Zealand's first emissions reduction plan, (Wellington: Ministry for the Environment, 2022), accessed November 11, 2022, <https://environment.govt.nz/assets/publications/Aotearoa-New-Zealands-first-emissions-reduction-plan.pdf>

<sup>2</sup> MfE, National Climate Change Risk Assessment for New Zealand - Technical report, (Wellington: Ministry for the Environment, 2022), accessed November 11, 2022, <https://environment.govt.nz/assets/Publications/Files/national-climate-change-risk-assessment-technical-report.pdf>

<sup>3</sup> MfE, National Climate Change Risk Assessment for New Zealand - Technical report, 161

<sup>4</sup> MfE, National Climate Change Risk Assessment for New Zealand - Technical report, 161

and international supply chains. The effects of climate change are resulting in increases in natural hazards such as intense storms, flooding, slips, and coastal erosion.

Large areas of both Otago and Southland are low-lying, and located within these areas are key transport corridors, including State Highway 1 and the Main South Line (rail). Natural disasters can isolate communities, and alternate routes in many areas are either indirect, resulting in excessively long diversions, or inappropriate for some vehicles, such as high-productivity motor vehicles (HPMVs).

Both Otago and Southland have programmes underway to understand and respond to climate change. The Otago Regional Council's Climate Change Risk Assessment provides information for both current and future challenges facing the region.<sup>5</sup>

Environment Southland and the region's territorial authorities also commissioned the Southland Climate Change Impact Assessment, which was published in 2018.<sup>6</sup> Understanding and taking action to address resilience deficiencies across the regions will reduce the exposure of transport networks and communities to risk.

The impacts of recent extreme weather events across the country have highlighted the importance of forward planning to provide for resilient transportation networks. Cyclone Gabrielle caused significant damage to transportation infrastructure and also resulted in a loss of power and communications in some areas for some time.

Damage to roads meant that people did not have access to essential services. Despite Cyclone Gabrielle not affecting the Otago and Southland regions, the need to rebuild and repair transport infrastructure has put pressure on Crown funding and the requirement for transport specialists.

Extreme weather events around the country are becoming a common occurrence, which will continue to put pressure on transport networks and funding sources. Greater investment is required in the Otago and Southland regions to increase resilience to natural hazards. This will reduce the frequency of unplanned disruptions that affect visitor and freight flows, productivity, and community wellbeing.

## Government Policy

### Statement on land transport

The LTMA requires the Minister of Transport to issue the GPS every three years. The GPS sets out the Government's priorities for expenditure from the NLTF over a 10-year period and determines how funding should be allocated. The outcomes that the Government seeks to accomplish through NLTF investment are conveyed through transport priorities.

#### The strategic priorities for the GPS 2021 are:

- Safety
- Better Travel Options
- Improving Freight Connections
- Climate Change

#### The Draft GPS which was released in August 2023 identified six strategic priorities:

- Maintaining and operating the system
- Increasing resilience
- Reducing emissions
- Safety
- Sustainable urban and regional development
- Integrated freight system

#### The Draft GPS released in March 2024 identifies four strategic priorities:

- Economic Growth and Productivity
- Increased maintenance and resilience
- Safety
- Value for money

The balanced nature of the strategic direction and priorities within this combined RLTP are consistent with the Draft GPS.

The land transport system is a crucial lifeline for communities and is confronted with a myriad of challenges. To promote the system's continued success and its ability to effectively serve communities, it is imperative that a constant and sustained collaborative effort be fostered among central government, local government, tangata whenua, and communities.

<sup>5</sup> Tonkin & Taylor Ltd, Otago Climate Change Risk Assessment (Tonkin & Taylor Ltd, 2021), accessed November 11, 2022, <https://www.orc.govt.nz/managing-our-environment/climate-change/otago-climate-change-risk-assessment>

<sup>6</sup> Environment Southland, Climate change (Invercargill: Environment Southland, n.d.), accessed November 11, 2022, <https://www.es.govt.nz/environment/climate-change>



# Our regions

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The Otago and Southland regions cover approximately 31,186 km<sup>2</sup> and 31,218 km<sup>2</sup> respectively. The landscapes of Otago and Southland are renowned for their diversity, which includes rugged coastlines, fiords, snow-capped mountains, alpine lakes, forests, and lush farmlands (see Figure 1).

Otago and Southland are home to stunning parks, including Mount Aspiring National Park and Fiordland National Park, each boasting unique and captivating landscapes. In Otago and Southland, outdoor enthusiasts can enjoy a wide range of activities, including hiking, skiing, snowboarding, water activities, mountain biking, cycling and wildlife watching.

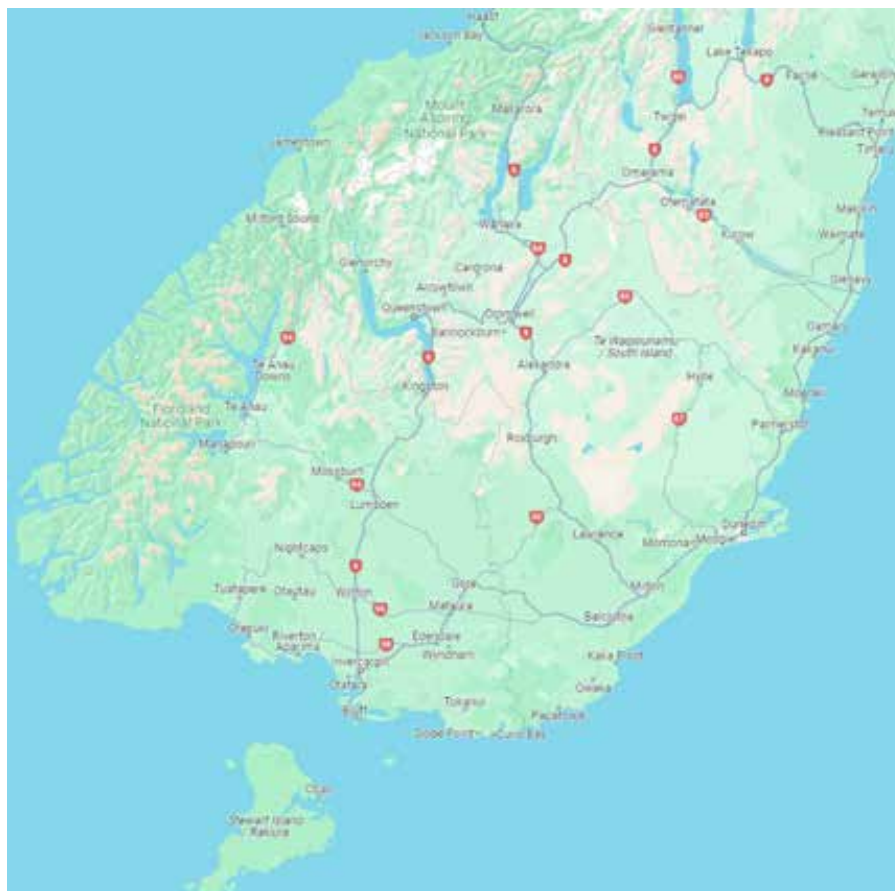
The stunning environment, along with the diverse range of recreational activities, make the regions popular destinations for both New Zealanders and international visitors.

The regions are predominantly rural and support primary production, including agriculture, horticulture, forestry, and meat processing activities. Ōtepoti (Dunedin) is Otago's largest urban centre, but Tāhuna (Queenstown) is the fastest-growing urban area.

In Southland, Waihōpai (Invercargill) provides most of the core services for the wider Southland region. Towns and cities tend to either be some distance from each other or separated by significant landforms such as rivers, gorges, and/or mountain ranges.

The main urban centres provide access to tertiary education, research facilities, logistics, healthcare services, professional services, and local government services. Tourism plays an important role in both Otago and Southland.

The Otago and Southland regions are managed by two regional councils and eight territorial authorities (see Figure 2).



**Figure 1:** Map of the Otago and Southland Regions



**Figure 2:** Regional Councils and Territorial Authorities

## Our people

The transportation blueprint for a region is intrinsically linked to its people.

The population's size, spatial distribution, demographics, and the specific needs of residents all influence the design of transportation systems. Urban areas with higher populations necessitate effective public transport options to serve populations.

In terms of people with disabilities and/or the elderly, transport options need to be appropriately designed to effectively serve diverse needs. Active transport is especially suited to urban environments because of the potential for short distances between destinations. Density combined with mixed land use of residential, commercial, and recreational spaces can encourage varied active transport users.

The desire for more sustainable urban areas, reduced emissions, greater connectivity and the relatively lower cost of creating pedestrian and bike paths can make walking and cycling more practical options. In contrast, some rural areas with small, dispersed populations may have less frequent or absent public transit, resulting in personal vehicle dependency.

In rural communities, active transport networks tend to be very limited. Communities have different needs and resource constraints, which are taken into consideration in designing transportation options.

Ngāi Tahu (also known as Kāi Tahu) are the tangata whenua that hold up the mana of Otago and Southland and further parts of the South Island.

The Ngāi Tahu takiwā (tribal area) is the largest in New Zealand and extends from White Bluffs/ Te Parinui o Whiti (southeast of Blenheim), Mount Mahanga, and Kahurangi Point in the north to Stewart Island/Rakiura and the Subantarctic Islands in the south.

Ngāi Tahu comprises 18 rūnanga (governance areas) corresponding to traditional settlements. There are seven rūnanga who are the kaitiaki (guardians) of the area stretching Southland and Otago. See Appendix 1.

Much of the Otago and Southland regions are made up of relatively small communities, and some rural communities must travel long distances to access essential services in the main urban centres.

Table 1<sup>7</sup> shows the Census usually resident population for each territorial authority. In 2023, the Otago and Southland regions had populations of 240,900 and 100,143 respectively. Table 1 does not contain visitor numbers, which can have a significant impact on the transport system.

<sup>7</sup> Stats NZ, 2023 Census, (Stats NZ, 2023), accessed June 6, 2024, <https://www.stats.govt.nz/2023-census/>



This is particularly relevant for areas such as the Queenstown-Lakes District, which has substantial visitor numbers. More information on population and visitor numbers are available on the Queenstown Lakes District Council's website.

Statistics New Zealand (Stats NZ) has produced the subnational population projections out to 2048, which comprise three alternative projections (low, medium, and high growth)<sup>8</sup>. Stats NZ considers the medium projection suitable for assessing future population changes.

See Table 2 for Population Projections for Otago and Southland.<sup>9</sup> These projections should be used as an indication of the overall trend. For more information, including population projections for the individual territorial authorities, go to the Stats NZ website.

The table shows that the percentage of people aged 65 and over in Otago and Southland is increasing. Older people are particularly vulnerable to social isolation due to loss of health, mobility, income, and/or support networks. While the number of young people aged 14 and under is expected to decrease over time, this is the age group that is unable to drive.

Although current trends show that fewer young people are getting their licences when they turn 16, they prefer to travel as passengers. Otago also has a high number of people aged 15 to 39. This is likely

due to the large number of secondary and tertiary education institutions, which include extensive residential boarding facilities. This is the age group seeking independence through transport and is most likely to use micro-mobility and alternative modes of transport.

In the 2018 census, Stats NZ asked whether people had difficulty performing any of six basic universal activities (walking, seeing, hearing, cognition, self-care, and communication) to understand 'activity limitations.' Understanding the limitations communities face is important for transportation planning.

Table 3 shows the activity limitations information for the territorial authorities within the Otago and Southland regions. However, Stats NZ outlines that this variable is new and has a high rate of missing responses, so caution is advised.<sup>10</sup> There is a need to collect more disability data for making better informed decisions.

Understanding how communities will change over time and the limitations they face is critical to transport planning and to ensuring we have an effective land transport system in place to support communities.

A major part of understanding communities' needs is through consultation on transport-related matters including consultation on this combined RLTP. In 2008 the New Zealand Government ratified

<sup>8</sup> Stats NZ, Subnational population projections: 2018(base)-2048, (Stats NZ, 2023), accessed June 6, 2024, <https://www.stats.govt.nz/information-releases/subnational-population-projections-2018base2048/>

<sup>9</sup> The 2023 population projections in Table 2 are superseded by actual numbers in Table 1

<sup>10</sup> Stats NZ, Activity limitations (information about this variable and its quality), (Wellington: Stats NZ, 2022), assessed November 28, 2022, <https://datainfolplus.stats.govt.nz/Item/nz.govt.stats/83ca312b-bd72-4a13-bdcf-14c570710700>

**Table 1: Census usually resident population count 2013-2023**

Region	Territorial Authority	Census usually resident population count			2013–18	2018–23
		2013	2018	2023	Percent	Percent
Otago	Waitaki District	20,829	22,308	23,472	7.15	.2
	Central Otago District	17,895	21,558	24,306	20.5	12.7
	Queenstown-Lakes District	28,224	39,153	47,808	38.7	22.1
	Dunedin City	120,249	126,255	128,901	5.02	.1
	Clutha District	16,890	17,667	18,315	4.63	.7
Southland	Southland District	29,613	30,864	31,833	4.23	.1
	Gore District1	2,0331	2,3961	2,7113	.0	2.5
	Invercargill City5	1,6965	4,2045	5,5994	.9	2.6

**Table 2:** Population projections for Otago and Southland

Region	Year	Population by age group (years), at 30 June					Median age (years) at 30 June
		0–14	15–39	40–64	65+	Total	
Otago	2018	38,000	86,000	73,200	37,800	235,000	37.7
	2018	16.2%	36.6%	31.1%	16.1%		
	2023	38,600	90,800	76,500	45,100	250,900	38.8
	2028	36,800	91,900	78,000	52,800	259,500	40.3
	2033	35,800	90,900	81,100	59,200	267,000	41.9
	2038	35,500	89,800	82,800	65,300	273,300	43.3
	2043	35,400	90,000	84,200	68,800	278,500	44.3
	2048	35,500	89,600	85,900	71,700	282,600	44.9
	2048	12.6%	31.7%	30.4%	25.4%		
Southland	2018	19,800	31,000	32,900	16,800	100,500	39.5
	2018	19.7%	30.8%	32.7%	16.7%		
	2023	19,400	31,600	33,100	19,600	103,800	40.7
	2028	18,300	31,800	32,600	23,000	105,700	42.0
	2033	17,500	31,000	33,100	25,500	107,100	43.4
	2038	17,000	30,400	33,200	27,300	108,000	44.8
	2043	16,900	29,900	33,300	28,300	108,400	45.7
	2048	16,700	28,900	33,800	28,800	108,300	46.3
	2048	15.4%	26.7%	31.2%	26.6%		

**Table 3:** Activity limitations by Territorial Authority, 2018 Census

Territorial Authority	One or more activity limitations
Waitaki District	8.8%
Central Otago District	6.2%
Queenstown-Lakes District	2.8%
Dunedin City	7.2%
Clutha District	7.3%
Southland District	5.5%
Gore District	9.0%
Invercargill City	8.4%
<b>New Zealand</b>	<b>6.5%</b>

the United Nation’s Convention on the Rights of Persons with Disabilities (UNCRPD). The UNCRPD advocates for disabled persons to have the same human rights as non-disabled people and to be able to participate fully in society.<sup>11</sup>

There are eight guiding principles that underlie the Convention and each one of its specific articles. These principles include respect for the inherent dignity and individual autonomy of persons with disabilities, including the freedom to make one’s own choices, non-discrimination, full and effective participation and inclusion in society, equality of opportunity, and accessibility.<sup>12</sup>

The New Zealand Disability Strategy (NZDS) supports the implementation the UNCRPD.<sup>13</sup> The NZDS is a guide for government agencies on disability issues and a valuable resource for individuals and organisation looking to make better decisions about issues that affect disabled people.<sup>14</sup>

In 2022, Waka Kotahi published a research report, “Transport experiences of disabled people in Aotearoa New Zealand.” The report states that “the persistent challenges faced by disabled people using transport in Aotearoa New Zealand have not changed in any measurable way since the Human Rights Commission’s inquiry almost two decades ago.

The problems are broad (across multiple domains of transport and everyday life), complex (related to a variety of transport and non-transport sector reasons), and urgent (affecting the wellbeing of disabled people and their families on a daily basis, in serious ways).<sup>15</sup>

This report is a useful resource for understanding and improving decision-making concerning transportation-related matters impacting individuals with disabilities.

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11 Te Kāhui Tika Tangata Human Rights Commission (HRC), *Monitoring the Disability Convention*, (Wellington: HRC, 2023), accessed June 6, 2024, <https://tikatangata.org.nz/our-work/monitoring-the-disability-convention>

12 United Nations, *Guiding Principles of the Convention*, (New York: United Nations, n.d.) accessed June 6, 2024, <https://social.desa.un.org/issues/disability/crpd/guiding-principles-of-the-convention>

13 Te Kāhui Tika Tangata Human Rights Commission (HRC), *Rights of Disabled People*, (Wellington: HRC, 2023), accessed June 6, 2024

14 Ministry of Social Development, *New Zealand Disability Strategy 2016–2026*, (Wellington: Ministry of Social Development, 2016), accessed June 6 2024, <https://www.odt.govt.nz/assets/New-Zealand-Disability-Strategy-files/pdf-nz-disability-strategy-2016.pdf>

15 Waka Kotahi NZ Transport Agency, *Transport experiences of disabled people in Aotearoa New Zealand*, (Wellington: Waka Kotahi NZ Transport Agency, 2022), accessed June 6, 2024, <https://www.nzta.govt.nz/assets/resources/research/reports/690/690-Transport-experiences-of-disabled-people-in-Aotearoa-New-Zealand.pdf>

# Economy

Both the Otago and Southland regions have seen good growth within their economies, with the percentage change in Gross Domestic Product (GDP) between 2016 and 2021 being approximately 27 percent and 31 percent, respectively.<sup>16</sup>

For more information on economic performance, please access the Ministry for Business, Innovation and Employment's Regional Economic Activity Web Tool. The road and rail networks across the South Island that connect the regions, along with the Cook Strait ferries and ports are vital for the economic and social welfare of the regions.

Connections to Port Otago are important to both regions. These transportation links are essential to the local economies, enabling the movement of people and facilitating the export and import of goods. They provide crucial access to necessary commodities and services.

There is an urgent need to increase resilience of the transport networks against natural events, which threaten network availability. By improving infrastructure and services, the regions can boost productivity, economic output, and wellbeing.

Incorporating sustainable transport solutions can help address capacity issues and align with environmental goals. Challenges can be formed into opportunities for an efficient and sustainable transport system that will support Otago and Southland's future growth and resilience.

## Otago's Economy

Otago is a medium-sized economy and contributed approximately 4.2 percent to New Zealand's GDP in 2021. The top industries for Otago are owner-occupied property operations and construction, which made up around 20 percent of Otago's GDP

in 2021 (see Figure 3). Rental, hiring, and real estate services, healthcare and social assistance, and education and training added almost a further 22 percent. In 2022, the GDP for Otago was approximately \$15.27 billion.<sup>17</sup>

## Southland's Economy

Southland contributed approximately 2 percent to New Zealand's GDP in 2021. Southland's economy is heavily dominated by agriculture and manufacturing. These two industries made up around 32 percent of Southland's GDP in 2021<sup>18</sup> (see Figure 4).

The Tiwai Point Aluminium Smelter is an important contributor to Southland's manufacturing output. In 2022, the GDP for Southland was approximately \$7.78 billion.<sup>19</sup> Southland was also estimated to produce 11.7% of national pastoral exports (dairy, meat, and livestock) and 8.1% of national merchandise exports (physical goods).<sup>20</sup>

Southland's export sector accounts for the majority of the region's GDP and as a result road transport efficiency has a substantial impact on the global competitiveness of Southland's export sector. Median incomes for the Otago and Southland regions are arranged by territorial authority as shown in Table 4. In terms of transport, postal and warehousing's contribution to Otago and Southland's GDP<sup>21</sup> this has seen a steady increase as shown in Figure 5 which is expected to continue.

The transportation system is essential to the operation of the regions' economies, and through improving accessibility and operational effectiveness, the transportation system will assist regional economic development, raise productivity, and improve community wellbeing.

16 Stats NZ, *Regional gross domestic product: Year ended March 2022*, (Wellington: Stats NZ, 2022), accessed May 28, 2023, <https://www.stats.govt.nz/information-releases/regional-gross-domestic-product-year-ended-march-2022/>

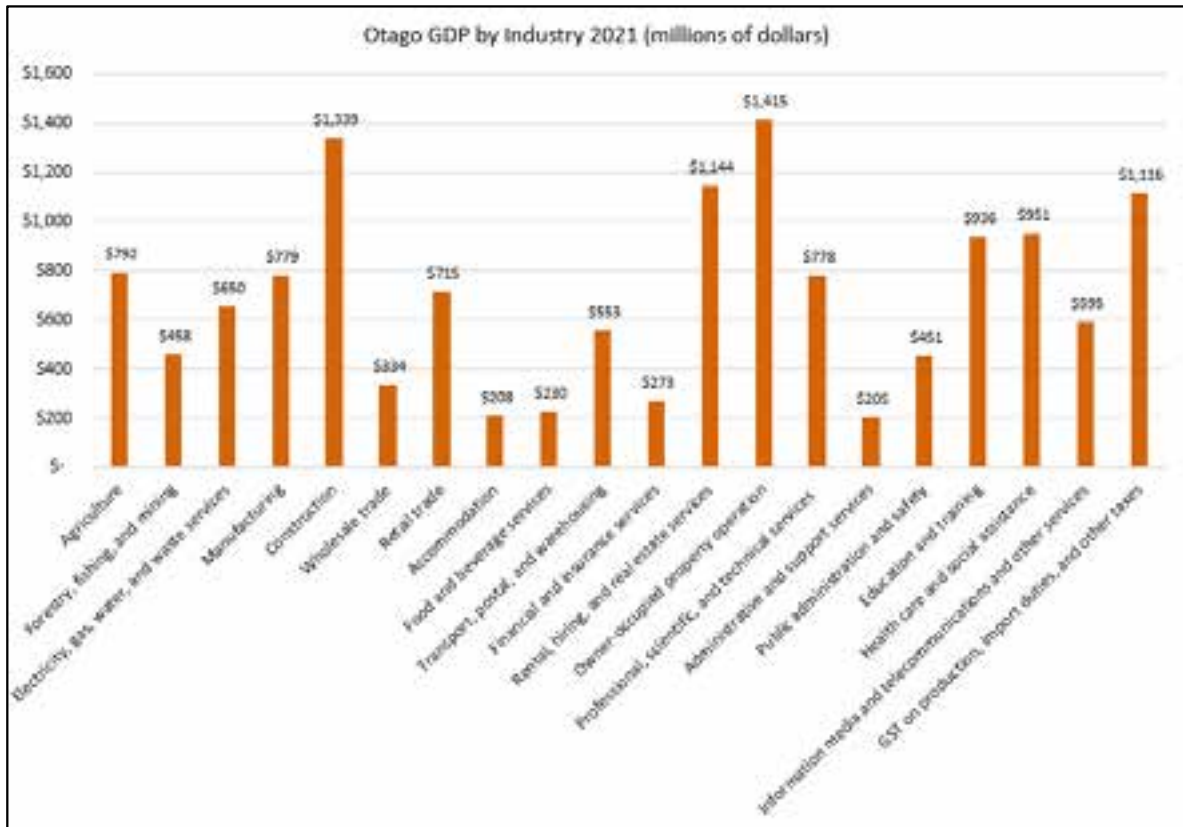
17 Stats NZ, *Regional gross domestic product: Year ended March 2023*, (Wellington: Stats NZ, 2023), accessed June 6, 2024, <https://stats.govt.nz/information-releases/regional-gross-domestic-product-year-ended-march-2023/>

18 Stats NZ, *Regional gross domestic product: Year ended March 2022*

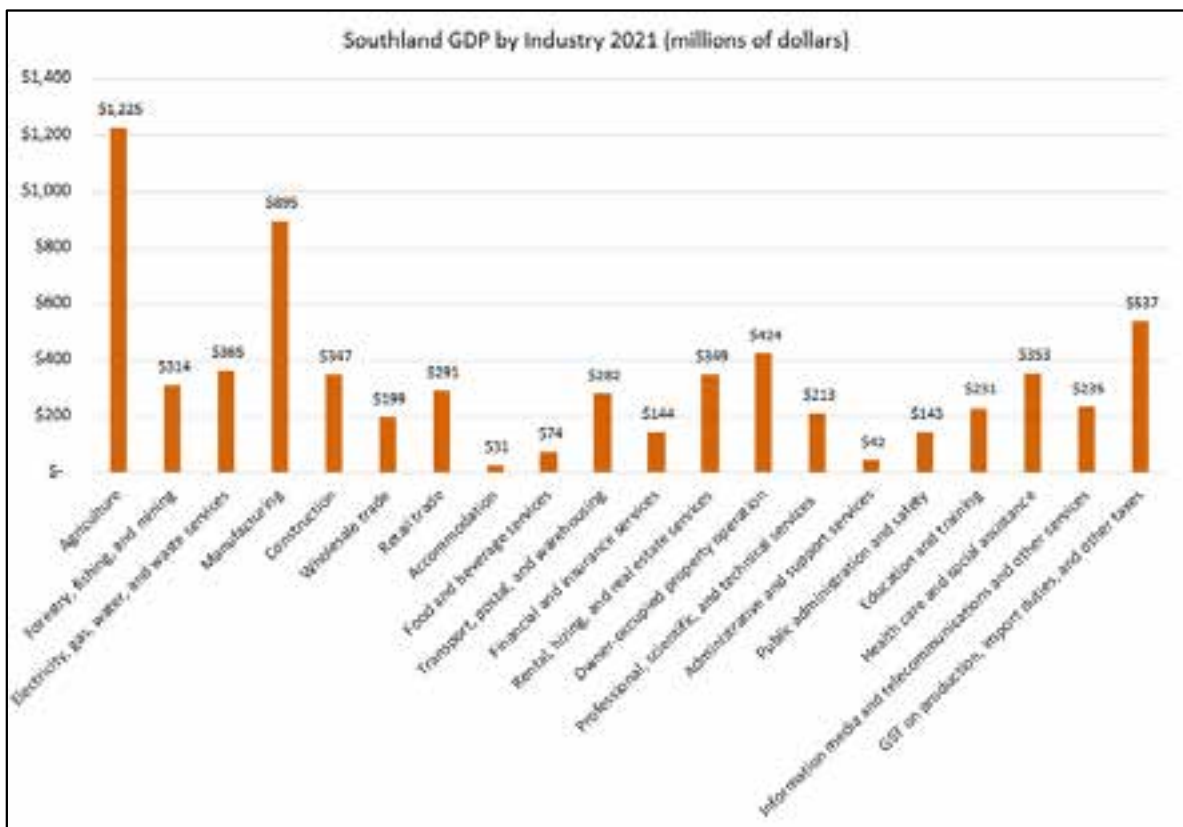
19 Stats NZ, *Regional gross domestic product: Year ended March 2023*, (Wellington: Stats NZ, 2023), accessed June 6, 2024, <https://stats.govt.nz/information-releases/regional-gross-domestic-product-year-ended-march-2023/>

20 Beyond 2025 Southland Regional Long Term Plan, accessed 6 June 2024, [https://beyond2025southland.nz/nov/wp-content/uploads/2023/12/231121\\_B2025\\_Summary-Documents-VERSION-2-NOV-2023-Web-Singles.pdf](https://beyond2025southland.nz/nov/wp-content/uploads/2023/12/231121_B2025_Summary-Documents-VERSION-2-NOV-2023-Web-Singles.pdf)

21 Stats NZ, *Regional gross domestic product: Year ended March 2022*



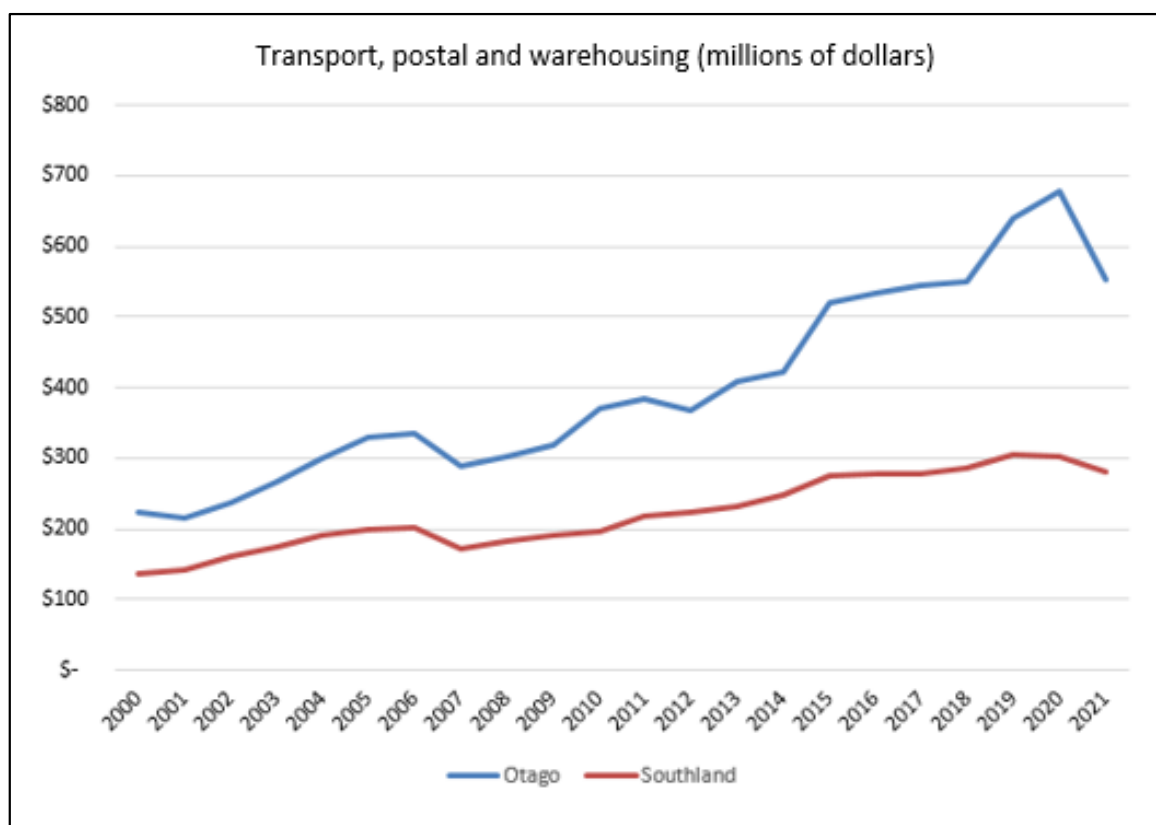
**Figure 3:** Otago GDP by Industry



**Figure 4:** Southland GDP by Industry

**Table 4:** Median incomes by Territorial Authority, 2018 Census

Territorial Authority	Median income	% earning over \$70,000
Waitaki District	\$27,700	11.1%
Central Otago District	\$33,300	14.9%
Queenstown-Lakes District	\$40,600	19.9%
Dunedin City	\$25,500	13.5%
Clutha District	\$30,900	11.4%
Southland District	\$36,300	15.3%
Gore District	\$30,900	11.9%
Invercargill City	\$29,900	13.7%
New Zealand	\$31,800	17.2%



**Figure 5:** Otago and Southland GDP by Industry  
- Transport, postal and warehousing



# Our transport system

Otago and Southland have extensive roading networks that cross diverse landscapes including rivers and valleys which requires significant investment in infrastructure, particularly bridges. In both of the regions over 50 percent of the roading networks are unsealed.

Sections of the rural network receive significantly lower levels of investment resulting in lower levels of service. Many rural areas are sparsely populated resulting in few to no public transport alternatives as well as poor walking and cycling infrastructure.

In contrast to the increasing popularity and availability of alternative modes of transportation in urban areas, such as active modes, public transport, and ridesharing, the use of personal automobiles in rural areas remains the most viable option.

As a result, the major urban areas can contribute the most to emissions reductions. At this time, encouraging fewer trips, ridesharing, and the use of fuel-efficient vehicles are the most effective approaches for reducing emissions in rural areas. Significant volumes of heavy freight are also transported across the regions, which increases the safety risk for other commuters and increases the demand for road maintenance.

Also, on rural roads, large agricultural vehicles typically move at slower speeds, contributing to safety risks. Moving more freight by train and sea would benefit other travellers while also lowering emissions. However, in order for this to be practical, rail and coastal shipping must provide an effective service to clients, which will require significant investment in both modes.

The people of Otago and Southland require a transport system that enables them to meet their travel needs while also being able to effectively move freight. To be effective the transport system must have the capacity to increasingly support numerous modes including walking, cycling, electric cycles, scooters and public transport.

This is particularly relevant for the larger urban areas of Dunedin and Queenstown. For instance, the Queenstown Lakes District requires improved transport options because of its high visitor numbers, rapid growth, and geographic constraints, which limit the number of viable alternatives. Integrated walking and cycling networks are becoming more important to the overall transport system and greater co-ordination of regional walking and cycling networks is required.

While the 2023 Census data concerning people's transport habits is not expected to be available until 2025,<sup>22</sup> the 2018 Census data still provides insights concerning the utilisation of different transport modes.

The main means of travel to work and education for the main urban centres of Otago and Southland show that public bus rates are lower than the average, especially in Invercargill, as shown in Tables 5 and 6.

Data on the main means of travel to education shows Queenstown has a large percentage of people who use school buses compared to Dunedin and Invercargill. Also, because of the number of educational institutions, Dunedin tends to have a younger demographic, which leads to a comparatively high level of walking journeys.<sup>23</sup>

Transport emissions for the regions are shown in Figures 6 and 7 which have been produced from Stats NZ data.<sup>24</sup> The reduction of emissions from transport presents significant challenges given the rural nature of the regions. However, as outlined, the main urban centres of Dunedin, Queenstown, and Invercargill present the greatest opportunities for reducing emissions due to the availability of low-emission alternatives and population densities.

Table 7 presents information on the makeup of the fleet by region. Further information can be accessed on the Ministry of Transport's Fleet statistics webpage. The electric vehicle-charging network has also expanded across Otago and Southland in recent years. However, more investment in charging infrastructure is required to support the transition to electric vehicles. For the latest updates on locations of charging stations see Waka Kotahi's Electric vehicle charging stations map.

<sup>22</sup> Stats NZ, *2023 Census release schedule – updated May 2024* (Wellington: Stats NZ, 2024), assessed June 6, 2024, <https://www.stats.govt.nz/2023-census/2023-census-release-schedule/>

<sup>23</sup> Waka Kotahi, *Arataki version 2 - Otago regional summary*

<sup>24</sup> Stats NZ, *About regional greenhouse gas emissions statistics* (Wellington: Stats NZ, 2023), accessed 19 July, <https://www.stats.govt.nz/methods/about-regional-greenhouse-gas-emissions-statistics>

**Table 5:** Main means of travel to work for people in the major urban areas of the Otago and Southland regions

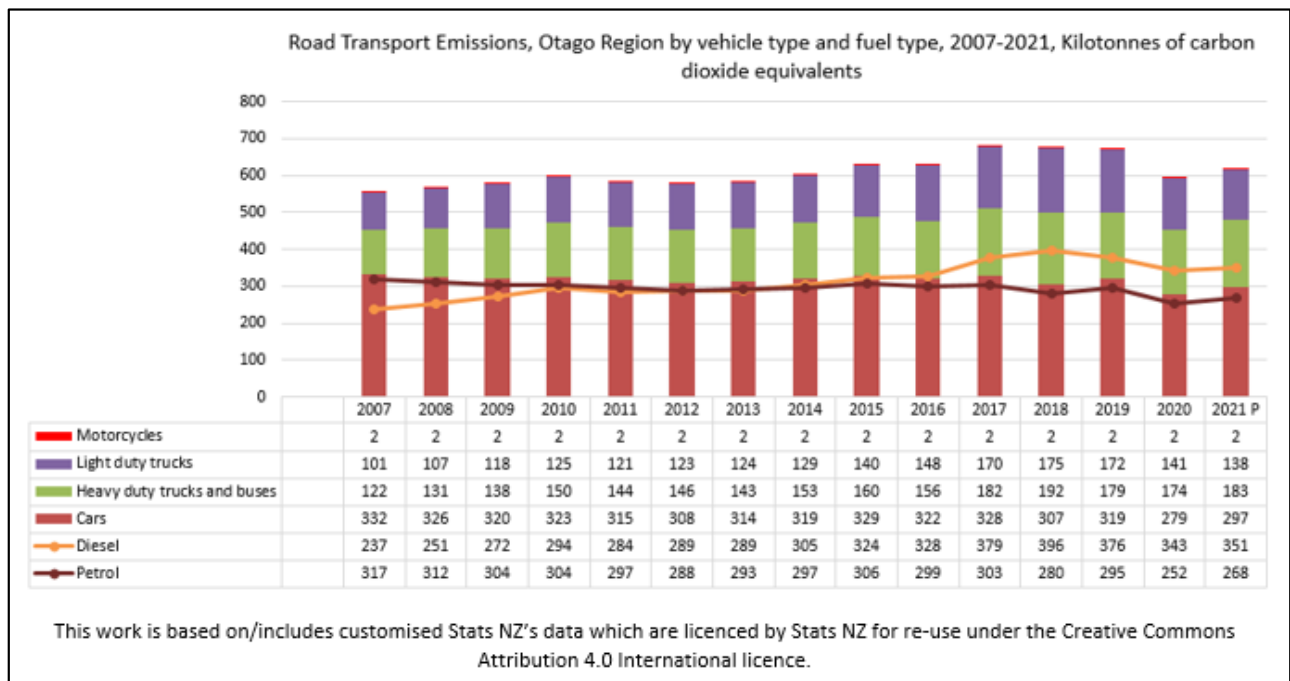
Location	Dunedin City (%)	Queenstown-Lakes District (%)	Invercargill City (%)	New Zealand (%)
Work at home	10.2	15.7	8.6	11.9
Drive a private car, truck, or van	58.5	48.9	65.2	57.8
Drive a company car, truck, or van	10.1	13.6	12.8	11.2
Passenger in a car, truck, van, or company bus	4.8	3.5	5.8	4
Public bus	3.4	3.2	0.5	4.2
Bicycle	2.1	3	2	2
Walk or jog	9.9	11.1	3.9	5.2

**Table 6:** Main means of travel to education for people in the major urban areas of the Otago and Southland regions

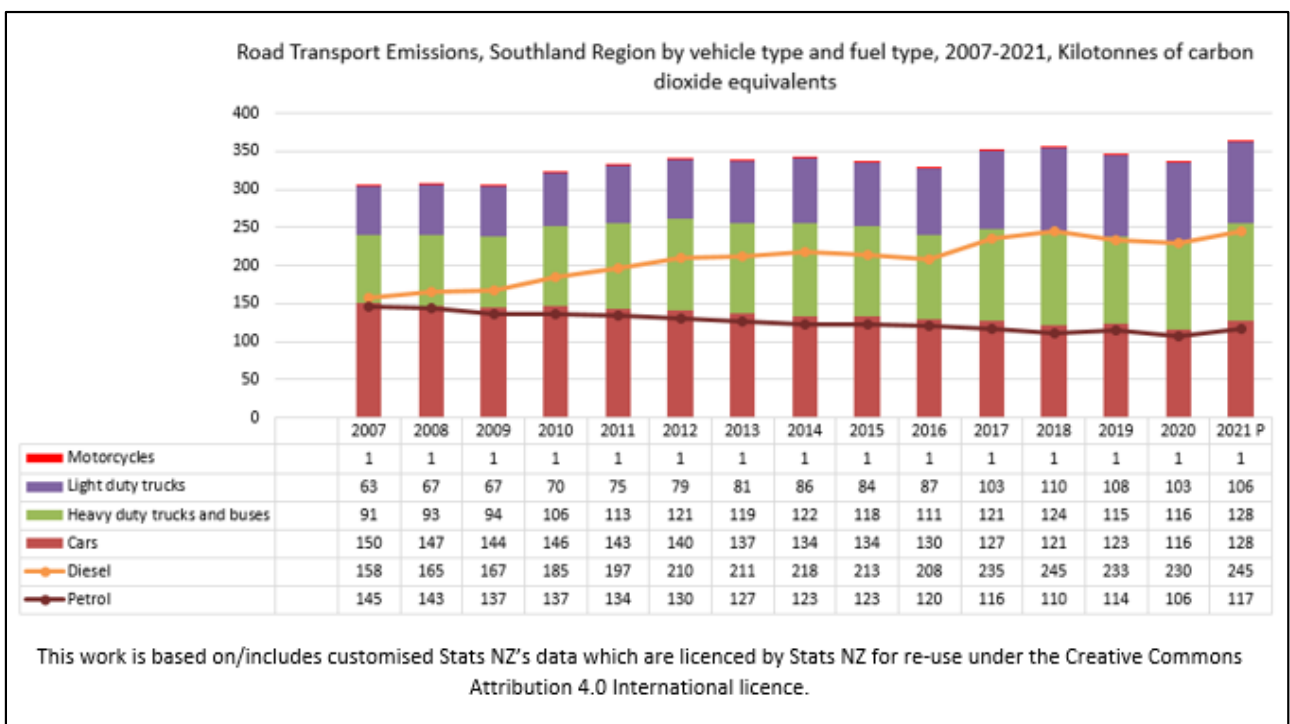
Location	Dunedin City (%)	Queenstown-Lakes District (%)	Invercargill City (%)	New Zealand (%)
Study at home	4.1	9	5.8	5.3
Drive a car, truck, or van	11.6	8.5	12.9	11.1
Passenger in a car, truck, or van	32	37	48.6	39.1
Bicycle	2.4	8.2	5.7	3.6
Walk or jog	40.9	13.9	17.8	20.5
School Bus	3.4	19.1	6.8	9.9
Public Bus	4.5	3.2	1.2	7.1

**Table 7:** Current fleet by region

Vehicle Type	Otago	Southland
Unknown		1
Battery Electric	1,832	197
Diesel	63,340	33,900
Hybrid Diesel	7	
Hybrid Petrol	5,440	1,442
LPG/Other	55	35
Petrol	165,401	75,745
Plug-in Hybrid Electric Vehicles Petrol	1,016	212



**Figure 6:** Transport Emissions for Otago



**Figure 7:** Transport emissions for Southland

## Active transport

The use of private automobiles is a major cause of greenhouse gas emissions, air pollution, and accidents.

Creating built environments that prioritise active transportation networks where communities feel safe to use active modes is critical for better environmental and wellbeing outcomes.

Individuals will be able to engage in regular physical activity, which will result in better physical and mental wellbeing. With more people walking and cycling, there are increased opportunities for spontaneous face-to-face interactions, which can lead to the formation of stronger community bonds. Reducing the number of vehicles around schools as well as vehicle speeds is important to foster the utilisation of active modes early on in life.

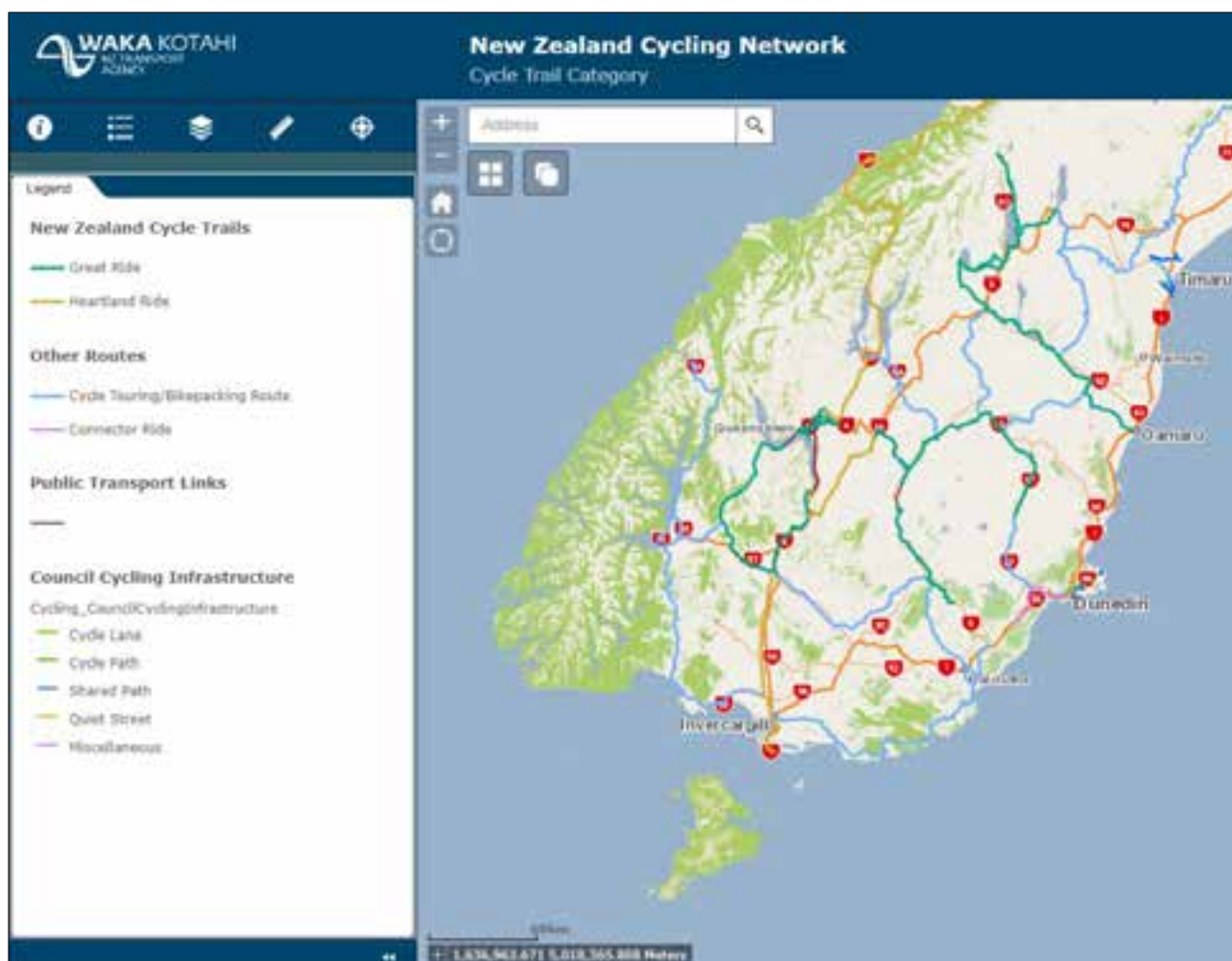
Promoting active transport involves a multifaceted approach. Establishing and maintaining safe

infrastructure, which includes dedicated bike lanes, bridges, boardwalks, and separate multiuse pathways is critical. Enhancing the integration of active transport with public transport systems makes it more attractive and practical.

Incorporating traffic-calming measures further encourages active transport. Showcasing the merits of active transport through temporary projects or pilot initiatives can allow for community feedback, ensuring alignment with preferences and needs. Advocating for urban planning policies that prioritise mixed-use development, compact form and accessible public spaces creates environments conducive to walking and cycling.

Educational campaigns highlighting the advantages, such as improved health and cost savings, can provide compelling incentives. Employers can also help to encourage active transport by providing appropriate facilities and incentives. This can be beneficial for both employee health and the business's profile.

Walking is the first part of nearly every journey, with pedestrian infrastructure having the greatest



**Figure 8:** New Zealand Cycling Network

utility as a community resource. Unfortunately, despite the evident benefits of investing in walking infrastructure, in some areas it has not received adequate attention. As society ages and disability levels rise, the requirements and expectations for pedestrian infrastructure will inevitably evolve.

However, the increasing demand for footpath space and the introduction of emerging modes have in some instances led to conflicts between traditional users and those adopting micro-mobility options, particularly electric scooters. Micro-mobility presents both opportunities and challenges.

Micro-mobility can offer a sustainable and efficient means of transportation, reducing congestion and carbon emissions. However, integrating new modes into existing infrastructure needs to be carefully managed to ensure the safety and accessibility of all users.

The two regions currently support seven of the country's Great Rides.<sup>25</sup> These Great Rides are Alps 2 Ocean Cycle Trail, Lake Dunstan Trail, Otago Central Rail Trail, Roxburgh Gorge Trail, Clutha Gold Trail, Queenstown Trail, and Around the Mountains Cycle Trail. There are also Heartland Rides that connect to the Great Rides. See Figure 8 and the New Zealand Cycling Map on Waka Kotahi's website.

Regional trails are significant assets, and developing shared routes and trails necessitates a continuing collaborative effort and partnership from all stakeholders, including councils, walking and cycling groups, landowners, and communities. Good progress has been made on developing cycling networks. However, despite major investment in cycling infrastructure throughout both the Otago and Southland regions, many areas still lack safe and linked cycling infrastructure, with cyclists often contending for road space with vehicles.

Within townships, local road improvements are needed to provide safe and attractive linkages to allow areas to benefit from the economic opportunities expected from investment in walking and cycling trails. Gaps in the regional networks, including through the townships that connect cycle trails together, need to be filled. Cycling infrastructure is progressively being developed within the main urban centres and major townships.

Many of the trails link small communities and have become important commuter and school routes as they provide safe off-road options. Cycling numbers are continuing to rise, and electric bikes are also enabling more people to travel further, faster, and to more places. There is currently no integrated cycling plan for the combined Otago and Southland regions.

However, most territorial authorities have plans to expand their cycling networks, particularly where the level of service across the region varies in terms of safety and ride quality.

Cycling trusts and groups play a critical role in the development of and advocacy for cycling infrastructure. Addressing the gaps in the network is a core priority for most of these groups. There are several cycling trusts including Otago Central Rail Trail Trust, Dunedin Tracks Network Trust, Southern Lakes Trails Trust, Dunedin Tunnels Trail Trust, Central Otago Clutha Trails Limited, Upper Clutha Tracks Trust, Around the Mountains Cycle Trail Trust and the Fiordland Trails Trust.

There are several different projects which are at different stages including preliminary investigation, feasibility testing, planning and implementation. Such projects include the Tunnels Trail, the Coastal Communities Cycle Connection, and the Taieri Trail. Figure 9 provides a high-level map of the trails and gaps to be filled. For further information, please visit the trusts' individual websites.

The Cycle Tourism Opportunity Assessment prepared for Great South, the Southland Regional Development Agency, looks at cycling tourism in Murihiku (Southland) and explores the management, development and the promotion of cycling and its potential related opportunities within the region.

Waka Kotahi is also working with local government and community groups to develop a connected cycling network across New Zealand.<sup>26</sup>

<sup>25</sup> Ngā Haerenga New Zealand Cycle Trails 2022, *Great Rides of New Zealand*, (Ngā Haerenga New Zealand Cycle Trails, 2022), assessed November 28, 2022, <https://www.nzcycletrail.com/find-your-ride/23-great-rides/>

<sup>26</sup> Waka Kotahi, *Cycle touring*, (Wellington: Waka Kotahi, 2022), assessed November 28, 2022, <https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-in-new-zealand/cycle-touring/>



## Public transport

Otago and Southland face the challenge of providing transport choices, including public transport, to relatively small and dispersed communities.

Urban bus networks currently operate in Queenstown, Dunedin, and Invercargill. The services operating in Queenstown and Dunedin have experienced an increase in patronage since a network review simplified routes, improved timetables, and brought services together at centralised bus hubs.

The introduction of a \$2.00 flat fare also contributed to increased patronage. The Invercargill network has also had a \$2.00 flat fare for some time. Please see bus patronage data in the Figures 10, 11 and 12. Access to affordable public transport is critical as it provides communities with the means to reach opportunities and essential services, facilitating social interactions, employment, and education.

Some outlying townships are connected via commercial operators, such as InterCity buses. Rakiura (Stewart Island) is currently serviced by

a commercially operated ferry service and by air from Invercargill Airport. Between Queenstown and Milford Sound, tourist buses have operated in high numbers at the beginning and end of each day.

These types of commercial or tourist-focused connections may present an opportunity to facilitate public transport in the future. However, the cost of these services is currently too high for local use and the timetables are designed to suit tourist movements. To enable these services to better support the local communities, subsidised services are being investigated. For example, those living on Rakiura are seeking subsidised services.

Smaller townships and outlying areas are difficult to serve by traditional public transport, which can isolate communities from important community services and social activities. Fixed route and fixed timetabled public transportation services in rural areas can be inefficient due to population densities and the fact that the frequency of the services is not convenient for passengers.

On-demand public transport can be potentially more efficient in rural contexts because, instead of a fixed-route bus that runs no matter what, flexible scheduling only dispatches vehicles when there is actual demand. Interregional and alternative transport options will be investigated during the course of this combined RLTP.



Figure 9: Map of trails and gaps in trails



## Rail

Moving more freight by rail rather than on trucks has significant benefits across multiple domains, including reduced emissions, enhanced safety, and lower road maintenance costs. However, in order to boost rail efficiency, this transition would need major national coordination among businesses, which creates a complex challenge. More rail freight would also need to be entering the regions to balance inward and outward flows.

Greater infrastructure investment is also required to make the service more effective and enticing to users who presently rely on trucking for bulk transport. It is crucial to note that a lot of freight travels less than 100 km and is mostly in metropolitan areas, implying that the road freight sector will continue to handle the majority of freight in our supply chain.

The Main South Line (MSL) railway runs south from Christchurch along the South Island's east coast to Port Otago and onto South Port in Bluff (see Figure 13). The MSL is used primarily for freight, transferring bulk and containerised freight between the two ports and northward.

Small branch lines also connect primary industry to the MSL in Southland and on the Taieri Plains. Concerning the branch line from Ohai to Invercargill, it is important that this line be maintained as it provides an alternative to heavy transport on local roads and state highways, as well as future potential.

The New Zealand Rail Plan has been released with the intention that rail will be more integrated into the land transport system to ensure it is planned for, funded, and maintained. The previous Government's vision for the national rail network was to provide a modern transport system in our largest cities, and to enable increasing volumes of freight to be moved off roads and onto rail.<sup>27</sup> However, over the next three years, investment in Otago and Southland is likely to be limited to maintenance and renewals, with no major improvement works planned.

The existing network has capacity and can easily handle the current rail freight task, providing a good base for further expansion. The MSL is significantly constrained in the section between Wingatui and Dunedin due to Fonterra Mosgiel's use frequency (particularly in the dairy peak from October to May).

To further increase opportunities for freight on rail, the combined RTCs favour an inland port located between Dunedin and Balclutha. A primary user of this inland port is likely to be the forestry sector, which has estimated that 50,000 tonnes of logs could be transferred to rail.<sup>28</sup>

The successful development of an inland port requires comprehensive planning, robust infrastructure and transport connections. Careful consideration of the potential impacts on surrounding communities and the environment from freight movements to and from the port are also critical.

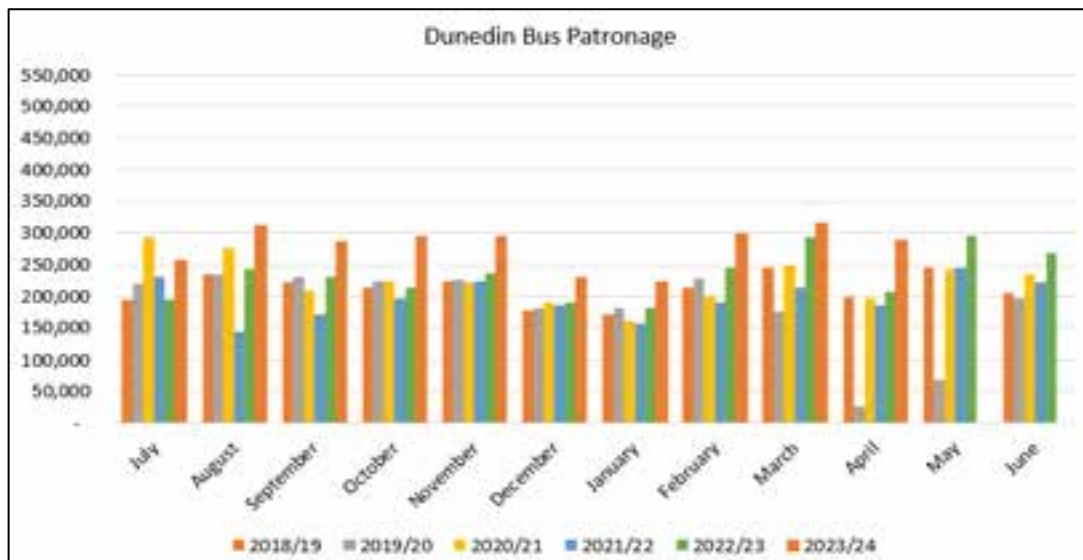
To be most effective, this type of investment would also need to address resilience issues on the Taieri Plains that arise from flooding. The current Gore main line rail bridge restricts the flow of the Mataura River during flood events and is at risk of significant damage. The RTC currently advocates for upgrades to this bridge as a matter of urgency.

There are currently no commuter rail or inter-regional passenger rail services available in Otago or Southland. Otago and Southland residents have expressed an interest in additional forms of transportation that travel between Invercargill and Christchurch, notably passenger trains. It is anticipated that in the full review of this combined RLTP, further information on this matter will be available.

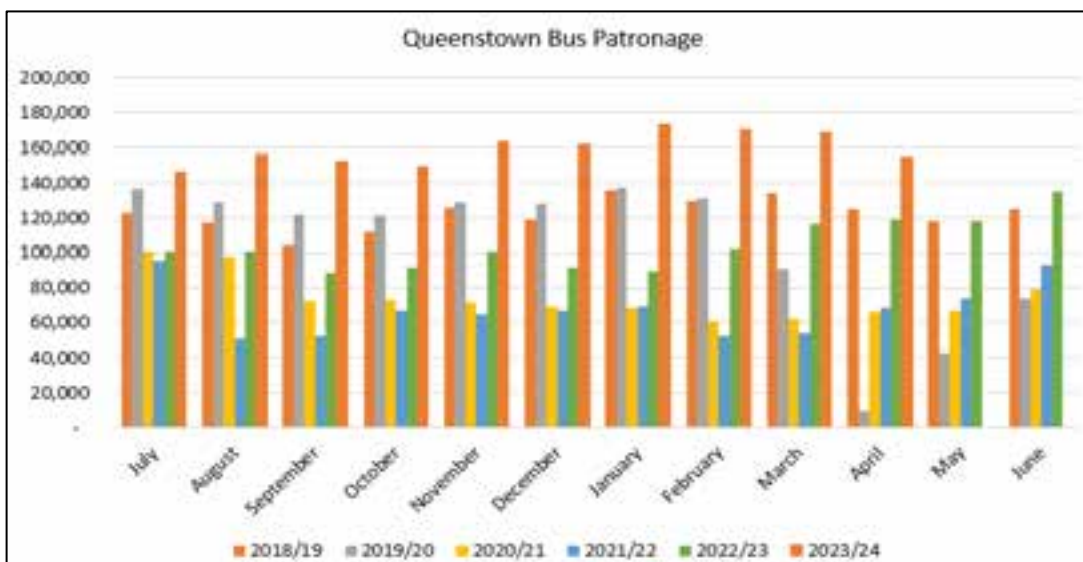
A scenic tourist train has been operated by Dunedin Railways<sup>29</sup>, but services were suspended due to COVID-19 and are currently running on a reduced timetable. Further information can be found on the Dunedin Railways website. Decisions on future passenger rail in the lower South Island will need to consider the additional infrastructure required to operate the services in conjunction with current or future freight timetables.

The previous Government's rail investment priorities were to focus on restoring New Zealand's rail network to be resilient, dependable, and safe. In July 2021 the first Rail Network Investment Programme was approved.<sup>30</sup>

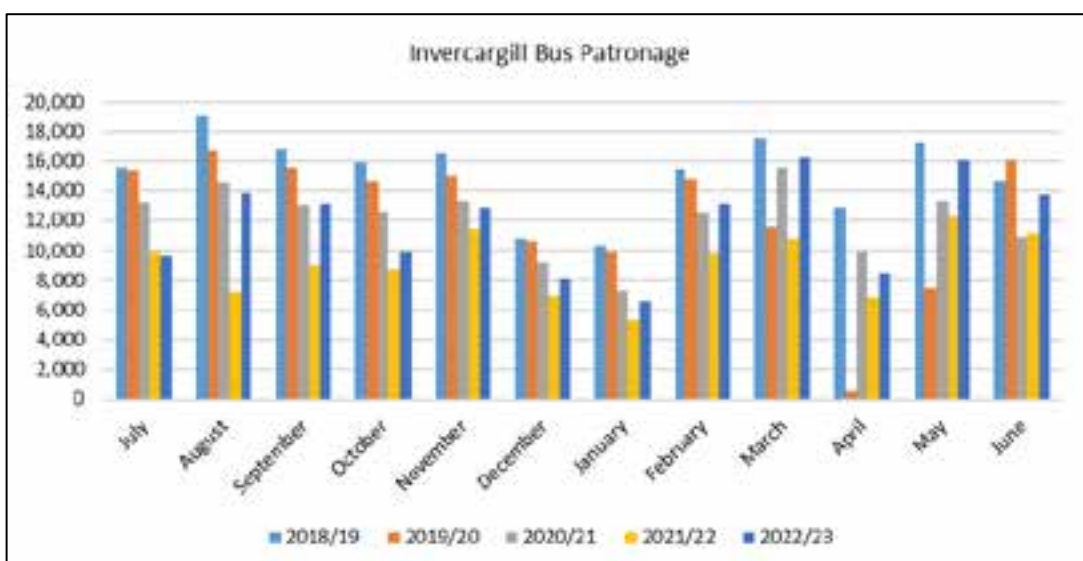
<sup>27</sup> Te Manatū Waka Ministry of Transport (Te Manatū Waka), *The New Zealand Rail Plan*, (Wellington: Te Manatū Waka, 2022), assessed November 28, 2022, assessed November 28, 2022, <https://www.transport.govt.nz/area-of-interest/infrastructure-and-investment/the-new-zealand-rail-plan/>  
<sup>28</sup> Stantec, *South Island Freight Study: identification of the Opportunity for Mode Shift and Preparation of a Mode Shift Implementation Plan*  
<sup>29</sup> Wikipedia, *Dunedin Railways*, (Wikipedia, 21 July 2022), assessed November 28, 2022, [https://en.wikipedia.org/wiki/Dunedin\\_Railways](https://en.wikipedia.org/wiki/Dunedin_Railways)  
<sup>30</sup> Te Manatū Waka Ministry of Transport (Te Manatū Waka), *The New Zealand Rail Plan*, <https://www.transport.govt.nz/area-of-interest/infrastructure-and-investment/the-new-zealand-rail-plan/>



**Figure 10:** Dunedin bus patronage



**Figure 11:** Queenstown bus patronage



**Figure 12:** Invercargill bus patronage

**Table 8:** Community at Risk Register 2022  
for Otago and Southland

Personal Risk	Mean	STDEV		Collective Risk
DSI/100MVKT DSI/Mhrs				5yr AVG DSI
	14.0		Young drivers (of light vehicles aged 16-24yrs)	
22.3		1	Gore District	5
19.6		0.5	Central Otago District	8
19.6		0.5	Clutha District	8
17.9		0.5	Invercargill City	9
17.8		0.5	Southland District	15
	3.0		Urban intersections	
4.8		0.5	Waitaki District	4
4.7		0.5	Invercargill City	12
	1.0		Rural intersections	
1.4		0.5	Invercargill City	2
	1.6		All intersections	
3.6		1	Invercargill City	14
2.3		1	Dunedin City	22
	4.6		Rural road loss of control and/or head-on (speed zones >70km/hr)	
6.0		0.5	Gore District	8
	6.2		Cyclist involved	
18.1		1	Southland District	1
16.1		1	Invercargill City	2
10.7		0.5	Queenstown-Lakes District	2
	2.5		Pedestrian involved	
3.5		0.5	Gore District	1
	0.4		Distraction (crash factor: attention diverted)	
0.6		1	Invercargill City	3
	8.2		Older road users (those aged 75yrs and older)	
14.8		1	Invercargill City	5
10.5		0.5	Southland District	4



**Figure 13:** The Main South Line

## Strategic road network

The regions' road networks, made up of State Highways and sealed and unsealed local roads, provide the most extensive means of access across the Otago and Southland regions.

In many parts of Otago and Southland, there are no transport alternatives to private car ownership. The network generally provides reliable travel times for people and freight. There are exceptions where sections of the urban system are nearing capacity. These are primarily the urban growth areas of Dunedin and Queenstown during peak travel periods.

Otago and Southland are contributors to New Zealand's road safety record. Table 8 presents high level information extracted from the 2022 Community at Risk Register for the Otago and Southland regions.

### There are two measures of risk:

- Collective safety risk: Average annual DSI based on the latest five-year data.
- Personal safety risk: Counts of deaths and serious injuries (DSI) divided by 100 million vehicle kilometres travelled (100MVKT) or millions of hours of travel (Mhrs) for active road users (cyclists and pedestrians).

### In ranking personal risk, two groups of concern have been identified:

- High concern: is assigned to communities with personal risk profiles greater than one standard deviation from the mean (1 STDEV).
- Medium concern: is assigned to communities with personal risk profiles greater than half a standard deviation from the mean and below one standard deviation (0.5 STDEV).

For more information on the Community at Risk Register and the methodology on how personal risk and collective risk are determined go to Waka Kotahi's website. The increasing demand on the road network and 'just-in-time' delivery practises require a higher level of road network reliability.

The effective transport of products is supported through 50MAX<sup>31</sup> and HPMV permits, which allow

heavier vehicles to travel across the country. However, in many locations, bridges are not capable of supporting larger trucks, which can potentially impede economic productivity.

While there are not any on the Otago and Southland state highway networks, there are a significant number of bridges not capable of supporting larger trucks on the local road network, causing potential issues from the "farm gate."

Local road networks require major investment in small to medium-sized bridges. Given the level of investment required, increasing the local share may not be affordable, and there is a need for alternative funding arrangements.

Figure 14 shows the 50MAX bridge restrictions. For more information, please see the Map of 50MAX routes on Waka Kotahi's website.

## Inter-regional connections and strategic corridors

Otago and Southland are heavily reliant on the overall South Island road and rail networks, as well as the Cook Strait ferries.

These networks are critical to community wellbeing since they underpin the economy and provide access to essential goods and services.

The land transport networks in the South Island are shaped by the geography, markedly the mountain ranges that run the length of the island. The networks tend to run north south with few alternate routes in many places, particularly on the western side of the Southern Alps. The long and narrow nature of the South Island exposes the networks, both road and rail, to resilience risk.

Links to the neighbouring regions of Canterbury and Westland are extremely important for the flow of freight and tourists. State Highway 1 starts from Bluff and heads northwards, passing through important centres such as Invercargill, Dunedin and Christchurch.

From Christchurch, it proceeds north through Kaikōura into Marlborough, and then to Picton where the Cook Strait ferry services to the North Island operate from.

<sup>31</sup> 50MAX is a new generation of truck that allows for safe and more efficient transport of freight goods. A 50MAX truck is slightly longer than the standard 44 tonne vehicle and has an additional axle (9 in total) and a weight of up to 50 tonnes <https://www.nzta.govt.nz/assets/vehicle/your/50max/docs/50max-faqs.pdf>



State Highway 94 (SH94) is an important South Island highway that begins in Gore and runs through Mossburn and Te Anau before ending at Milford Sound. SH94 links to State Highway 6, which provides the main route from Invercargill via Queenstown and Wānaka over the Haast Pass to the West Coast.

The Crown Range Road and the Glenorchy-Queenstown Road are also important corridors. State Highway 8 provides the route from Central Otago over Lindis Pass, connecting to State Highway 83 from the Waitaki Valley, and on to South Canterbury.

Network resilience is vulnerable owing to a lack of alternate routes, notably on the state highway networks. Closures caused by unanticipated occurrences such as landslides, snow, flooding, or traffic accidents can severely interrupt the movement of people and commodities.

Building resilience requires greater investment. For example, State Highway 1 from Invercargill to Bluff is an essential link for communities and vital for Southland's economic prosperity, providing access to and from the Port of Bluff. Heavy vehicles continuously use the road, which is crucial for industries. The road's state is deteriorating, and major investment is required to improve safety and resilience, especially given its vulnerability to sea level rise.

It is noted that Waka Kotahi is looking to commence some work on the highway. The National Resilience Programme Business Case on Waka Kotahi's website which identifies and rates nationally important risks from natural hazards on the transport networks as shown in Figure 15.

Making transportation infrastructure and supply chains more resilient is crucial given recent natural events which are expected to increase in frequency. The state highway routes are characterised by 100 km/h speed limits, two vehicle lanes (one in each direction), occasional passing lanes, and, in general, no central medians or barriers. They pass through challenging geography and are exposed to natural hazards.

There is ongoing concern about the movement of vulnerable road users along state highways, particularly cyclists and motorcyclists, as they travel in a high-speed environment. For example, due to a lack of alternative routes, some state highways have been classified as NZ Cycle Trail 'Heartland Rides' (e.g., State Highway 6 between

Hāwea and Hokitika) despite not meeting the prerequisite of being "quiet, back-country roads."

Ongoing collaboration between regions across the South Island is vital to improving interregional strategic road and rail corridors, cycle routes, and key lifelines. At present, the Otago and Southland regions collaborate on emergency management across all lifelines, including electricity and transport.

## Seaports

**Seaports are crucial for facilitating international trade, supporting economic growth and enhancing connectivity between countries.**

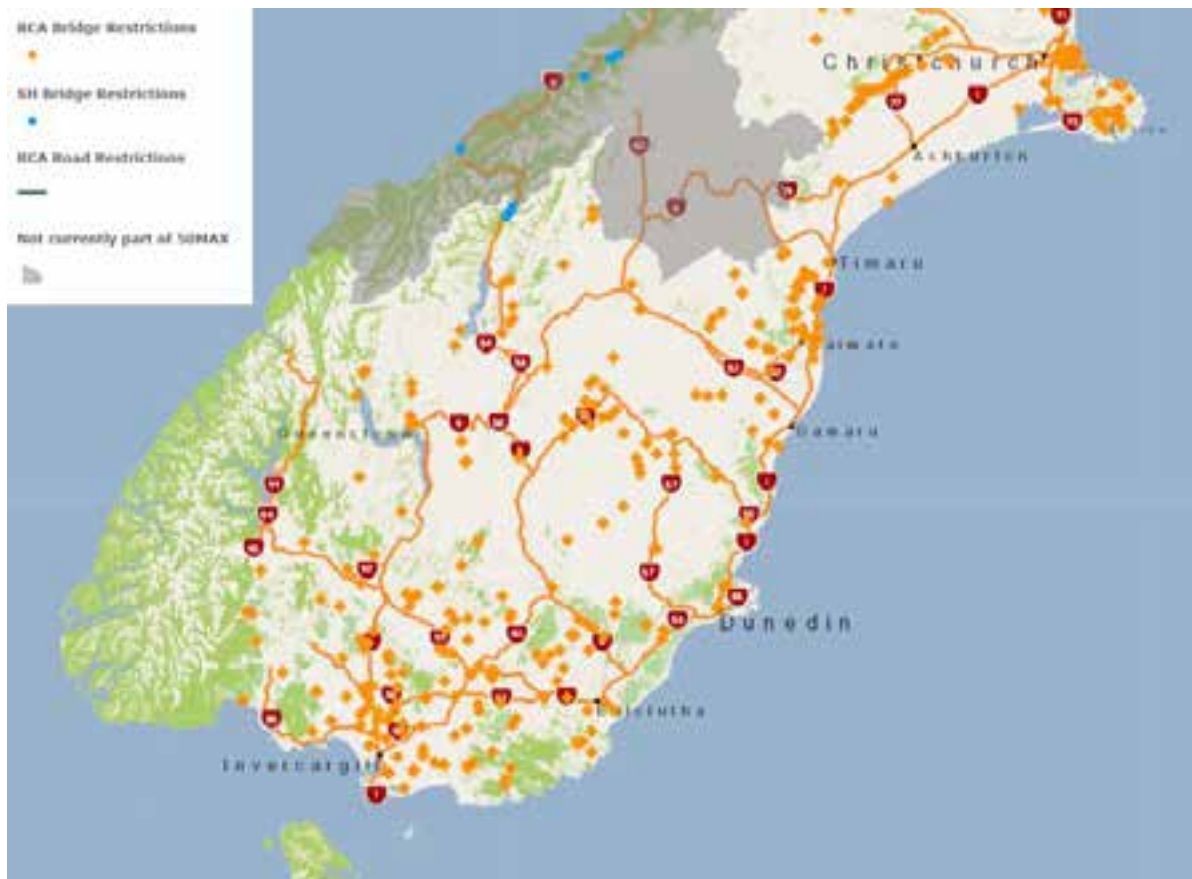
They handle the importing and exporting of goods, including consumer products, industrial equipment, raw materials, and energy resources. Seaports also play a significant role during natural disasters, acting as critical lifelines. They enable the rapid inflow of aid and serve as central hubs for the stockpiling and distribution of supplies and equipment. Seaports can also accommodate humanitarian and military vessels, facilitating a coordinated response to mitigate the impact of disasters and accelerate recovery efforts.

Port Otago and South Port support Otago and Southland. Both ports are accessed by the state highway and railway networks. Port Otago is the primary export port for the lower South Island. Draught is a significant factor limiting navigable waterways, especially for large vessels, and Port Otago is uniquely positioned in having deeper water facilities than most other ports, meaning it can take larger shipping vessels.

South Port is New Zealand's southernmost commercial deep-water port, and it provides a range of marine services, including cargo and container shipping, on-site warehousing, importing, and exporting. For more information on New Zealand's Ports see the New Zealand Ports and Freight Yearbook 2023.

The previous Government committed \$30 million of funding for coastal shipping through the NLTP. Waka Kotahi has worked with the wider freight industry (NZ Shipping Federation, Port Company CEO Group, National Road Carriers, KiwiRail, and the Ministry of Transport), to select four applicants for co-investment in new and enhanced coastal shipping services through the NLTP.<sup>32</sup>

<sup>32</sup> Waka Kotahi, Coastal shipping, (Waka Kotahi: Wellington, n.d.), accessed 24 May 2023, <https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2021-24-nltp/activity-classes/coastal-shipping/>



**Figure 14:** 50MAX bridge restrictions



**Figure 15:** Natural hazards affecting the Land Transport System

## Airports

Air transport is integral to the regions, serving as a reliable mode of travel for tourists, business travellers, and other visitors.

Air transport is fundamental to enhancing connectivity and reducing travel durations. In international trade, air transport is essential for the rapid and reliable delivery of high-value, time-sensitive goods.

Given the global market's demands, air transport ensures that products maintain their quality and integrity upon delivery. Furthermore, the role of air transport is amplified during natural disasters and emergencies, transcending its regular functions.

Airports transform into strategic hubs for relief activities, facilitating the efficient receipt and distribution of essential aid, including food, water, medical supplies, and rescue personnel. Air transport ensures rapid resource mobilisation to deliver swift assistance, aiming to minimise the human and material impact of disasters.

In situations where natural disasters, such as earthquakes or floods, compromise ground transport infrastructure, air transport's ability to overcome geographical barriers is accentuated. It becomes a crucial avenue for accessing disaster-stricken areas, playing a central role in search, rescue, and relief missions.

The agility and accessibility of air transport underscore its significance in connecting the regions, promoting trade, and responding to emergencies effectively.

Dunedin Airport and Queenstown Airport serve as the primary gateways to Otago and Southland. Queenstown International Airport is renowned for its stunning location, surrounded by the Southern Alps and Lake Wakatipu. Queenstown Airport had a total of 2,410,615 passenger movements in 2023.<sup>33</sup>

It is important to note that high movements to and from airports can have a significant influence on transport systems, necessitating the need for greater investment in transport infrastructure and services.

Invercargill Airport, while certified to accommodate small private international passenger flights, primarily operates as a domestic airport.

It serves the city of Invercargill and the wider Southland region.

Apart from these major airports, the regions are also served by several smaller local airfields that play a vital role in enhancing regional resilience and connectivity. Smaller airfields are located in areas including Te Anau, Milford, Wānaka, Alexandra, Oamaru, Balclutha, and Rakiura.

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<sup>33</sup> Queenstown Airport, Facts & Figures, (Queenstown Airport, Queenstown, n.d.), accessed 6 June 2024, <https://www.queenstownairport.co.nz/facts-figures>



# Policy context

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The Land Transport Management Act 2003 (LTMA) is the principal statute guiding land transport planning and funding, and its purpose is to contribute to an effective, efficient, and safe land transport system in the public interest.

The LTMA sets out the core requirements of RLTPs for every region. This combined RLTP's form and content are based on the core content requirements as set out in Section 16 of the LTMA (refer to Appendix 2).

The process adopted in the development of this RLTP, is summarised in Appendix 4, and an assessment of this RLTP's compliance with Section 14 (Core requirements of regional land transport plans) is included in Appendix 3.

There are a number of statutes and policy documents that provide the legislative and policy context for land transport planning and investment. Table 9 provides a summarised list.

**Table 9: Legislative and policy context summary**

Relevant legislation summary	
<p><b>Land Transport Management Act 2003</b> - Sets out the core requirements of regional land transport plans and guides land transport planning and investment.</p> <p><b>Resource Management Act 1991 (RMA)</b> - Provides the statutory framework for promoting the sustainable management of natural and physical resources. The RMA has been undergoing review and any relevant changes will be incorporated into future RLTPs.</p> <p><b>Local Government Act 2002</b> - Guides local government functions and planning as well as sets out the consultation principles for regional land transport plans.</p> <p><b>Climate Change Response Act 2002</b> - Establishes the legal framework to enable New Zealand to meet its international obligations under the United Nations Framework Convention on Climate Change, the Kyoto Protocol and the Paris Agreement.</p>	
National policy or strategy	Summary
Transport Outcomes Framework	<p>Guides future transport planning in New Zealand and provides the foundation for the RLTP's strategic framework.</p> <p>The framework emphasises that the purpose of the transport system is to improve people's wellbeing and the liveability of places, and focuses on five outcomes:</p> <ul style="list-style-type: none"> <li>• Inclusive access</li> <li>• Economic prosperity</li> <li>• Healthy and safe people</li> <li>• Environmental sustainability</li> <li>• Resilience and security</li> </ul>
Emissions Reduction Plan	<p>Outlines the pathway for how New Zealand will reduce its emissions. For transport the previous Government set four transport targets which is approximately equivalent to a 41 percent reduction in transport emissions by 2035 from 2019 levels.</p>
National Adaptation Plan	<p>Outlines the present and future initiatives to aid in the development of New Zealand's climate resilience. This is the first in a series of national adaptation plans. He Pou a Rangi - Climate Change Commission will advance national climate change risk assessments every six years. This will indicate the climatic hazards that require immediate attention. New national adaptation plans will be established in response to these concerns. The national adaptation plan will help New Zealanders make more risk-informed decisions to ensure that buildings, infrastructure, and communities are resilient to the effects of climate change.</p>

Government Policy Statement on land transport	<p>Outlines the Government’s priorities for land transport, providing direction and guidance to those who are planning, assessing and making decisions on transport investment for the next 10 years.</p> <p>An RLTP must be consistent with the GPS.</p> <p>The strategic priorities for GPS 2021 are:</p> <ul style="list-style-type: none"> <li>• Safety</li> <li>• Better Travel Options</li> <li>• Improving Freight Connections</li> <li>• Climate Change</li> </ul> <p>The Draft GPS which was released in August 2023 identified six strategic priorities:</p> <ul style="list-style-type: none"> <li>• Maintaining and operating the system</li> <li>• Increasing resilience</li> <li>• Reducing emissions</li> <li>• Safety</li> <li>• Sustainable urban and regional development</li> <li>• Integrated freight system</li> </ul> <p>The Draft GPS released in March 2024 identifies four strategic priorities:</p> <ul style="list-style-type: none"> <li>• Economic Growth and Productivity</li> <li>• Increased maintenance and resilience</li> <li>• Safety</li> <li>• Value for money</li> </ul>
Road to Zero	<p>Road Safety Strategy 2020 - 2030 outlines a plan to stop people being killed or injured on our roads.</p> <p>The Strategy outlines improvements that will be undertaken, focusing on actions in five key areas:</p> <ul style="list-style-type: none"> <li>• Infrastructure improvements and speed management</li> <li>• Vehicle safety</li> <li>• Work-related road safety</li> <li>• Road user choices</li> <li>• System management</li> </ul>
National Policy Statement on Urban Development (NPS-UD)	Councils must plan for expansion and provide well-functioning urban environments. The NPS-UD aims to promote accessibility for all individuals between housing, work, social interaction opportunities, services, and public open spaces, especially through public and active transportation.
New Zealand Energy Efficiency and Conservation Strategy	Sets the overarching policy direction for government support and intervention for the promotion of energy efficiency, energy conservation and the use of renewable sources of energy. Efficient and low emissions transport is one of three priority areas, with transport presenting one of the country’s greatest potential mechanisms to reduce emissions.
Arataki	Presents Waka Kotahi’s plan for what is needed to deliver on the Government’s priorities and sets out the long-term outcomes for the land transport system. In order to successfully plan for development and create a safer, more connected, multi-modal transportation system, the plan acknowledges the need for improved integration of land use and transportation planning.
One Network Framework	The One Network Framework (ONF) recognises that streets not only keep people and goods moving, but they’re also places for people to live, work and enjoy. The ONF is designed to contribute to improving road safety and build more vibrant and liveable communities. The ONF uses a ‘Movement and Place’ approach to better consider mode priorities, land use, community and economic wellbeing.

Keeping cities moving	Waka Kotahi's plan seeks to improve travel choices and reduce car dependency. It aims to improve the quality, and performance of public transportation infrastructure and services, as well as walking and cycling facilities, by increasing the attraction of shared and active modes and influencing travel demand.
New Zealand Rail Plan	Outlines the Government's vision and investment priorities for New Zealand's national rail network. The Rail Plan aims to restore rail freight, provide a framework for future development and investment, and encourage urban rail growth and productivity in our most populous cities.
<b>Local and regional policy context</b>	
Regional Policy Statements	Identify regionally significant issues concerning the management of natural and physical resources and recognises the importance of infrastructure such as roads, rail, airports, and seaports, as well as utilities, including energy transmission and distribution networks, telecommunications, water, sewerage, and storm water infrastructure. Includes policies relating to managing natural hazards, climate change, land use, and urban development. Provides the foundation for the development of regional and district plans.
Regional plans	Guide the management of the region's natural and physical resources in a coordinated way. Most relevant at the resource consenting stage of transportation projects.
District plans	Have a significant influence on the local transportation system by controlling land-use, location, layout and density of development.
Long-term plans (LTPs)	Under the Local Government Act 2002, Councils use LTPs to outline and fund their operations, including the local share of funding for transportation.

# Strategic framework

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The development of this RLTP has been guided by the Land Transport Management Act 2003 and subsequent amendments, the Ministry of Transport's Outcomes Framework, and the Government Policy Statement on land transport (GPS).

The GPS sets out the Government's strategic direction for the land transport system and guides how the National Land Transport Fund (NLTF) is invested.

This combined RLTP takes a long-term, 30-year view of the transport systems within the regions. Project within an RLTP must be consistent with the current GPS for that project to be funded through the NLTF. However, compared to an RLTP, a GPS has a short duration and therefore aspects of an RLTP may not completely align.

The Ministry of Transport's Outcomes Framework provides overarching national direction, which is focused on achieving a transport system that improves wellbeing and liveability.

### **This RLTP aligns with the Ministry of Transport's Outcomes Framework, and it will:**

- enable inclusive access by improving the transport choices people across Otago and Southland have to connect with each other and participate in society;
- contribute to healthy and safe people by prioritising investment in areas of highest risk to reduce injury and support active travel;
- support the regions' transition to net zero carbon emissions for improved environmental sustainability;

- develop a greater understanding of risk from natural and human-made hazards and improve the regions' assets for better resilience and security; and
- contribute to Otago and Southland's economic prosperity by investing in network deficiencies that limit the movements of people and products and create a resilience risk to economic activity.

### **The strategic framework includes the following elements:**

- **Vision:** defines what we want to achieve in the longer term (a 30-year outlook)
- **Objectives:** state what we want to accomplish in achieving our vision (a 30-year outlook)
- **Policies:** state the course of action used to achieve or implement our objectives
- **Headline targets:** monitor progress towards our long-term vision and objectives (10-year outlook)

## **Vision**

Through a series of workshops and combined meetings, the Otago and Southland RTCs have developed a 30-year vision for the Otago and Southland regions.

**A transport and land use system providing integrated, quality choices that are safe, environmentally sustainable and support the regions' wellbeing and prosperity.**

# Objectives and policies

The objectives and policies lead RLTP partners in accomplishing our transportation system's 30-year vision (see Table 10).

**Table 10: Objectives and policy**

Objective 1 - Road Safety: Prioritise high risk areas to create a safe transport system free of death or serious injury	
<p>To achieve Otago and Southland's road safety objective, and reduce the seriousness and impact of road trauma, the responsible organisations will:</p> <ul style="list-style-type: none"> <li>• use well-established safety metrics to target investment to address infrastructure disparities that present the greatest level of risk;</li> <li>• address the attitudes and behaviours of drivers as part of national education and enforcement campaigns;</li> <li>• implement speed management plans;</li> <li>• aim to ensure infrastructure and road corridors used by active transport mode users are fit for purpose; and</li> <li>• recognise the safety benefits for pedestrians and cyclist from low speed and or low traffic environments.</li> </ul>	
<b>Policy 1.1</b>	Develop and implement road safety improvements and speed management with a focus on highest risk users and locations.
<b>Policy 1.2</b>	Ensure road safety is a primary consideration when prioritising maintenance and renewals of transport assets.
Objective 2 - Asset Condition: Prioritise maintenance and renewals to ensure the road network is fit-for-purpose and resilient	
<p>To create a resilient, fit-for-purpose strategic road network, with reduced risk and record of road closures, the responsible organisations will:</p> <ul style="list-style-type: none"> <li>• implement Activity Management Plans;</li> <li>• develop a prioritisation system;</li> <li>• advocate for additional funding for maintenance; and</li> <li>• identify parts of the network at risk from climate change effects (including slips, erosion, flooding, and sea level rise) and develop plans to reduce risk.</li> </ul>	
<b>Policy 2.1</b>	Maintain and renew roads consistent with One Network Framework functions (movement and place).
<b>Policy 2.2</b>	Maintain and improve the capability and resilience of strategic roads and infrastructure to support productivity and maintain access for people.

### Objective 3 - Connectivity and Choice: Develop a range of travel choices that are used by communities and business to connect

To provide choices for the movement of people and goods, and create real change in the way people travel, particularly to work and school, this objective will be achieved by:

- promoting that transport systems develop to meet the needs of local communities and are accessible to those with disabilities or who do not drive;
- promoting access to safe walking and cycling networks in urban communities;
- encouraging that land development proposals demonstrate integration with all transport networks;
- encouraging that supporting infrastructure is provided to help achieve travel choice, such as the provision of electric charging hubs;
- helping communities find ways to be less reliant on private motor vehicles;
- investigating the potential for ride share and alternative transport modes where communities present an appropriate case;
- identifying urban and rural transport corridors used by active transport modes and include requirements for maintenance and improvements that is appropriate to the mode;
- encourage the provision of infrastructure in urban areas to support use of cycles and e-bikes; and
- promoting that the needs of freight systems and visitors both domestic and international are considered in travel choice decisions, integrating land use and transport planning from the outset through spatial planning and master planning.

<b>Policy 3.1</b>	Reduce barriers to participation in active transport by providing safe, connected, coherent and accessible public transport, walking and cycling networks.
<b>Policy 3.2</b>	Address gaps and deficiencies in local, regional and interregional cycle networks.
<b>Policy 3.3</b>	Design, develop and maintain roads and infrastructure to facilitate efficient public transport.
<b>Policy 3.4</b>	Continually increase access to public transport through improved information, facilities and network services.
<b>Policy 3.5</b>	Respond to local community-led transport initiatives to improve access.

### Objective 4 - Environmental Sustainability: Facilitate understanding and support responses that help meet environmental and emissions targets

To increase Otago and Southland's response to climate change, and decrease transport emissions, this objective will be achieved by:

- supporting initiatives that move the region towards better environmental outcomes;
- communicating and engaging on issues and targets to build understanding, support and momentum for change; and
- promoting greater integration of land use and transport planning, which aims to reduce the need to travel by motor vehicle by increasing residential density near to key destinations and public transport routes.

<b>Policy 4.1</b>	Prioritise projects that address potential issues relating to natural hazard risks and the impacts of climate change.
<b>Policy 4.2</b>	Minimise adverse impacts on the environment by including best practice design, construction and maintenance standards during the implementation of transport projects.
<b>Policy 4.3</b>	Facilitate change in transport demand patterns to increase productivity and align with climate aspirations, focused on reducing greenhouse gas emissions and promoting sustainable transport practices.

#### Objective 5 - Future Focused: Position the regions to ensure proactive responses to change and challenges

This objective will be achieved by:

- maintaining a complete investment programme for Otago and Southland to provide the platform for future investment in the land transport system;
- prioritising investment in a way that delivers on the Government's transport priorities;
- investing in a multi-modal land transport system that is safer, more accessible, and that reduces harm to people and the environment;
- using the RLTP to signal the need for investment early, to maximise Otago and Southland's readiness and responsiveness; and
- advocating for the development of spatial plans that link adjoining land use with all transport modes.

<b>Policy 5.1</b>	Proactively manage and respond to changing land use and growth patterns by developing coordinated plans that integrate land use and transportation plans.
<b>Policy 5.2</b>	Collaborate on monitoring and maintaining regional data that supports future planning, RLTP processes and investment prioritisation, particularly in relation to transport trends, changing demand, growth, environmental and technological change, and external pressures.
<b>Policy 5.3</b>	Prioritise the investigation of a new tourism strategy that focuses on creating safe, reliable, and consistent transport options across the regions, with the aim of evenly distributing tourism benefits and enhancing the overall visitor experience.



# Headline targets

Headline targets support the intended thirty-year vision and objectives and serve as indicators to determine if we are on track. Monitoring progress towards these targets will give us confidence that we have the right policies and programmes in place.

## Road Fatalities

### Reduced seriousness and impact of road trauma

By monitoring deaths and serious injuries (DSI) we can determine if we are on track to meet this target. For information on DSI for the Otago and Southland regions see the Waka Kotahi's Community at Risk Register and the Ministry of Transport's website.

## Network Resilience

### Reduced number and duration of closures on the strategic road network.

The wellbeing of communities is dependent on the availability of transportation networks, notably the strategic road network. The consequences of climate change are expected to increase network vulnerability. River floods, surface flooding, coastal inundation, and slips are examples of natural hazards that affect transportation networks. Our transportation systems need to be resilient to unforeseen natural events.

Monitoring unplanned road closures will offer an indicator of the network's resilience. Concerning the strategic road network's resilience, the National Resilience Programme Business Case provides context into the challenges facing the network.

## Mode Shift

### Increase in journeys to work and school by public transport, walking and cycling.

The Census journey to work and education data shows the main means of travel for the main urban centres in Otago and Southland.

Public transport boarding rates are also a good indicator of this target, along with vehicle kilometres travelled. By monitoring the available data, we can determine if we are making progress. This target also overlaps with the target of "Reduced emissions."

## Reduced Emissions

### Decreased transport emissions

The greatest opportunity for reducing transport emissions is in the main urban centres of Dunedin, Queenstown, and Invercargill, given the population

densities and the availability of alternatives to personal motor vehicles. Improving the quality, frequency and coverage of public transport, along with walking and cycling infrastructure, will encourage utilisation.

Vehicle kilometres travelled in main urban areas are a good measure for monitoring this target. The need for early assessment of the potential climate impacts of project and programme choices is essential in the early stages of considering options.

The Climate Assessment of Transport Investment (CATI) model, which assesses the potential impact of land transport investment programmes on carbon emissions will be utilised to understand the influences that activities within this combined RLTP have on emissions.

The composition of the current fleet, such as electric vehicles, hybrids, and low-emission vehicles, is also important in terms of emissions.

## Proactive Response

### Increase programme investment levels

Integrating development with transportation infrastructure allows planners to create towns and cities that are not only economically productive but also promote public health, reduce inequality, enhance resiliency, and decrease emissions.

To achieve a proactive approach in transport planning, it is essential to have a comprehensive understanding of the entire transport network and its interaction with adjacent land use.

This requires environmental scanning and exploration of future scenarios, considering factors like changes in land use, population growth, and the evolving demand for transportation options.

As a result, more resources are now being allocated to planning for a proactive response, monitoring, and gaining oversight of the current network and anticipating future needs.

# 10-year transport investment priorities

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# Problems and benefits

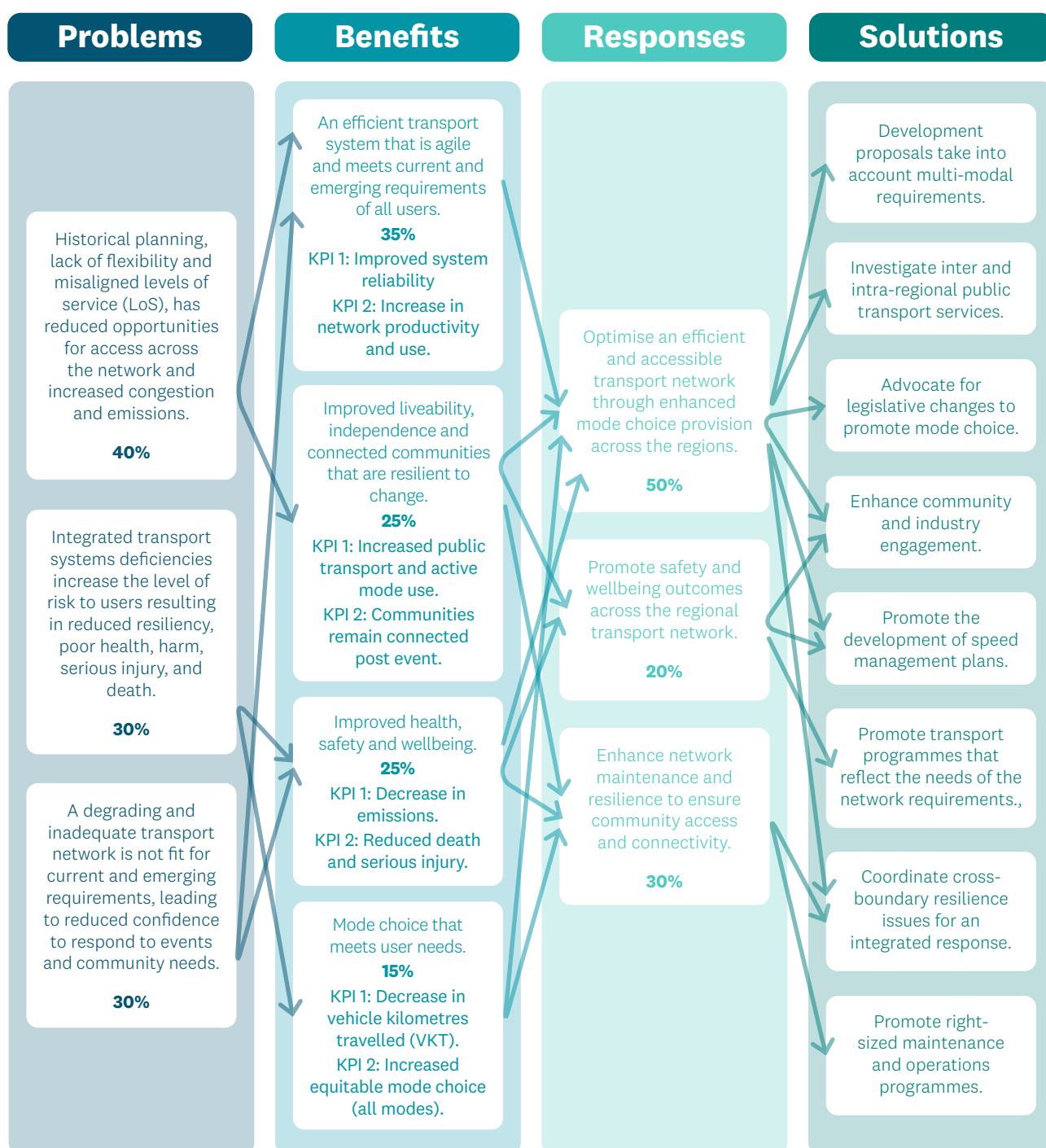
This section outlines the priority areas requiring investment over the next 10 years to set us on the path to achieving our long-term vision and objectives for transportation in the regions.

These 10-year transport investment priorities are designed to respond to the most significant and urgent transport problems in the Otago and Southland regions.

Investment Logic Mapping (ILM) workshops were undertaken through collaboration between the Otago and Southland RTCs.

The intention of this ILM process was to outline the high-level problems facing the transport system, the benefits from solving the problems, and the responses that inform the 10-year transport investment priorities (see Figure 16).

As the ILM is a high-level process, it does not contain all problems, benefits, responses, and/or solutions.



**Figure 16:** Investment Logic Mapping Problems and Benefits

# Transport Investment

## Priority One

### - Optimise an efficient and accessible transport network through enhanced mode choice provision across the regions.

#### Benefits:

- An efficient transport system that is agile and meets the current and emerging requirements of all users.
- Improved liveability, independence and connected communities that are resilient to change.
- Improved health, safety and wellbeing.
- Mode choice that meets user needs.

#### Proposed areas for investment:

- Development proposals take into account multi-modal requirements.
- Investigate inter and intra-regional public transport services.
- Advocate for funding to advance inter and intra-regional mode choice.
- Advocate for legislative changes to promote mode choice.
- Enhance community and industry engagement.
- Coordinate cross-boundary resilience issues for an integrated response.

#### Case for investment:

The current transportation network faces limitations due to the finite transportation options in certain areas, leading to an excessive reliance on roads and personal vehicles.

Inadequate infrastructure investment results in unmet expectations, causing different modes of transportation to compete for the same resources, raising access and safety concerns. Smaller townships generally lack adequate conventional public transportation, which can lead to communities being isolated from essential social and civic activities.

The layout of urban areas significantly influences walking, biking, public transportation, and the movement of goods. Creating people-friendly urban

centres enhances the appeal of shared and active transport modes.

Regular physical activity improves cognitive and cardiovascular health and is related to a reduction in anxiety and depression symptoms. Inadequate physical activity has been linked to an increase in obesity and illness. Other advantages to active travel include less noise and air pollution, increased social cohesiveness, and reduced transportation congestion.

In cases where land use and transport planning lack integration, areas often remain unsupported with no alternative options. Embracing a long-term, multi-modal approach to transport planning will yield better outcomes.

#### Summary of Evidence:

Dunedin City Council and Queenstown Lakes District Council are Tier 2 urban environments. The National Policy Statement on Urban Development 2020 recognises the significance of having well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, as well as their health and safety.

It also recognises the importance of having sufficient development capacity to meet people's various needs. In our larger urban areas populations are growing and to allow for effective access and connectivity long-term multi-modal transport strategies are required.

The Census, which presents data for the main means of travel to work and education highlights that the dominant mode of transport is private vehicles. More vehicles on roads results in increased congestion, emissions and impacts productivity.

The dominance of private car travel in New Zealand has health effects, as well as environmental and economic costs. Factors affecting adolescents' utilisation of active transportation (walking or



cycling) to school have been investigated by the Built Environment and Active Transport to School (BEATS) Research Programme.

Adolescent physical inactivity is a major global health concern and using active transportation to and from school is a simple way to maintain or increase physical activity levels. BEATS Research Programme findings are providing vital information to stakeholders, including schools, councils, and transportation agencies.<sup>34</sup> For more information please see the BEATS Research Programme Report 2013-2020.

Transport 2035 is a useful high-level tool for providing insights about land transport emissions and the impact different transport choices could make in reducing greenhouse gas emissions. It's generally acknowledged that conventional public transportation struggles in smaller townships and

rural locations, resulting in isolation of the local population.

On-demand transportation can be potentially more effective because it meets demand as it arises. Interregional and alternative transport options will be investigated during the duration of this combined RLTP.

### Strategic Alignment:

The table below outlines how the investment priority aligns with the outcomes in the Ministry of Transport Outcomes Framework, the priorities identified in the GPS 2021, and the strategic objectives of this RLTP (see Table 11). The investment priority is also consistent with the Draft GPS which was released in March 2024.

<sup>34</sup> University of Otago, *BEATS Research Programme overview*, (Dunedin: University of Otago, n.d.), accessed 1 September 2023, <https://www.otago.ac.nz/beats/information/index.html>

**Table 11: Strategic Alignment - Investment Priority One**

Transport Investment Priority One - Optimise an efficient & accessible transport network through enhanced mode choice provision across the regions						
Key:	Low		Medium		High	
Transport Outcomes Framework				GPS Priorities		
Inclusive access					Safety	
Environmental sustainability					Better travel options	
Economic prosperity					Climate Change	
Healthy and safe people					Improved freight connections	
Resilience and security						
RLTP Objectives						
Road Safety						
Asset Condition						
Connectivity & Choice						
Environmental Sustainability						
Future Focused						

# Transport Investment

## Priority Two

### - Promote safety and wellbeing outcomes across the regional transport network.

#### Benefits:

- Improved health, safety and wellbeing.
- Improved liveability, independence and connected communities that are resilient to change.

#### Proposed areas for investment:

- Enhance community and industry engagement.
- Promote the development of speed management plans.
- Promote transport programmes that reflect the needs of the network requirements.

#### Case for investment:

Road accidents cause immense devastation to families, friends, and communities. Safeguarding people's safety and preventing tragedies requires prioritising safer roads and transportation infrastructure.

Investing in safety upgrades is vital to effectively mitigate risks. Slower speed limits play a key role in creating safe environments. Slower speeds are also important for encouraging active transport and reducing safety risks to pedestrians and cyclists.

When people feel safe, they are encouraged to choose walking and cycling, leading to healthier lifestyles, reduced congestion, and more sustainable spaces.

The ambitious national strategy, Road to Zero, aims for zero fatalities and serious injuries on New Zealand roads, highlighting safety as a

primary focus in transportation planning. Despite advancements, the Otago and Southland regions remain considerable contributors to New Zealand's road safety statistics.

#### Summary of Evidence:

Information on deaths and serious injuries can be obtained from different sources and in different formats. Please see Waka Kotahi's Communities at risk register, and the Ministry of Transport's website.

The Communities at risk register has been developed to identify communities of road users that are over-represented in terms of road safety risk. The register highlights personal risk to road users by ranking communities by local authority area based on areas of concern.

Please also refer to the summary evidence provided in transport investment priorities one and two.

#### Strategic Alignment:

The table below outlines how the investment priority aligns with the outcomes in the Ministry of Transport Outcomes Framework, the priorities identified in the GPS 2021, and the strategic objectives of this RLTP (see Table 12).

The investment priority is also consistent with the Draft GPS which was released in March 2024.

**Table 12:** Strategic Alignment - Investment Priority Two

Transport Investment Priority Two - Promote safety & wellbeing outcomes across the regional transport network							
Key:	Low		Medium		High		
Transport Outcomes Framework				GPS Priorities			
Inclusive access					Safety		
Environmental sustainability					Better travel options		
Economic prosperity					Climate Change		
Healthy and safe people					Improved freight connections		
Resilience and security							
RLTP Objectives							
Road Safety							
Asset Condition							
Connectivity & Choice							
Environmental Sustainability							
Future Focused							

# Transport Investment

## Priority Three

### - Enhance network maintenance and resilience to ensure community access and connectivity.

#### Benefits:

- Improved liveability, independence and connected communities.
- Mode choice that meets user needs.

#### Proposed areas for investment:

- Enhance community and industry engagement.
- Coordinate cross-boundary resilience issues for an integrated response.
- Promote right-sized maintenance and operations programmes.

#### Case for investment:

The South Island's road and rail networks, ports, Cook Strait ferries, and airports are vital to the communities of Otago and Southland because they provide access to needed products and services that are critical to community wellbeing.

The road networks traverse diverse landscapes, including rivers, valleys, gorges, and mountain ranges, necessitating major investment in infrastructure, notably bridges.

Natural hazards pose a significant risk to road and rail networks, particularly inland and coastal flooding as well as slips. Invercargill and Dunedin airports are also vulnerable to surface flooding.

Ageing assets pose a growing risk to wellbeing, and without ongoing investment, service levels will decrease, and the possibility of unplanned network closures will rise. The needed investment strains the resources of the regions' relatively small territorial authorities, requiring prioritisation and leaving parts of the network missing out.

Resilience within the state highway networks is largely dependent on the use of local roads as alternatives when the state highways are unavailable. Therefore, guaranteeing adequate diversion routes when needed necessitates considerable investment.

While maintenance and renewal activities increase resilience, improvements are required in places to provide dependable and secure access.

#### Summary of Evidence:

Outlined in the National Climate Change Risk Assessment for New Zealand - Technical report (Technical report), natural hazards such as coastal erosion, floods, and severe weather occurrences are predicted to make New Zealand's ports, roads, and rail networks more vulnerable, resulting in disruptions and potential access problems.<sup>35</sup>

According to the Technical report, more than 19,000 kilometres of New Zealand's road network is currently situated in inland flood hazard areas. Canterbury is the most exposed, followed by Waikato and then Southland, which has around 2,000 kilometres of exposed roading.<sup>36</sup>

Otago is also exposed to inland flooding. State Highway 6 at Haast was completely closed for two weeks in 2019 due to slips, slumps, and rock fall, severing the connection between Central Otago and the West Coast. The South Island Freight Study highlighted that there is an overreliance on just-in-time delivery, which implies insufficient stockpiling of essential items for communities.

Freight movements in the South Island are also expected to rise with a large proportion of this expansion being road transport.<sup>37</sup>

<sup>35</sup> Ministry for the Environment (MfE), *National Climate Change Risk Assessment for New Zealand - Technical report*, (Wellington: MfE, 2020), accessed 28 November 2022, <https://environment.govt.nz/assets/Publications/Files/national-climate-change-risk-assessment-technical-report.pdf>

<sup>36</sup> MfE, *National Climate Change Risk Assessment for New Zealand - Technical report*

<sup>37</sup> Stantec, *South Island Freight Study: Identification of the opportunity for mode shift and preparation of a Mode Shift Implementation Plan*, (Christchurch: Stantec, 2019), accessed 28 November 2022, <https://www.ecan.govt.nz/document/download?uri=3688215>

The New Zealand freight & supply chain issues paper outlined that coastal shipping may potentially improve supply chain resilience by offering alternate transportation during land-based interruptions. However, due to insufficient investment in coastal shipping, substantial investment is needed to make the services effective for users.<sup>38</sup>

A road closure due to unforeseen events such as landslips, flooding, or a traffic crash can seriously disrupt the flow of people and goods. The National Resilience Programme Business Case identifies and rates areas at risk from natural hazards. The number of unplanned road closures and availability of alternative routes also provide insights into the network's resilience.

### Strategic Alignment:

The table below outlines how the investment priority aligns with the outcomes in the Ministry of Transport Outcomes Framework, the priorities identified in the GPS 2021, and the strategic objectives of this RLTP (see Table 13). The investment priority is also consistent with the Draft GPS which was released in March 2024.

<sup>38</sup> MoT, New Zealand freight & supply chain issues paper

**Table 13: Strategic Alignment - Investment Priority Three**

Transport Investment Priority Three - Enhance maintenance and network resilience to ensure community access and connectivity.						
Key:	Low		Medium		High	
Transport Outcomes Framework				GPS Priorities		
Inclusive access				Safety		
Environmental sustainability				Better travel options		
Economic prosperity				Climate Change		
Healthy and safe people				Improved freight connections		
Resilience and security						
RLTP Objectives						
Road Safety						
Asset Condition						
Connectivity & Choice						
Environmental Sustainability						
Future Focused						



# Funding the RLTP

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This section sets out a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years starting 1 July 2024 and discusses the allocation of funds to proposed activities. Different types of funding sources are discussed below.

## Local Share

Many transport activities undertaken by regional and territorial authorities are co-funded through the National Land Transport Fund (NLTF) which is contingent on the provision of a local contributions. This local contribution is generally sourced through local ratepayers.

The Funding Assistance Rates (FARs) are the contributions, in percentage terms, that Waka Kotahi assigns from the NLTF to approved organisations for the delivery of activities. The FAR can vary depending on the organisation applying for funding and in some cases also on the type of activity being proposed.

## NLTF Funds

Waka Kotahi determine the specific activities to be funded from the NLTF based on the direction provided by the GPS. For each activity class there are allocated funding ranges. The NLTF is a contestable fund, and organisations are essentially bidding for NLTF funding through the programme component of their RLTPs. The NLTF is not limitless and will not be able to fund all activities.

The NLTF receives revenue primarily from road user charges, fuel excise duty, motor vehicle registration

and licencing fees. Each region may prioritise its projects for the RLTP as it wishes. However, this prioritisation will not necessarily be translated into the NLTP, as national moderation by Waka Kotahi may change what projects are funded according to national objectives.

## Crown Funds

Refers to special funding that can be for specific regions and specified activities as appropriated or directed by the Government. This funding is external to the NLTF.

In recent times, several significant Crown funds have been created with specific focuses, such as the Provincial Growth Fund (PGF), the New Zealand Upgrade Programme (NZUP), Shovel-ready projects (SRP), and the Climate Emergency Response Fund (CERF).

This RLTP identifies transport projects and activities in the regions that have received funding from these types of sources.

## Rail Funding

The Land Transport (Rail) Amendment Act 2020 has enabled the Rail Network Investment Programme (RNIP), which allows rail to be eligible for funding from the NLTF.<sup>39</sup>

The RNIP has been developed by KiwiRail, and it sets out a three-year investment programme and a 10-year investment forecast for the national rail network. The programme is guided by government policy and the New Zealand Rail Plan.<sup>40</sup>

<sup>39</sup> KiwiRail, *Budget 2022 continues rail rebuild*, (Wellington: KiwiRail, 2022), accessed 28 November 2022, <https://www.kiwirail.co.nz/media/budget-2022-continues-rail-rebuild/#:~:text=The%20new%20model%20came%20into,three%20years%20of%20the%20RNIP>.

<sup>40</sup> KiwiRail, *Rail Network Investment Programme*, (Wellington: KiwiRail, 2021), 5, accessed 22 August 2023, <https://www.kiwirail.co.nz/assets/Uploads/documents/Rail-Network-Investment-Programme-June-2021.pdf>



# 10-year forecasts of revenue and expenditure

The LTMA requires RLTPs to include a financial forecast of anticipated revenue and expenditure on activities for the next 10 financial years. Long-term plan and annual plan processes will affect the values, as will ongoing reviews of the activities proposed.

## 10-year forecasts of revenue and expenditure - Otago

The figures contained within this Table 14<sup>41</sup> represent a point in time and the final figures will likely change.

**Table 14:** 10-year forecasts of revenue and expenditure for Otago

Waka Kotahi (NZTA) Otago										
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
<b>Subsidised Activities</b>										
Road to Zero										
Public transport infrastructure	2,939,000	650,000	650,000	4,530,000	4,282,000	3,737,000	22,150,500	39,753,500	216,061,500	222,056,500
Walking and cycling improvements	4,169,278	833,333	833,333	916,666	916,666	916,666	1,008,333	1,008,333	1,008,333	1,008,333
State highway improvements (Local road improvements)	35,450,586	63,325,522	62,255,972	67,874,913	32,269,897	48,321,852	95,030,414	71,977,279	37,838,202	7,087,515
State highway maintenance (Local road maintenance)	66,628,238	70,576,202	69,941,905	78,473,618	79,229,180	83,985,321	84,995,053	86,433,155	87,709,582	88,995,100
Investment management (incl. Transport Planning)	840,031	1,025,655	1,025,655	807,133	7,533,239					
<b>Total expenditure</b>	<b>110,027,133</b>	<b>136,410,712</b>	<b>135,584,317</b>	<b>152,602,330</b>	<b>124,230,982</b>	<b>136,960,839</b>	<b>203,184,300</b>	<b>199,172,267</b>	<b>342,617,617</b>	<b>319,147,448</b>
<b>Dunedin City Council</b>										
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Walking and cycling improvements	80,000	145,000	30,000							
Local road improvements	4,325,000	4,425,000	4,865,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
Local road maintenance	52,561,911	52,561,911	52,561,911	57,634,045	58,035,315	58,441,507	64,104,159	64,520,646	64,942,511	70,675,059
Investment management (incl. Transport Planning)	100,000	100,000	100,000	102,000	106,090	109,273	112,551	115,927	119,405	122,987
<b>Total expenditure</b>	<b>57,066,911</b>	<b>57,231,911</b>	<b>57,556,911</b>	<b>61,736,045</b>	<b>62,141,405</b>	<b>62,550,780</b>	<b>68,216,710</b>	<b>68,636,573</b>	<b>69,061,916</b>	<b>74,798,046</b>
NLTF revenue	29,726,937	29,829,771	30,014,766	32,166,456	32,393,097	32,622,908	35,534,192	35,770,632	36,010,537	28,959,632
Other revenue	1,221,200	1,257,836	1,295,571	1,334,438	1,374,471	1,415,705	1,458,177	1,501,922	1,546,980	1,593,389
<b>Total Subsidised revenue</b>	<b>30,948,137</b>	<b>31,087,607</b>	<b>31,310,337</b>	<b>33,500,894</b>	<b>33,767,568</b>	<b>34,038,613</b>	<b>36,992,369</b>	<b>37,272,554</b>	<b>37,557,517</b>	<b>30,553,021</b>

<sup>41</sup> Tables have been developed based on the Transport Investment Online (TIO) Extract 15 January 2024. Not all information has been completed in TIO. These tables were updated in June 2024 following public consultation on the combined RLTP.

Unsubsidised operational expenditure	53,159,203	55,248,031	57,399,525	56,479,973	58,174,372	59,919,603	61,717,191	63,568,707	65,475,768	67,440,041
<b>Total Unsubsidised expenditure</b>	<b>53,159,203</b>	<b>55,248,031</b>	<b>57,399,525</b>	<b>56,479,973</b>	<b>58,174,372</b>	<b>59,919,603</b>	<b>61,717,191</b>	<b>63,568,707</b>	<b>65,475,768</b>	<b>67,440,041</b>
<b>Queenstown Lakes District Council</b>										
	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>	<b>2027/28</b>	<b>2028/29</b>	<b>2029/30</b>	<b>2030/31</b>	<b>2031/32</b>	<b>2032/33</b>	<b>2033/34</b>
Public transport infrastructure	549,782	1,132,441	1,263,338	3,018,027	1,548,673	1,698,824	1,852,347	2,052,264	2,094,588	2,135,155
Walking and cycling improvements		202,187	3,271,930	2,464,791	1,254,039	1,281,556	1,422,368	1,918,027	4,340,614	4,424,683
Local road improvements	7,756,783	10,504,530	9,593,605	11,080,151	25,587,158	32,526,512	30,248,467	15,752,005	31,960,536	46,045,905
Local road maintenance	21,065,303	21,464,572	23,142,261	24,337,436	24,562,320	25,399,543	27,422,179	27,283,288	28,432,946	28,929,922
Investment management (incl. Transport Planning)	565,357	1,998,496	538,659	340,157	1,037,249	575,746	363,073	1,096,702	617,709	386,559
<b>Total expenditure</b>	<b>33,775,779</b>	<b>36,682,156</b>	<b>37,497,747</b>	<b>40,629,558</b>	<b>49,908,527</b>	<b>58,693,265</b>	<b>52,015,210</b>	<b>59,907,558</b>	<b>77,981,816</b>	<b>78,656,188</b>
Approved organisation revenue	15,925,647	17,407,900	18,373,896	19,908,483	24,455,178	28,759,700	25,487,453	29,354,703	38,211,090	38,541,532
NLTF revenue	17,225,647	18,707,900	19,123,851	20,721,075	25,453,349	29,933,565	26,527,757	30,552,855	39,770,726	40,114,656
Other revenue	1,300,000	1,300,000								
<b>Total Subsidised revenue</b>	<b>34,451,294</b>	<b>37,415,800</b>	<b>37,497,747</b>	<b>40,629,558</b>	<b>49,908,527</b>	<b>58,693,265</b>	<b>52,015,210</b>	<b>59,907,558</b>	<b>77,981,816</b>	<b>78,656,188</b>
Unsubsidised operational expenditure	683,306	728,038	781,923	825,449	866,242	904,684	940,922	975,471	1,014,206	1,038,427
Unsubsidised capital expenditure	22,067,931	106,595	108,685	111,076	113,674	157,380	539,156	1,622,723	1,875,151	750,808
<b>Total Unsubsidised expenditure</b>	<b>22,751,237</b>	<b>834,633</b>	<b>890,608</b>	<b>936,525</b>	<b>979,916</b>	<b>1,062,064</b>	<b>1,480,078</b>	<b>2,598,194</b>	<b>2,889,357</b>	<b>1,789,235</b>
Local Authority revenue	3,743,788	3,902,817	4,049,605	5,050,294	5,236,712	5,418,116	5,594,182	5,773,675	5,956,820	6,133,783
Other revenue	3,728,792									
<b>Total revenue</b>	<b>7,472,580</b>	<b>3,902,817</b>	<b>4,049,605</b>	<b>5,050,294</b>	<b>5,236,712</b>	<b>5,418,116</b>	<b>5,594,182</b>	<b>5,773,675</b>	<b>5,956,820</b>	<b>6,133,783</b>
<b>Waitaki District Council</b>										
	<b>2024/25</b>	<b>2025/26</b>	<b>2026/27</b>	<b>2027/28</b>	<b>2028/29</b>	<b>2029/30</b>	<b>2030/31</b>	<b>2031/32</b>	<b>2032/33</b>	<b>2033/34</b>
Walking and cycling improvements		904,750		831,900			584,125			645,754
Local road improvements	3,615,035	3,741,561	3,861,291	6,992,575	7,433,107	7,953,425	8,653,326	9,120,606	9,430,706	9,751,350
Local road maintenance	20,189,665	20,813,515	21,383,547	19,008,588	20,206,129	21,620,129	23,523,167	24,793,418	25,636,395	26,508,032
Investment management (incl. Transport Planning)	84,000	86,940	89,722	92,773	98,617	105,521	114,806	121,006	125,120	129,374
<b>Total expenditure</b>	<b>23,888,700</b>	<b>25,546,766</b>	<b>25,334,560</b>	<b>26,925,836</b>	<b>27,737,853</b>	<b>29,679,075</b>	<b>32,875,424</b>	<b>34,035,030</b>	<b>35,192,221</b>	<b>37,034,510</b>
Approved organisation revenue	10,272,141	10,985,109	10,893,861	11,578,109	11,927,277	12,762,002	14,136,432	14,635,063	15,132,655	15,924,839
NLTF revenue	13,616,559	14,561,656	14,440,699	15,347,727	15,810,576	16,917,073	18,738,992	19,399,967	20,059,566	21,109,671
<b>Total Subsidised revenue</b>	<b>23,888,700</b>	<b>25,546,765</b>	<b>25,334,560</b>	<b>26,925,836</b>	<b>27,737,853</b>	<b>29,679,075</b>	<b>32,875,424</b>	<b>34,035,030</b>	<b>35,192,221</b>	<b>37,034,510</b>
Unsubsidised operational expenditure	1,390,006	1,438,656	1,484,693	1,535,172	1,631,888	1,746,120	1,899,779	2,002,367	2,070,448	2,140,843
Unsubsidised capital expenditure	422,970	437,774	451,783	467,143	496,573	531,333	578,091	609,308	630,024	651,445
<b>Total Unsubsidised expenditure</b>	<b>1,812,976</b>	<b>1,876,430</b>	<b>1,936,476</b>	<b>2,002,315</b>	<b>2,128,461</b>	<b>2,277,453</b>	<b>2,477,870</b>	<b>2,611,675</b>	<b>2,700,472</b>	<b>2,792,288</b>
Local Authority revenue	1,318,576	1,364,726	1,408,397	1,456,282	1,548,028	1,656,390	1,802,153	1,899,469	1,964,051	2,030,828





## 10-year forecasts of revenue and expenditure - Southland

The figures contained within this Table 15<sup>42</sup> represent a point in time and the final figures will likely change.

**Table 15:** 10-year forecasts of revenue and expenditure for Southland

NZTA Southland										
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
<b>Subsidised Activities</b>										
Road to Zero										
Public transport infrastructure	220,000	220,000	220,000	242,000	242,000	242,000	266,200	266,200	266,200	266,200
Walking and cycling improvements	283,333	283,333	283,333	311,666	311,666	311,666	342,833	342,833	342,833	342,833
State highway improvements	21,330,206	36,030,814	60,517,614	29,886,978	24,777,389	19,574,887	32,125,297	22,762,960	11,777,854	4,105,721
State highway maintenance	51,302,194	52,272,507	52,989,874	59,311,636	59,882,702	63,477,470	64,240,642	65,327,583	66,292,327	67,263,943
Investment management (incl. Transport Planning)	515,229	709,701	1,381,170	556,497	5,193,970					
<b>Total expenditure</b>	<b>73,650,962</b>	<b>89,516,355</b>	<b>115,391,991</b>	<b>90,308,777</b>	<b>90,407,727</b>	<b>83,606,023</b>	<b>96,974,972</b>	<b>88,699,576</b>	<b>78,679,214</b>	<b>71,978,697</b>
<b>Gore District Council</b>										
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Road to Zero	21,500	22,000	22,500	30,000	35,000	40,000	45,000	50,000	55,000	60,000
Local road improvements	204,000	21,000	216,500	220,000	225,000	230,000	235,000	240,000	250,000	260,000
Local road maintenance	6,856,001	7,162,001	7,751,502	8,000,000	8,800,000	9,500,000	10,550,000	11,500,000	12,500,000	13,500,000
<b>Total expenditure</b>	<b>7,081,501</b>	<b>7,205,001</b>	<b>7,990,502</b>	<b>8,250,000</b>	<b>9,060,000</b>	<b>9,770,000</b>	<b>10,830,000</b>	<b>11,790,000</b>	<b>12,805,000</b>	<b>13,820,000</b>
<b>Invercargill</b>										
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Local road improvements	3,444,000	3,585,000	3,621,000	3,695,000	3,879,000	4,072,000	4,277,000	4,404,000	4,537,000	4,674,000
Local road maintenance	19,703,000	16,879,000	22,769,000	18,205,000	18,921,000	18,954,000	19,607,000	20,309,000	20,934,000	22,884,000
Investment management (incl. Transport Planning)	210,000	85,000	15,000	30,000	85,000	65,000	30,000	85,000	65,000	30,000
<b>Total expenditure</b>	<b>23,357,000</b>	<b>20,549,000</b>	<b>26,405,000</b>	<b>21,930,000</b>	<b>22,885,000</b>	<b>23,091,000</b>	<b>23,914,000</b>	<b>24,798,000</b>	<b>25,536,000</b>	<b>27,588,000</b>
NLTF revenue	1,912,070	10,479,990	13,466,550	11,184,300	11,671,350	11,776,410	12,196,140	12,646,980	13,023,360	14,069,880
<b>Total Subsidised revenue</b>	<b>11,912,070</b>	<b>10,479,990</b>	<b>13,466,550</b>	<b>11,184,300</b>	<b>11,671,350</b>	<b>11,776,410</b>	<b>12,196,140</b>	<b>12,646,980</b>	<b>13,023,360</b>	<b>14,069,880</b>
Local Authority revenue	11,444,930	10,069,010	12,938,450	10,745,700	11,213,650	11,314,590	11,717,860	12,151,020	12,512,640	13,518,120
<b>Total revenue</b>	<b>11,444,930</b>	<b>10,069,010</b>	<b>12,938,450</b>	<b>10,745,700</b>	<b>11,213,650</b>	<b>11,314,590</b>	<b>11,717,860</b>	<b>12,151,020</b>	<b>12,512,640</b>	<b>13,518,120</b>

<sup>42</sup> Tables have been developed based on Transport Investment Online Extract 15 January 2024. Not all information has been completed in TIO. These tables were updated in June 2024 following public consultation on the combined RLTP.



# Programming of activities

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# Significant activities - Otago

These activities were determined to be of high significance for Otago and were prioritised (ranked) for funding shown in Table 16. This ranking is used to influence what activities should be implemented with the funding available nationally.

Table 16: Otago region: Prioritised improvement activities

Otago Region: Prioritised Improvement Activities

**Note:** Tables have been developed based on the information in Transport Investment Online (27 November 2023 Extract). Adjustments have been made for OLDC and DCC in January 2024. These tables were also updated in June 2024 following public consultation on the combined RLTP. The figures contained within this table represent a point in time and final figures for projects will likely change. Long-term plan and annual plan processes will affect the values, as will the ongoing reviews of the activities proposed.

RLTP Objectives

1. **Road Safety:** Prioritise high risk areas to create a safe transport system free of death or serious injury.

2. **Asset Condition:** Prioritise maintenance and renewals to ensure the road network is fit-for-purpose and resilient.

3. **Connectivity and Choice:** Develop a range of travel choices that are used by communities and business to connect.

4. **Environmental Sustainability:** Facilitate understanding and support responses that help meet environmental and emissions targets.

5. **Future Focused:** Position the regions to ensure proactive responses to change and challenges.

RLTP 2024 Priorities

1. Optimise an efficient and accessible transport network through enhanced mode choice provision across the regions.

2. Promote safety and wellbeing outcomes across the regional transport network.

3. Enhance network maintenance and resilience to ensure community access and connectivity.

RLTP 2021 Priorities

1. Address network deficiencies.

2. Target high risk areas.

3. Invest to create genuine mode choice.

Activity name	Phase	Description	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective	RLTP Priority	Regional Priority
Otago Regional Council (ORC)												
Dunedin PT Improvements	Implementation	See Shaping Future Dunedin Transport (SFDT) Programme Business Case (PBC), Dunedin Fares and Frequency Business Case.	\$2,000,000			\$2,000,000	\$2,000,000	\$2,000,000		3	1	6

Dunedin PT Improvements	Implementation	↑	\$1,710,000	\$9,810,000	\$18,570,000	\$30,090,000	\$95,650,000	\$193,910,000		3	1	6
Queenstown PT Improvements	Implementation	See Queenstown Transport Business Case.			\$47,000,000	\$47,000,000	\$47,000,000	\$47,000,000		3	1	27
Queenstown PT Improvements	Implementation	↑			\$5,275,899	\$5,275,899	\$20,903,596	\$41,507,192		3	1	1
Activity name	Phase	Description	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27 NLTP	Total Cost for 2024-30 RLTP	Total Cost for 10 years	Source	RLTP Objective	RLTP Priority	Regional priority
Dunedin City Council (DCC)												
Bus infrastructure improvements - Improves priority for buses, more reliable travel time, and aligns bus improvements through signals with other infrastructure improvement projects around the central city.												
↑	Implementation	↑					\$23,000,000	\$23,000,000		3	1	24
	Single-Stage Business Case			\$300,000	\$300,000	\$600,000	\$600,000	\$600,000				
CERF-TC-Safer Streets - A Single Stage Business Case has been developed which demonstrates the need for investment in cycle facilities, pedestrian and bus stop improvements on seven key arterial roads in Dunedin. This project will contribute to the ongoing development of Dunedin’s primary cycling network and focuses on direct routes that need dedicated space for cyclists to minimize conflict with cars. This is a road space re-allocation project and it services many of our suburban commercial centres and schools. This funding will fast track the delivery of four routes within the Safer Streets single stage business case. This project is aligned with Dunedin’s Integrated Transport Strategy, Dunedin’s Carbon Zero by 2030 policy and Dunedin’s Strategic Cycle Network. Mode shift and Vehicles Kilometres Travelled (VKT) reduction are key desired outcomes. This project will enable more people to walk instead of driving, especially for short trips such as to/from schools and shops. Once Dunedin’s cycling network is more complete, these routes will enable commuters to cycle to Dunedin’s employment centres.												
↑	Implementation	↑	\$3,000,000			\$3,000,000	\$3,000,000	\$3,000,000		1, 3 & 4	2021 Priority: 3	N/A
Central City Plan Upgrade - Safety and accessibility upgrade of the Central City area. The central city is the key area where most of Dunedin’s commercial activity occurs. It has the highest concentration of vulnerable user activity and the highest levels of conflict between different modes. The current design of the central City transport network revolves around traffic movement. Also, vehicle speeds are higher than desirable for an area of high pedestrian activity. Consequently, most of Dunedin’s crashes occur in the central city and it is the highest risk area of the city. SH1, the railway and north/south arterial routes bisect areas of high pedestrian use resulting in dislocation and poor connectivity of key areas. No major work to address issues in the central city has been carried out on an area-wide basis for some years. There is potential for the central city to function significantly better than it does currently. Safety and accessibility could be substantially improved to create an even more vibrant, thriving central city environment.												
↑	Single-Stage Business Case	↑	\$575,000			\$575,000	\$575,000	\$575,000		1 & 3	2021 Priority: 2	34
	Pre-implementation*			\$2,702,500		\$2,702,500	\$2,702,500	\$2,702,500				
	Implementation				\$3,000,000	\$3,000,000	\$12,605,000	\$12,605,000				
	Implementation				\$3,000,000	\$3,000,000	\$12,605,000	\$12,605,000				
Centres programme - The Spatial Plan intends that local centres become thriving hubs of activity, supporting the provision of goods and services. To support this goal, and at the same time improve safety in local centres, a Centres Programme will be developed. The aim of the Centres Programme is to ensure Dunedin’s local centres are great places for people, in terms of traffic safety, accessibility and amenity, particularly by giving pedestrians increased priority within each centre. Centres upgrades will also include improvements to key designated strategic walking routes within a 10-minute walking distance of each centre. Requests for improvements to footpaths will be prioritised according to whether they are on designated walking routes and their level of risk. A Centres programme was developed some time ago and initial work was carried out in 2012 in conjunction with the development of the Second-Generation Plan “the 2GP”. The Centres are the same as those as identified in the Spatial Plan (Dunedin towards 2050 - a spatial plan for Dunedin) which was adopted in September 2012. i.e. suburban, neighbourhood, destination and rural centres. The programme was developed based on an assessment of each Centre. Each assessment being based on a desktop analysis of existing data, a character study and summaries of earlier consultation together with individual site visits. Each area was assessed against a number of set criteria.												
↑	Single-Stage Business Case	↑	\$300,000	\$300,000	\$300,000	\$900,000	\$1,800,000	\$1,800,000		1 & 3	2	13



**Note:** The Peninsula Connection has lifted and widened the coastal road. This has improved the road's safety and resilience to climate change, including sea level rise and erosion. The Otago Peninsula trail, known as Te Awa Ōtākou, is a significant community asset for cyclists and walkers, creating safe connections for communities and visitors. However, the work along this road is not complete, and there are still sections of the project awaiting completion. The completion of this project is recognised in terms of its importance to Te Rūnanga o Ōtākou and Ōtepoti overall. Considering the feedback from the consultation on this combined RLTP, the Hearing Panel recommends that consideration be given to completing the remaining sections of the project within a reasonable timeframe.

↑	Single-Stage Business Case	↑					\$200,000	\$200,000		2 & 3	1 & 2	Future
	Implementation						\$10,000,000	\$23,000,000				
Rail and freight improvements - Provide a passing loop for future proofing of both freight and public transport rail capacity increases. Aligns with GPS enabling better travel options for Dunedin's largest travelling public. And aligns with the GPS in terms of improving freight connections (passing loop will also increase capability for freight growth). Feasibility studies are currently underway in 2023/2024.												
↑	Single-Stage Business Case	↑		\$100,000		\$100,000	\$100,000	\$100,000		1 & 3	2021 Priority: 3	28
	Implementation			\$500,000	\$500,000	\$7,500,000	\$7,500,000					
	Single-Stage Business Case		\$50,000	\$100,000	\$100,000	\$250,000	\$250,000	\$250,000				
SFDT - Central City Parking Management plan - The project aligns with the GPS focus on Better Travel Options and Climate Change, the RLTP, and DCC's ITS and Spatial Plan. The project is in the Shaping Future Dunedin Transport PBC which identifies the alignment with mode shift and supporting public transport, as well as the opportunity to intercept central city journeys by locating parking on the edges of the CBD.												
↑	Implementation	↑		\$800,000	\$500,000	\$1,300,000	\$1,300,000	\$1,300,000		3	2021 Priority: 3	34
SFDT - Central Cycle and Pedestrian improvements - The project aligns with the GPS focus on Better Travel Options and Safety, the RLTP and DCC's Integrated Transport Strategy. It will unlock benefits of investment in the SH1 cycleway and other cycling investments across the city. It was identified in the Shaping Future Dunedin Transport PBC and other DCC business cases as an action that would encourage mode shift to cycling.												
↑	Implementation	↑					\$1,773,000	\$1,773,000		1 & 2	2021 Priority: 2	Future
	Single-Stage Business Case					\$200,000	\$200,000					
	Single-Stage Business Case			\$150,000		\$150,000	\$150,000	\$150,000				
	Implementation				\$1,450,000	\$1,450,000	\$1,450,000	\$1,450,000				
	Implementation (Under Review)		\$75,000			\$75,000	\$75,000	\$75,000				
SFDT - Harbour Arterial Efficiency Improvements - The project aligns with the GPS focus on providing freight connections, the RLTP, DCC's ITS and Central City Plan. The project is in the Shaping Future Dunedin Transport PBC which has identified ways to keep the city moving and maintain access to the city and the port during hospital construction.												
↑	Implementation	↑		\$2,670,000	\$3,600,000	\$6,270,000	\$9,830,000	\$9,830,000		1	2021 Priority: 1 & 2	11
SFDT - Park and Ride Facilities - Mosgiel and Burnside - The project aligns with the GPS focus on Better Travel Options and Climate Change, the RLTP and DCC's Integrated Transport Strategy (ITS). It will unlock benefits of investment in bus priority on Princes Street. It was identified in the Shaping Future Dunedin Transport PBC as a key plank in achieving mode shift.												
↑	Single-Stage Business Case	↑					\$50,000	\$50,000		1, 3 & 4	2021	Future

	Implementation						\$3,329,839	\$3,329,839			Priority: 3	
SFDT - Princes Street Bus Priority and Corridor Safety Plan - The project aligns with the GPS focus on providing travel options and improving safety, the RLTP, DCC's ITS and Central City Plan (Creative Quarter). The project is in the Shaping Future Dunedin Transport PBC which has identified ways improve safety and manage disruption during hospital construction by making permanent improvements to bus, cycle and walking networks to improve access to social and economic opportunities.												
↑	Implementation	↑	\$1,943,000	\$4,250,000	\$2,000,000	\$8,193,000	\$8,193,000	\$8,193,000		1 & 3	2021 Priority: 2 & 3	5
Shore St/Teviot St safety improvements - This is a key intersection that connects the suburbs of South Dunedin, Musselburgh, and Andersons Bay, including a number of schools, and a major events/sports centre to the primary (separated) cycle route into the CBD. The community have been requesting something be done at these intersections to improve safety and reduce the number of near misses experienced, as well as make it easier for people walking and cycling to access the key destinations and sports/events centre.												
↑	Single-Stage Business Case	↑	\$200,000			\$200,000	\$200,000	\$200,000		1, 3 & 4	1	28
	Implementation			\$1,500,000	\$1,200,000	\$2,700,000	\$2,700,000	\$2,700,000				
Strategic Walking and Cycling network upgrades - The strategic walking and cycling networks were initially developed in 2011-2013. The Dunedin walking and cycling network implementation PBC is being developed in 2023. This programme will implement prioritised upgrades to walking and cycling infrastructure identified in the PBC to improve walking and cycling in and between key activity centres and schools.												
↑	Single-Stage Business Case	↑		\$800,000	\$800,000	\$1,600,000	\$3,000,000	\$3,000,000		1 & 3	1 & 2	6
	Implementation				\$5,000,000	\$5,000,000	\$20,000,000	\$20,000,000				
	Implementation				\$10,000,000	\$10,000,000	\$40,000,000	\$71,530,000				
Tertiary Precinct Improvement Project - Upgrade to streets surrounding University of Otago and Otago Polytechnic Campuses, to improve safety and accessibility by foot and cycle, and the streetscape. The central city is the key area where most of Dunedin’s commercial activity occurs. It has the highest concentration of vulnerable user activity and the highest levels of conflict between different modes. The current design of the central City transport network revolves around traffic movement. Also, vehicle speeds are higher than desirable for an area of high pedestrian activity. Consequently, most of Dunedin’s crashes occur in the central city and it is the highest risk area of the city. SH1, the railway and north/south arterial routes bisect areas of high pedestrian use resulting in dislocation and poor connectivity of key areas. No major work to address issues in the central city has been carried out on an area-wide basis for some years. There is potential for the central city to function significantly better than it does currently. Safety and accessibility could be substantially improved to create an even more vibrant, thriving central city environment.												
↑	Implementation	↑						\$18,400,000		1 & 3	2021 Priority: 2 & 3	Future
	Pre-implementation*						\$460,000	\$1,260,000				
VKT reduction plan programme - Dunedin has a net carbon zero by 2030 target. Development of the Dunedin Carbon Zero plan has highlighted the need to significantly reduce emissions from transport. The national Emissions' reduction Plan has also signalled that VKT reduction plans are an important component of meetings New Zealand carbon reduction goals and international obligations.												
↑	Implementation	↑	\$200,000	\$2,500,000	\$2,500,000	\$5,200,000	\$5,200,000	\$5,200,000		3 & 4	1 & 2	19
Activity name	Phase	Description	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost for 2024-30 RLTP	Total Cost for 10 years	Source	RLTP Objective	RLTP Priority	Regional priority
Queenstown Lakes District Council (QLDC)												
QLDC Information has been updated in January 2024.												
Arthurs Point Bridge Pre-implementation - The existing single lane Edith Cavell Bridge at Arthur's Point is the sole crossing of the Shotover River on the route between Arrowtown and Queenstown (the only alternative route for SH6A). The heritage listed bridge was constructed in 1919 and is indicated to fail catastrophically in a major earthquake event. The bridge services between 4,500 and 8,000 vehicle movements per day depending on the time of year.												
↑	Pre-implementation*	↑		\$954,006	\$1,945,434	\$7,538,642	\$7,538,642	7,538,642		3	1 & 3	4



↑	implementation	↑					\$37,749,869	\$61,136,576		3	1 & 3	4
<b>Capell Avenue Road Formation</b> - Hawea is a rapidly growing township. The environment court has recently approved a significant extension to the Urban Growth Boundary south of Cemetery Road. The extension of Capell Ave (following unformed legal road) will facilitate a critical multi modal connection between the established township and the newly developing area to the south. This will support safe and equitable access to education, social, and commercial facilities. There is a time limited opportunity to align formation of this road with the installation of a planned water supply main.												
↑	SSBC Lite	↑	\$100,00			\$100,00	\$100,00	\$100,00		3	1 & 2	28
↑	Implementation	↑	\$906,558	\$2,466,921		\$3,373,479	\$3,373,479	3,373,479		3	1 & 2	28
<b>Shepherds Creek Hut Bridge Resilience</b> - Following a significant rainfall event in April 2022, a debris flow event was triggered in the Shepherds Hut Creek catchment. This event resulted in blockage of the culvert and subsequent over topping of the culvert which passes beneath the Glenorchy-Queenstown Road. The event caused water and debris to flood the road resulting in a total loss of service for 36 hours. The subject site has a history of debris flow occurrence. The previous significant event was July 2018.												
↑	SSBC Lite	↑		\$171,046		\$171,046	\$171,046	\$171,046		2&4	1	19
↑	Implementation	↑		\$170,551	\$2,005,607	\$2,005,607	\$2,005,607	\$2,005,607		2&4	3	19
Travel Demand Management	Implementation		\$1,558,750	\$1,566,487	\$271,713	\$3,396,950	\$4,249,247	\$5,471,219		3		N/A
Hawea Network Optimisation (TR)	Implementation							\$9,730,598				Future
Ladies Mile Network Optimisation (TR)	Implementation							\$9,730,598				Future
Southern Corridor Network Optimisation (TR)	Implementation							\$9,730,598				Future
Wanaka Additional Street Lighting (TR)	Implementation						\$1,811,476	\$5,023,850				Future
Wanaka Network Optimisation (TR)	Implementation						\$1,284,791	\$16,886,645				Future
Road 10 Formation	Implementation							\$3,667,072				Future
Balance of Arterial - Land Acquisition (TR)	Property							\$11,466,526				Future
PT Interchange - Land Acquisition (TR)	Property							\$12,745,150				Future

Fernhill to CBD Active Travel / B2 West (TR)	Implementation						\$2,018,144	\$2,018,144				Future
LHE to Frankton Active Travel / A8 (TR)	Implementation							\$7,898,152				Future
LHE to Shotover Bridge Active Travel / C7 (TR)	Implementation						\$2,954,609	\$3,616,876				Future
Park Street Active Travel / B3 Lakeside (TR)	Implementation							\$4,754,666				Future
Activity name	Phase	Description	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost for 2024-30 RLTP	Total Cost for 10 years	Source	RLTP Objective	RLTP Priority	Regional priority
NZTA (Otago) State Highways												
SH1 Dunedin City and Hospital - Improve safety, access and efficiency on SH1 in central city to respond to \$1.7 billion dollar investment in new regional hospital.												
↑	Pre- implementation*	↑		\$1,853,000		\$1,853,000	\$1,853,000	\$1,853,000		3	1	6
	Implementation				\$18,312,000	\$18,312,000	\$37,060,000	\$37,060,000				
SH1 Katiki resilience (rock armouring) - Filling gaps in rock armouring to protect the coastline against further erosion; providing resilience to SH1 and reducing the risk from further coastal erosion; medium-term protection of this important freight and traffic route for the lower South.												
↑	Pre- implementation*	↑	\$218,000			\$218,000	\$218,000	\$218,000		2	3	37
	Implementation			\$3,597,000		\$3,597,000	\$3,597,000	\$3,597,000				
SH1 Lake Waihola CVRSC	Implementation	Sites where officers can safely carry out commercial vehicle inspections, including vehicle weight and road user charges, logbook accuracy and driver impairment.	\$109,000	\$327,000	\$2,616,000	\$3,052,000	\$7,412,000	\$7,412,000		1	2	33
	Property		\$21,200	\$243,800		\$265,000	\$265,000	\$265,000				

**SH1 Oamaru to Dunedin - (Hampden to Palmerston)** - The corridor is an undivided 2-lane road with an ONRC classification of National and a 2019 AADT of approx. 5,000 vehicles per day (with 14% heavy vehicles). The corridor is posted at 100 km/h except for a 300m RIAWS section that is 70km/h (at Moeraki Boulders Road intersection) when activated by turning traffic. The geometry of the corridor is quite undulating and winding throughout, with vertical crests often marked with no-passing lines, but horizontal curves with poor passing sight distance are not consistently marked with no-passing lines. Edge line ATP is present for most of the corridor and there are right turn bays for key intersections leading to settlements such as Moeraki and Shag Point. This corridor includes six bridges, one rail overpass structure and two large culverts. There is a 7km section of coastal road that has coastal erosion problems and large unprotected drop offs as well as several well used rest areas. Sealed shoulders throughout the corridor are generally 1.0m wide with 3.5m wide lanes. A key intersection in the corridor is with the Moeraki Boulders Road which leads to the Moeraki Boulders tourist attraction. Power poles are located approximately 2-5m away from the edge line for around half (52%) of the corridor. The main South Island rail corridor runs close to the road corridor for a large portion of the length.

↑	Pre-implementation*	↑	\$1,843,328			\$1,843,328	\$1,843,328	\$1,843,328		1	2021 Priority: 2	19
SH6 Albert Town Bridge Improvement	Single-Stage Business Case	Replacement of single lane bridge with two-lane bridge due to growth pressures.		\$436,000		\$436,000	\$436,000	\$436,000		3	2021 Priority: 3	13
	Pre-implementation*						\$3,706,000	\$3,706,000				
	Property						\$4,240,000	\$4,240,000				
	Implementation						\$19,838,000	\$40,221,000				
SH6 Cromwell to Frankton Resilience	Pre-implementation*	Range of potential interventions including pre-warning, operational/responses, ITS, communication and engineering solutions; higher risk sites; more resilient corridor with less network closures or partial closures, improved safety.		\$1,090,000		\$1,090,000	\$1,090,000	\$1,090,000		2	2021 Priority: 2	13
	Property			\$530,000		\$530,000	\$530,000	\$530,000				
	Implementation				\$6,104,000	\$6,213,000	\$12,317,000	\$12,317,000				
SH6 Frankton to Kingston Resilience	Pre-implementation*		\$1.090,000			\$1.090,000	\$1.090,000	\$1.090,000				13
	Property		\$530,000			\$530,000	\$530,000	\$530,000				
	Implementation			\$3,706,000	\$3,706,000	\$7,412,000	\$7,412,000	\$7,412,000				
SH6 OTA Haast to Hawea RESIL IMPR	Pre-implementation*			\$599,500		\$599,500	\$599,500	\$599,500				13
	Implementation				\$9,156,000	\$9,156,000	\$18,039,500	\$18,039,500				
	Property				\$636,000	\$636,000	\$636,000	\$636,000				
SH6/6A Queenstown Offline High-Capacity PT IMP	This activity has been removed from the State Highway Investment Proposal 2024-34 due to other priorities set out in the GPS and the likelihood of obtaining funding in the next three years. However, in the prioritisation process, this project ranked #2 due to its perceived importance. Due to geographical limitations, capacity constraints, and increasing pressure from population growth and visitor numbers, the current transportation system on State Highway 6/6A in Queenstown will become more congested. Offline high-capacity transport options require investigation, as the current transport options will not be sufficient long-term. The Regional Transport Committees are disappointed that this project has been removed and would like to see this type of project undertaken in the near future.											

SH88 Dunedin City and Hospital	Pre-implementation*	Shift SH88 connection to Frederick Street as a consequence of the new Dunedin Hospital. Improve Frederick Street to State Highway standard to accommodate additional traffic including freight movement to the Port, modify St Andrew St to integrate with the hospital blocks on either side to improve safety and efficiency.	\$545,000			\$545,000	\$545,000	\$545,000		3	1	6
	Implementation			\$11,881,000		\$11,881,000	\$11,881,000	\$11,881,000				
OTA Share VFM Safety improvement programme ↓	Implementation	Road to Zero is Aotearoa New Zealand's road safety strategy. Our target is to reduce deaths and serious injuries on our roads by 40% by 2030. This target is part of a wider aspiration where no one is killed or seriously injured in road crashes by 2050.	\$6,221,264	\$6,221,264	\$6,221,264	\$18,663,793	\$37,327,586	\$62,212,644		1	1	18
Speed Management - Otago	Note: These projects have been amalgamated into a new road safety improvement programme.											28
Small Projects - Otago												38
SH1 Oamaru to Dunedin - Herbert to Hampden												19
SH1 Mosgiel to Balclutha												24
SH1 Oamaru to Dunedin - Hampden to Palmerston (Refer to above)												19
Futures Activities - Otago												39

Stanley St Corridor Improvements (Queenstown Town Centre DBC)	Pre-implementation*	Upgraded on-street transport hub at Stanley Street and pedestrian and safety improvements on Shotover Street; to enable significant increase in PT service provision and improved walkability and safe operation in Shotover Street.					\$1,308,000	\$1,308,000		3	1	11
	Implementation							\$35,098,000				
	Property						\$2,120,000	\$2,120,000				
SH1 and SH87 Mosgiel optimization improvements	Single-Stage Business Case	Optimisation measures could include new signals, widening for additional right turn lanes, ramp metering, banning some turning movements			\$1,090,000	\$1,090,000	\$1,090,000	\$1,090,000				
	Pre-Implementation						\$981,000	\$981,000				
	Property						\$2,120,000	\$2,120,000				
	Implementation						\$13,080,000	\$13,080,000				
SH6 Frankton Flats network improvements	Property	Supports NZUP Queenstown package i.e. KFB to Ross St and Hansen Road to Hardware Lane corridor improvements		\$5,300,000	\$5,300,000	\$10,600,000	\$10,600,000	\$10,600,000				
	Implementation				\$32,700,000	\$32,700,000	\$98,100,000	\$98,100,000				
Otago State Highway bridge upgrades	Single-Stage Business Case	Prioritised list of Otago bridge replacements (SH)		\$545,000	\$218,000	\$763,000	\$763,000	\$763,000				
	Pre-Implementation						\$2,725,000	\$2,725,000				
	Property						\$636,000	\$636,000				
	Implementation						\$22,999,000	\$28,449,000				
OTA Share Pre-Imp 2027-30 Bridge replacement	Pre-Implementation	Preparation work for the 2027-30 NLTP bridge replacement programme	\$192,174	\$256,233	\$192,174	\$640,581	\$640,581	\$640,581				



# Significant activities - Southland

These activities were determined to be of high significance for Southland and therefore are required to be prioritised (ranked) for funding shown in Table 17. This ranking is used to influence what activities should be implemented with the funding available nationally.

Table 17: Southland region: Prioritised improvement activities

Southland Region: Prioritised Improvement Activities												
<b>Note:</b> Tables have been developed based on the information in Transport Investment Online (27 November 2023 Extract). These tables were updated in June 2024 following public consultation on the combined RLTP. The figures contained within this table represent a point in time and final figures for projects will potentially change. Long-term plan and annual plan processes will affect the values, as will the ongoing reviews of the activities proposed.												
RLTP Objectives												
6. <b>Road Safety:</b> Prioritise high risk areas to create a safe transport system free of death or serious injury.												
7. <b>Asset Condition:</b> Prioritise maintenance and renewals to ensure the road network is fit-for-purpose and resilient.												
8. <b>Connectivity and Choice:</b> Develop a range of travel choices that are used by communities and business to connect.												
9. <b>Environmental Sustainability:</b> Facilitate understanding and support responses that help meet environmental and emissions targets.												
10. <b>Future Focused:</b> Position the regions to ensure proactive responses to change and challenges.												
RLTP Priorities												
4. Optimise an efficient and accessible transport network through enhanced mode choice provision across the regions.												
5. Promote safety and wellbeing outcomes across the regional transport network.												
6. Enhance network maintenance and resilience to ensure community access and connectivity.												
RLTP 2021 Priorities												
1. Address network deficiencies.												
2. Target high risk areas.												
3. Invest to create genuine mode choice.												
Activity name	Phase	Description	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective	RLTP Priority	Regional priority
NZTA (Southland) State Highways												
SH94 Homer Tunnel Rockfall/Avalanche Protection	Pre-implementation	Interventions to improve safety and resilience at approaches and inside the tunnel; to address outstanding risks for the tunnel and approaches; safer and more resilience connection and lifeline infrastructure.	\$1,199,000			\$1,199,000	\$1,199,000	\$1,199,000		2	2021 Priority: 2	7
	Implementation			\$11,881,000	\$24,416,000	\$36,297,000	\$36,297,000	\$36,297,000				

SH94 Milford Road to Te Anau Downs	Implementation	Range of potential interventions incl pre-warning, operational/response, ITS, communication and engineering solutions; higher risk sites; more resilient corridor with less network closures or partial closures, improved safety.		\$11,881,000	\$12,208,000	\$24,089,000	\$24,089,000	\$24,089,000		2	2021 Priority: 2	1
	Pre-implementation		\$1,090,000			\$1,090,000	\$1,090,000	\$1,090,000				
	Property		\$530,000			\$530,000	\$530,000	\$530,000				
STLD Share of VFM safety improvement programme  ↓	Implementation	Road to Zero is Aotearoa New Zealand’s road safety strategy. Our target is to reduce deaths and serious injuries on our roads by 40% by 2030. This target is part of a wider aspiration where no one is killed or seriously injured in road crashes by 2050.	\$4,782,710	\$4,782,710	\$4,782,710	\$14,348,130	\$28,696,260	\$47,827,100		1	2	4
Speed Management - Southland		Note: These projects have been amalgamated into a new road safety improvement programme.										4
Small Projects - Southland e.g. SH1/93 intersection												2
SH1 Clinton to Mataura												3
SH6 Invercargill to Winton												4
Futures Activities - Southland												9
Crown Resilience Programme LCLR STLD (Under Review/External Funding)		Crown allocation for proactive resilience low cost low risk activities over four years. To be managed and prioritised to target resilience risk and minimise community disruption.	\$1,725,300	\$1,267,350		\$2,992,650	\$2,992,650	\$2,992,650		2	2021 Priority: 2	N/A
Southland Site 1 CVRSC	Implementation	Sites where officers can safely carry out commercial vehicle inspections, including vehicle weight and road user charges, logbook accuracy and driver impairment.	\$109,000	\$218,000	\$2,616,000	\$2,943,000	\$6,649,000	\$6,649,000		1	2	8
	Property		\$21,200	\$243,800		\$265,000	\$265,000	\$265,000				
STLD Share Pre-Imp 2027-30 Bridge replacement	Pre-Implementation	Preparation work for the 2027-30 NLTP bridge replacement programme	\$132,499	\$176,666	\$132,499	\$441,664	\$441,664	\$441,664				

# All activities - Otago

Figures have been compiled from Transport Investment Online and the activities grouped by activity class name. For more information on the activity classes, please refer to the Government Policy Statement on land transport 2021<sup>43</sup>. The figures in Table 18<sup>44</sup> represent a point in time and final figures for projects will potentially change.

**Table 18:** Otago region: All activities arranged by activity class name

Activity class name: External Funding									
Activity name	Phase	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective
<b>Dunedin City Council (DCC)</b>									
CERF-TC-Safer Streets	Implementation	\$3,000,000			\$3,000,000	\$3,000,000	\$3,000,000		1, 3, 4 & 5
<b>Otago Regional Council (ORC)</b>									
Low cost / low risk improvements 2024-27	External funding - CERF - Community connect	\$2,281,549	\$2,281,549	\$2,281,549	\$6,844,647	\$6,844,647	\$6,844,647		
	External funding - CERF - Improving Bus Driver Terms & Conditions	\$3,111,789	\$3,111,789		\$6,223,578	\$6,223,578	\$6,223,578		
<b>Waitaki District Council (WDC)</b>									
Low cost / low risk improvements 2024-27	External funding - CERF - Community connect	\$850,000	\$2,150,000		\$3,000,000	\$3,000,000	\$3,000,000		
Activity class name: Investment management (incl. Transport Planning)									
Activity name	Phase	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective
<b>Clutha District Council (CDC)</b>									
Activity Management Plan 2024-27	Improvement to existing AMP	\$60,000	\$78,000	\$66,000	\$204,000	\$204,000	\$204,000		
<b>Dunedin City Council (DCC)</b>									
Dunedin Integrated Transport Strategy PBC	Programme business case		\$250,000		\$250,000	\$250,000	\$250,000		
Dunedin Transport Models update			\$200,000	\$200,000	\$400,000	\$400,000	\$400,000		

<sup>43</sup> MoT, *Government Policy Statement on land Transport 2021*, (Wellington: MoT, 2020), accessed 26 June 2024, <https://www.transport.govt.nz/assets/Uploads/Paper/GPS2021.pdf>

<sup>44</sup> This table does not include funding approved. Compiled based on 27 November 2023 TIO extract. For QLDC and DCC figures have been updated in January 2024 based on figures provided external to TIO. These tables were updated in June 2024 following public consultation on the combined RLTP.

Mosgiel Transport Plan		\$300,000	\$500,000	\$200,000	\$1,000,000	\$1,100,000	\$1,100,000		
<b>NZTA (Otago)</b>									
Otago System Plan	Programme business case		\$218,000	\$436,000	\$654,000	\$654,000	\$654,000		
Otago Share Data Driven Structures Management	Implementation	\$133,817	\$210,303	\$38,243	\$382,363	\$382,363	\$382,363		
Otago Share Digital engineering/BIM	Detailed Business Case	\$96,087			\$166,551	\$166,551	\$166,551		2
	Implementation	\$286,126	\$286,126	\$286,126	\$858,378	\$1,812,843	\$1,812,843		
Otago Share Environmental PBC	Programme business case	\$660,668	\$673,133	\$685,598	\$2,019,399	\$2,019,399	\$2,019,399		
<b>Otago Regional Council (ORC)</b>									
Queenstown-Lakes Transport Model	Programme business case	\$24,199	\$304,233	\$30,757	\$359,189	\$359,189	\$359,189		
Regional Land Transport Planning Management 2024-27	Implementation	\$723,625	\$623,625	\$929,532	\$2,276,782	\$2,276,782	\$2,276,782		
<b>Queenstown-Lakes District Council (QLDC)</b>									
Activity Management Planning (Updated January 2024)	Implementation		\$319,784		\$319,784	\$660,806	\$1,023,656		1
			\$319,784		\$319,784	\$660,806	\$1,023,656		
		\$109,956	\$226,488	\$103,918	\$440,362	\$910,970	\$1,545,795		
		\$103,500			\$103,500	\$214,576	\$458,970		
		\$259,500	\$259,500		\$519,500	\$519,500	\$519,500		
Queenstown-Lakes Transport Model	Programme business case	\$93,150	\$1,132,440	\$108,685	\$1,334,275	\$1,675,194	\$2,163,983		
<b>Waitaki District Council (WDC)</b>									
Activity Management Plan 2024-27	Improvement to existing AMP		\$300,000		\$300,000	\$300,000	\$300,000		
<b>Activity class name: Local road improvements</b>									
Activity name	Phase	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective





Arthurs Point Bridge Pre implementation	Pre-implementation*		\$954,006	\$1,945,434	\$7,538,642	\$7,538,642	\$7,538,642		3
	Implementation					\$37,749,869	\$61,136,576		
Capell Avenue Road Formation	Implementation	\$906,558	\$2,466,921		\$3,373,479	\$3,373,479	\$3,373,479		3
	SSBC Lite	\$100,00			\$100,00	\$100,00	\$100,00		
Low cost / low risk improvements 2024-27	Local road improvements	\$8,214,233	\$7,137,880	\$4,811,083	\$20,163,196	\$20,163,196	\$20,163,196		
Shepherds Creek Hut Bridge Resilience	Implementation		\$170,551	\$2,005,607	\$2,005,607	\$2,005,607	\$2,005,607		2&4
	SSBC Lite		\$171,046		\$171,046	\$171,046	\$171,046		
Travel Demand Management	Implementation	\$1,558,750	\$1,566,487	\$271,713	\$3,396,950	\$4,249,247	\$5,471,219		3
Hawea Network Optimisation (TR)	Implementation						\$9,730,598		
Ladies Mile Network Optimisation (TR)	Implementation						\$9,730,598		
Southern Corridor Network Optimisation (TR)	Implementation						\$9,730,598		
Wanaka Additional Street Lighting (TR)	Implementation					\$1,811,476	\$5,023,850		
Wanaka Network Optimisation (TR)	Implementation					\$1,284,791	\$16,886,645		
Road 10 Formation	Implementation						\$3,667,072		
Balance of Arterial - Land Acquisition (TR)	Property						\$11,466,526		
PT Interchange - Land Acquisition (TR)	Property						\$12,745,150		
<b>Waitaki District Council (WDC)</b>									
Low cost / low risk improvements 2024-27 (Kakanui Bridge replacement)		\$3,000,000	\$3,000,000	\$3,000,000					
Low cost / low risk improvements 2024-27	Local road improvements	\$1,822,743	\$1,999,610	\$836,860	\$4,659,213	\$4,659,213	\$4,659,213		
Low cost / low risk improvements 2024-27 (Listed under the Road to Zero Activity Class Name)	Road to Zero	\$1,252,620	\$692,440	\$50,000	\$1,995,060	\$1,995,060	\$1,995,060		

<b>Activity class name: Local road maintenance</b>									
Activity name	Phase	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective
<b>Central Otago District Council (CODC)</b>									
Maintenance, Operations and Renewals Programme 2024-27	Local Roads	\$15,937,010	\$15,748,557	\$14,884,752	\$46,570,319	\$46,570,319	\$46,570,319		1, 2 & 5
<b>Clutha District Council (CDC)</b>									
Maintenance, Operations and Renewals Programme 2024-27	Local Roads	\$20,666,000	\$21,201,000	\$21,315,000	\$63,182,000	\$63,182,000	\$63,182,000		1 & 2
<b>DOC(Otago)</b>									
Maintenance, Operations and Renewals Programme 2024-27	Local Roads	\$199,009	\$169,148	\$171,992	\$540,149	\$540,149	\$540,149		2
<b>Dunedin City Council (DCC)</b>									
Maintenance, Operations and Renewals Programme 2024-27	Local Roads	\$52,661,932	\$52,661,962	\$52,661,962	\$157,985,856	\$157,985,856	\$157,985,856		2, 3 & 4
<b>Queenstown-Lakes District Council (QLDC)</b>									
Maintenance, Operations and Renewals Programme 2024-27 (Figures have been updated in January 2024)	Local Roads	\$21,907,528	\$22,674,413	\$24,876,216	\$69,458,157	\$69,458,157	\$69,458,157		1 & 2
<b>Waitaki District Council (WDC)</b>									
Maintenance, Operations and Renewals Programme 2024-27	Local Roads	\$20,288,902	\$20,841,513	\$17,487,942	\$58,618,357	\$58,618,357	\$58,618,357		1, 2, 3 & 4
<b>Activity class name: Public transport services</b>									
Activity name	Phase	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective
<b>Otago Regional Council (ORC)</b>									
Dunedin PT Improvements	Implementation	\$1,710,000	\$9,810,000	\$18,570,000	\$30,090,000	\$95,650,000	\$193,910,000		3
Queenstown PT Improvements	Implementation			\$5,275,899	\$5,275,899	\$20,903,596	\$41,507,192		3
Regional Consortium Interim Ticketing	Implementation	\$133,650	\$133,650	\$66,825	\$334,125	\$334,125	\$334,125		3
		\$500,000	\$500,000	\$250,000	\$1,250,000	\$1,250,000	\$1,250,000		
Low cost / low risk improvements 2024-27	Public transport services	\$650,000	\$1,729,000	\$2,233,000	\$4,612,000	\$4,612,000	\$4,612,000		
Public Transport Programme 2024-27	Operations	\$25,749,512	\$27,372,445	\$34,314,811	\$87,436,768	\$87,436,768	\$87,436,768		3

		\$493,087	\$426,303	\$461,451	\$1,380,841	\$1,380,841	\$1,380,841		
		\$1,788,147	\$2,006,793	\$2,253,831	\$6,048,771	\$6,048,771	\$6,048,771		
		\$42,436	\$43,709	\$45,020	\$131,165	\$131,165	\$131,165		
		\$212,180	\$229,473	\$248,175	\$689,828	\$689,828	\$689,828		
		\$134,713	\$131,255	\$127,319	\$393,287	\$393,287	\$393,287		
		\$446,160	\$449,276	\$301,301	\$1,196,737	\$1,196,737	\$1,196,737		
Activity class name: Public transport infrastructure									
Activity name	Phase	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective
Dunedin City Council (DCC)									
Bus infrastructure improvements	Implementation					\$23,000,000	\$23,000,000		3
	Single-Stage Business Case		\$300,000	\$300,000	\$600,000	\$600,000	\$600,000		
Rail and freight improvements	Single-Stage Business Case		\$100,000		\$100,000	\$100,000	\$100,000		1 & 3
	Implementation			\$500,000	\$500,000	\$7,500,000	\$7,500,000		
	Single-Stage Business Case	\$50,000	\$100,000	\$100,000	\$250,000	\$250,000	\$250,000		
SFDT - Park and Ride Facilities - Mosgiel and Burnside	Single-Stage Business Case					\$50,000	\$50,000		1, 3 & 4
	Implementation					\$3,329,839	\$3,329,839		
NZTA (Otago)									
Low cost / low risk improvements 2024-27	Public transport infrastructure	\$650,000	\$650,000	\$650,000	\$1,950,000	\$1,950,000	\$1,950,000		3
SH6/6A Queenstown Offline High Capacity PT IMP	This activity has been removed from the State Highway Investment Proposal 2024-34 due to other priorities set out in the GPS and the likelihood of obtaining funding in the next three years. However, in the prioritisation process, this project ranked #2 due to its perceived importance. Due to geographical limitations, capacity constraints, and increasing pressure from population growth and visitor numbers, the current transportation system on State Highway 6/6A in Queenstown will become more congested. Offline high-capacity transport options require investigation, as the current transport options will not be sufficient long-term. The Regional Transport Committees are disappointed that this project has been removed and would like to see this type of project undertaken in the near future.								3



Activity name	Phase	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective
<b>NZTA (Otago)</b>									
Low cost / low risk improvements 2024-27	State highway improvements	\$3,310,000	\$3,310,000	\$3,310,000	\$9,930,000	\$9,930,000	\$9,930,000		
Stanley St Corridor Improvements	Pre-implementation*					\$1,308,000	\$1,308,000		
	Implementation						\$35,098,000		
	Property					\$2,120,000	\$2,120,000		
SH1 Dunedin City and Hospital	Pre-implementation*		\$1,853,000		\$1,853,000	\$1,853,000	\$1,853,000		<b>3</b>
	Implementation			\$18,312,000	\$18,312,000	\$37,060,000	\$37,060,000		
SH1 Katiki resilience (rock armouring)	Pre-implementation*	\$218,000			\$218,000	\$218,000	\$218,000		<b>2</b>
	Implementation		\$3,597,000		\$3,597,000	\$3,597,000	\$3,597,000		
SH1 Lake Waiholo CVRSC	Implementation	\$109,000	\$327,000	\$2,616,000	\$3,052,000	\$7,412,000	\$7,412,000		<b>1</b>
	Property	\$21,200	\$243,800		\$265,000	\$265,000	\$265,000		
SH6 Albert Town Bridge Improvement	Single-Stage Business Case		\$436,000		\$436,000	\$436,000	\$436,000		<b>3</b>
	Pre-implementation*					\$3,706,000	\$3,706,000		
	Property					\$4,240,000	\$4,240,000		
	Implementation					\$19,838,000	\$40,221,000		
SH6 Cromwell to Frankton Resilience	Pre-implementation*		\$1,090,000		\$1,090,000	\$1,090,000	\$1,090,000		<b>2</b>
	Property		\$530,000		\$530,000	\$530,000	\$530,000		
	Implementation			\$6,104,000	\$6,213,000	\$12,317,000	\$12,317,000		
SH6 Frankton to Kingston Resilience	Pre-implementation*	\$1,090,000			\$1,090,000	\$1,090,000	\$1,090,000		<b>2</b>
	Property	\$530,000			\$530,000	\$530,000	\$530,000		
	Implementation		\$3,706,000	\$3,706,000	\$7,412,000	\$7,412,000	\$7,412,000		



SH6 OTA Haast to Hawea RESIL IMPR	Pre-implementation*		\$599,500		\$599,500	\$599,500	\$599,500		2
	Implementation			\$9,156,000	\$9,156,000	\$18,039,500	\$18,039,500		
	Property			\$636,000	\$636,000	\$636,000	\$636,000		
SH88 Dunedin City and Hospital	Pre-implementation*	\$545,000			\$545,000	\$545,000	\$545,000		3
	Implementation		\$11,881,000		\$11,881,000	\$11,881,000	\$11,881,000		
OTA Share VFM safety improvement programme	Implementation	\$6,221,264	\$6,221,264	\$6,221,264	\$18,663,793	\$37,327,586	\$62,212,644		1
SH1 and SH87 Mosgiel optimization improvements	Single-Stage Business Case			\$1,090,000	\$1,090,000	\$1,090,000	\$1,090,000		
	Pre-Implementation					\$981,000	\$981,000		
	Property					\$2,120,000	\$2,120,000		
	Implementation					\$13,080,000	\$13,080,000		
SH6 Frankton Flats network improvements	Property		\$5,300,000	\$5,300,000	\$10,600,000	\$10,600,000	\$10,600,000		
	Implementation			\$32,700,000	\$32,700,000	\$98,100,000	\$98,100,000		
Otago State Highway bridge upgrades	Single-Stage Business Case		\$545,000	\$218,000	\$763,000	\$763,000	\$763,000		
	Pre-Implementation					\$2,725,000	\$2,725,000		
	Property					\$636,000	\$636,000		
	Implementation					\$22,999,000	\$28,449,000		
OTA Share Pre-Imp 2027-30 Bridge replacement	Pre-Implementation	\$192,174	\$256,233	\$192,174	\$640,581	\$640,581	\$640,581		

Activity class name: State highway maintenance									
Activity name	Phase	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective
NZTA (Otago)									
Maintenance, Operations and Renewals Programme 2024-27	State Highways	\$73,911,619	\$76,061,438	\$77,726,867	\$227,699,924	\$227,699,924	\$227,699,924		
Activity class name: Walking and cycling improvements									
Activity name	Phase	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective
Central Otago District Council (CODC)									
Low cost / low risk improvements 2024-27	Walking and cycling improvements	\$2,300,000	\$1,400,000	\$985,000	\$4,685,000	\$4,685,000	\$4,685,000		
Clutha District Council (CDC)									
Low cost / low risk improvements 2024-27	Walking and cycling improvements	\$100,000	\$200,000	\$799,000	\$1,099,000	\$1,099,000	\$1,099,000		
Dunedin City Council (DCC)									
City to harbour cycle/pedestrian connection	Implementation	\$750,000	\$700,000	\$9,600,000	\$11,050,000	\$13,550,000	\$13,550,000		1 & 3
Dunedin Urban Cycleways	Implementation	\$3,430,000	\$2,588,000	\$1,000,000	\$7,018,000	\$7,018,000	\$7,018,000		1, 3 & 4
	Implementation - Tunnels Trail (updated January 2024)	\$2,000,000	\$3,500,000	\$4,750,000	\$10,250,000	\$22,145,000	\$22,645,000		
	Implementation					\$11,500,000	\$11,500,000		
Low cost / low risk improvements 2024-27	Walking and cycling improvements	\$1,380,000	\$1,845,000	\$1,280,000	\$4,505,000	\$4,505,000	\$4,505,000		
SFDT - Central Cycle and Pedestrian improvements	Implementation					\$1,773,000	\$1,773,000		1 & 3
	Single-Stage Business Case					\$200,000	\$200,000		
	Single-Stage Business Case		\$150,000		\$150,000	\$150,000	\$150,000		
	Implementation			\$1,450,000	\$1,450,000	\$1,450,000	\$1,450,000		

	Implementation	\$75,000			\$75,000	\$75,000	\$75,000		
Shore St/Teviot St safety improvements	Single-Stage Business Case	\$200,000			\$200,000	\$200,000	\$200,000		1, 3 & 4
	Implementation		\$1,500,000	\$1,200,000	\$2,700,000	\$2,700,000	\$2,700,000		
Strategic Walking and Cycling network upgrades	Single-Stage Business Case		\$800,000	\$800,000	\$1,600,000	\$3,000,000	\$3,000,000		1 & 3
	Implementation			\$5,000,000	\$5,000,000	\$20,000,000	\$20,000,000		
	Implementation			\$10,000,000	\$10,000,000	\$40,000,000	\$71,530,000		
VKT reduction plan programme	Implementation	\$200,000	\$2,500,000	\$2,500,000	\$5,200,000	\$5,200,000	\$5,200,000		3 & 4
<b>NZTA (Otago)</b>									
Low cost / low risk improvements 2024-27	Walking and cycling improvements	\$416,667	\$416,667	\$416,667	\$1,250,001	\$1,250,001	\$1,250,001		
<b>Queenstown-Lakes District Council (QLDC)</b>									
Updated in January 2024 by QLDC									
Low cost / low risk improvements 2024-27	Walking and cycling improvements		\$34,817	\$3,575,969	\$3,610,786	\$7,360,891	\$12,737,571		
Fernhill to CBD Active Travel / B2 West (TR)	Implementation					\$2,018,144	\$2,018,144		
LHE to Frankton Active Travel / A8 (TR)	Implementation						\$7,898,152		
LHE to Shotover Bridge Active Travel / C7 (TR)	Implementation					\$2,954,609	\$3,616,876		
Park Street Active Travel / B3 Lakeside (TR)	Implementation						\$4,754,666		
<b>Waitaki District Council (WDC)</b>									
Low cost / low risk improvements 2024-27	Walking and cycling improvements	\$584,125	\$831,900	\$1,004,750	\$2,420,775	\$2,420,775	\$2,420,775		

# Committed activities - Otago

These are known as ‘Committed’ activities, as their funding has already been approved, they are now moving through the necessary phases. See Table 19.

**Table 19:** Otago region committed activities

Otago Region: Committed Activities				
Approved organisation	Activity	Phase	Total Cost 24-27	Status
Dunedin City Council	SFDT - Park and Ride Facilities - Mosgiel and Burnside	Implementation	\$6,488,000	Funding Approved
	Crown Resilience Programme LCLR OTA	Implementation	\$1,352,550	
NZTA (Otago)	Dunedin City and Hospital	Detailed Business Case	\$1,199,000	
	NZUP Queenstown Package	Implementation	\$25,305,382	
	NZUP Queenstown Package	Implementation	\$3,952,000	
	SH1 Oamaru to Dunedin - (Hampden to Palmerston)	Pre-implementation*	\$1,843,328	
	SH6 Cromwell to Frankton Resilience	Single-Stage Business Case	\$1,026,780	
	SH6 Frankton to Kingston Resilience	Single-Stage Business Case	\$35,534	
	SH6 OTA Haast to Hawea RESIL IMPR	Single-Stage Business Case	\$512,845	
	Wakatipu Walking/Cycling Network Improvements	Implementation	\$3,335,945	
Otago Regional Council	CERF-Bus Driver Ts & Cs	Implementation	\$6,223,578	
	Otago Regional Public Transport Plan 2015/18 Wakatipu review	Programme business case	\$182,871	
	Regional Consortium Interim Ticketing Solution	Implementation	\$452,257	
	Regional Consortium Interim Ticketing Solution	Implementation	\$57,714	

# All activities - Southland

Figures have been compiled from Transport Investment Online and the activities grouped by activity class name. For more information on the activity classes, please refer to the Government Policy Statement on land transport 2021. The figures in Table 20<sup>45</sup> represent a point in time and final figures for projects will potentially change.

**Table 20:** Southland region: All activities arranged by activity class name

Activity class name: External Funding									
Activity name	Phase	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective
NZTA (Southland)									
Crown Resilience Programme LCLR STLD (Under Review. See Committed Activities table)	Implementation	\$1,725,300	\$1,267,350		\$2,992,650	\$2,992,650	\$2,992,650		1
Activity class name: Investment management (incl. Transport Planning)									
Activity name	Phase	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective
Environment Southland									
Regional Land Transport Planning Management 2024-27	Implementation	\$413,613	\$497,127	\$512,838	\$1,423,578	\$1,423,578	\$1,423,578		
Transport Mode Choice Options Southland	Programme business case		\$50,000	\$100,000	\$150,000	\$150,000	\$150,000		
NZTA (Southland)									
Southland System Plan	Programme business case	\$218,000	\$436,000		\$654,000	\$654,000	\$654,000		
Southland Share Data Driven Structures Management	Implementation	\$92,264	\$144,998	\$26,367	\$263,629	\$263,629	\$263,629		
Southland Share Digital engineering/BIM	Detailed Business Case	\$66,250			\$114,833	\$114,833	114,833		2
	Implementation	\$197,277	\$197,277	\$197,277	\$591,831	\$1,249,911	\$1,249,911		

<sup>45</sup> This table does not include funding approved. Compiled based on 27 November 2023 TIO extract. These tables were updated in June 2024 following public consultation on the combined RLTP.



Southland Share Environmental PBC	Programme business case	\$391,563	\$398,951	\$406,339	\$1,196,853	\$1,196,853	\$1,196,853		
<b>Activity class name: Local road improvements</b>									
Activity name	Phase	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective
<b>Gore District Council (GDC)</b>									
Low cost / low risk improvements 2024-27	Local road improvements	\$210,000	\$540,000	\$520,000	\$1,270,000	\$1,270,000	\$1,270,000		
<b>Invercargill City Council (ICC)</b>									
Low cost / low risk improvements 2024-27	Local road improvements	\$3,150,000	\$4,440,000	\$2,115,000	\$9,705,000	\$9,705,000	\$9,705,000		
<b>Southland District Council (SDC)</b>									
Low cost / low risk improvements 2024-27	Local road improvements		\$2,134,869	\$1,561,950	\$3,696,819	\$3,696,819	\$3,696,819		
<b>Activity class name: Local road maintenance</b>									
Activity name	Phase	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective
<b>DOC (Southland)</b>									
Maintenance, Operations and Renewals Programme 2024-27	Local Roads	\$1,048,674	\$711,002	\$108,212	\$1,867,888	\$1,867,888	\$1,867,888		2
<b>Environment Southland</b>									
Maintenance, Operations and Renewals Programme 2024-27	Local Roads	\$73,160	\$76,415	\$79,833	\$229,408	\$229,408	\$229,408		2
<b>Gore District Council (GDC)</b>									
Maintenance, Operations and Renewals Programme 2024-27	Local Roads	\$6,856,000	\$7,159,000	\$7,751,500	\$21,766,500	\$21,766,500	\$21,766,500		1, 2, 3, 4, & 5
<b>Invercargill City Council (ICC)</b>									
Maintenance, Operations and Renewals Programme 2024-27	Local Roads	\$20,903,198	\$17,716,000	\$23,416,680	\$62,035,878	\$62,035,878	\$62,035,878		1 & 2
<b>Southland District Council (SDC)</b>									
Maintenance, Operations and Renewals Programme 2024-27	Local Roads	\$55,776,564	\$57,657,733	\$57,602,087	\$171,036,384	\$171,036,384	\$171,036,384		1, 2, 4 & 5

## Activity class name: Public transport infrastructure

Activity name	Phase	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective
Invercargill City Council (ICC)									
Public Transport Programme 2024-27	Operations	\$59,894	\$61,990	\$64,160	\$186,044	\$186,044	\$186,044		3
		\$41,600	\$43,056	\$44,563	\$129,219	\$129,219	\$129,219		
NZTA (Southland)									
Low cost / low risk improvements 2024-27	Public transport infrastructure	\$220,000	\$220,000	\$220,000	\$660,000	\$660,000	\$660,000		

## Activity class name: Public transport services

Activity name	Phase	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective
<b>Invercargill City Council (ICC)</b>									
Low cost / low risk improvements 2024-27	Public transport services	\$500,000	\$1,000,000	\$1,000,000	\$2,500,000	\$2,500,000	\$2,500,000		3
Public Transport Programme 2024-27	Operations	\$2,019,800	\$2,802,900	\$3,227,417	\$8,050,117	\$8,050,117	\$8,050,117		3
		\$971,500	\$1,005,500	\$1,040,750	\$3,017,750	\$3,017,750	\$3,017,750		
		\$36,400	\$37,674	\$38,993	\$113,067	\$113,067	\$113,067		
		\$193,846	\$200,630	\$207,652	\$602,128	\$602,128	\$602,128		
		\$59,800	\$88,803	\$91,911	\$240,514	\$240,514	\$240,514		
		\$260,420	\$258,771	\$267,828	\$787,019	\$787,019	\$787,019		

## Activity class name: Road to Zero

Activity name	Phase	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective
<b>NZTA (Southland)</b>									
Road Safety Promotion (State Highway Billboards)	Implementation	\$22,667	\$22,667	\$22,667	\$68,001				
<b>Gore District Council (GDC)</b>									
Road Safety Promotion 2024-27 (Under Review)	Implementation	\$110,500	\$114,750	\$118,660	\$343,910	\$343,910	\$343,910		
<b>Invercargill City Council (ICC)</b>									
Road Safety Promotion 2024-27	Implementation	\$345,000	\$360,000	\$373,500	\$1,078,500	\$1,078,500	\$1,078,500		
<b>Southland District Council (SDC)</b>									
Road Safety Promotion 2024-27	Implementation	\$227,700	\$237,600	\$246,510	\$711,810	\$711,810	\$711,810		

Activity class name: State highway improvements									
Activity name	Phase	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective
NZTA (Southland)									
Low cost / low risk improvements 2024-27	State highway improvements	\$2,720,000	\$2,720,000	\$2,720,000	\$8,160,000	\$8,160,000	\$8,160,000		
SH94 Homer Tunnel Rockfall/Avalanche Protection	Pre-implementation*	\$1,199,000			\$1,199,000	\$1,199,000	\$1,199,000		2
	Implementation		\$11,881,000	\$24,416,000	\$36,297,000	\$36,297,000	\$36,297,000		
SH94 Milford Road to Te Anau Downs	Implementation		\$11,881,000	\$12,208,000	\$24,089,000	\$24,089,000	\$24,089,000		2
	Pre-implementation*	\$1,090,000			\$1,090,000	\$1,090,000	\$1,090,000		
	Property	\$530,000			\$530,000	\$530,000	\$530,000		
STLD Share of VFM safety improvement programme	Implementation	\$4,782,710	\$4,782,710	\$4,782,710	\$14,348,130	\$28,696,260	\$47,827,100		1
Southland Site 1 CVRSC	Implementation	\$109,000	\$218,000	\$2,616,000	\$2,943,000	\$6,649,000	\$6,649,000		1
	Property	\$21,200	\$243,800		\$265,000	\$265,000	\$265,000		
STLD Share Pre-Imp 2027-30 Bridge replacement	Pre-Implementation	\$132,499	\$176,666	\$132,499	\$441,664	\$441,664	\$441,664		
Activity class name: State highway maintenance									
Activity name	Phase	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective
NZTA (Southland)									
Maintenance, Operations and Renewals Programme 2024-27	State Highways	\$49,516,012	\$51,265,010	\$51,832,460	\$152,613,482	\$152,613,482	\$152,613,482		1, 2 & 5
Activity class name: Walking and cycling improvements									
Activity name	Phase	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost 24-27	Total Cost 2024-30 RLTP	Total Cost 10 years	Source	RLTP Objective
Invercargill City Council (ICC)									
Low cost / low risk improvements 2024-27	Walking and cycling improvements	\$50,000	\$200,000	\$200,000	\$450,000	\$450,000	\$450,000		
NZTA (Southland)									
Low cost / low risk improvements 2024-27	Walking and cycling improvements	\$141,667	\$141,667	\$141,667	\$425,001	\$425,001	\$425,001		

# Committed activities - Southland

These are known as ‘Committed’ activities, as their funding has already been approved, they are now moving through the necessary phases. See Table 21.

**Table 21:** Southland region committed activities

Southland Region: Committed Activities				
Approved organisation	Activity	Phase	Total Cost 24-27	Status
Invercargill City Council	Regional Consortium Interim Ticketing Solution	Implementation	\$54,271	Funding Approved
		Implementation	\$13,744	
NZTA (Southland)	CIP SH94 Homer Tunnel	Pre-implementation*	\$155,880	
		Implementation	\$4,777,686	
		Property	\$27,945	
		Single-Stage Business Case	\$689,316	
	SH94 Milford Road to Te Anau Downs			
	Crown Resilience Programme LCLR STLD	Implementation	\$2,992,650	Under Review

# Summary tables - Otago and Southland

Figures have been compiled from Transport Investment Online (27 November 2023 Extract) and are grouped by activity class. The figures represent a point in time, and the final figures will likely have changed. The tables only include the total costs for the 2021-2023 and 2024-2027 periods. See Tables 22 and 23<sup>46</sup>.

<sup>46</sup> Tables do not include activities that are under review or are listed under funding approved. Given the changes that have occurred since the development of these tables, they will no longer align with the preceding tables and the figures in TIO.

**Table 22:** Otago region summary

Otago Region: Estimated cost of activities proposed for funding in the Otago Region										
Activity Class Name	CODC	CDC	DOC	DCC	Waka Kotahi	ORC	QLDC	WDC	Total Otago Region 2021-24 RLTP	Total Otago Region 2024-27 RLTP
<b>Investment Management 24-27</b>		\$204,000		\$1,650,000	\$3,768,793	\$2,635,971	\$2,649,077	\$300,000		<b>\$11,207,841</b>
Investment Management 21-24		\$236,800		\$14,498,621		\$2,006,343	\$1,560,000	\$378,949	<b>\$18,680,713</b>	
<b>Road Safety Promotion 24-27 (Activity Class - Road to Zero)</b>	\$184,518	\$324,000		\$2,519,004			\$757,546	\$712,903		<b>\$4,497,971</b>
Road to Zero - Includes Road Safety	\$2,374,142	\$324,000		\$18,540,960	\$56,794,563		\$22,900,500	\$8,036,453	<b>\$108,970,618</b>	
<b>Walking &amp; Cycling Improvements 24-27</b>	\$4,685,000	\$1,099,000		\$71,154,000	\$2,499,999		\$3,205,358	\$2,420,775		<b>\$85,064,132</b>
Walking & Cycling	\$1,760,000			\$8,405,000	\$18,264,686		\$25,050,000	\$1,500,000	<b>\$54,979,686</b>	
<b>Public Transport Services 24 - 27</b>						\$138,839,421				<b>\$138,839,421</b>
Public Transport Services						\$73,560,208			<b>\$73,560,208</b>	
<b>Public Transport Infrastructure 24-27</b>				\$1,450,000	\$4,239,000	\$59,095,194				<b>\$64,784,194</b>
Public Transport Infrastructure					\$7,616,061	\$3,542,475	\$5,440,000		<b>\$16,598,536</b>	
<b>Local road maintenance 24-27</b>	\$46,570,319	\$63,182,000	\$540,149	\$157,985,856			\$68,756,198	\$58,618,357		<b>\$395,652,879</b>
Local road maintenance	\$31,470,487	\$49,128,400	\$254,808	\$109,218,621			\$57,014,136	\$38,190,245	<b>\$285,276,697</b>	
<b>Local road improvements 24-27</b>	\$5,253,000	\$1,693,000		\$54,707,990			\$32,268,061	\$6,654,273		<b>\$100,576,324</b>
Local road improvements	\$2,325,000	\$2,539,600	\$100,000	\$26,228,000		\$612,000	\$21,241,698	\$200,000	<b>\$53,246,298</b>	
<b>State Highways Maintenance 24-27</b>					\$227,699,924					<b>\$227,699,924</b>
State Highways Maintenance					\$182,492,815				<b>\$182,492,815</b>	
<b>State Highway Improvements 24-27</b>					\$156,414,592					<b>\$156,414,592</b>
State Highway Improvements					\$28,127,514				<b>\$28,127,514</b>	
<b>External Funding 24-27</b>				\$3,000,000		\$13,068,225		\$3,000,000		<b>\$19,068,225</b>
External Funding										
<b>Total 24-27</b>	<b>\$56,692,837</b>	<b>\$66,502,000</b>	<b>\$540,149</b>	<b>\$292,466,850</b>	<b>\$394,622,308</b>	<b>\$213,638,811</b>	<b>107,636,240</b>	<b>\$71,706,308</b>		<b>\$1,203,805,503</b>
<b>Total 21-24</b>	<b>\$37,929,629</b>	<b>\$52,228,800</b>	<b>\$354,808</b>	<b>\$176,891,202</b>	<b>\$293,295,639</b>	<b>\$79,721,026</b>	<b>\$133,206,334</b>	<b>\$48,305,647</b>	<b>\$821,933,085</b>	



**Table 23:** Southland region summary

Southland Region: Estimated cost of activities proposed for funding from the NLTF in the Southland Region									
Activity Class Name	DOC	ES	GDC	ICC	SDC	Waka Kotahi	Total Southland Region 2021-24 RLTP	Total Southland Region 2024-27 RLTP	
Investment Management 24-27		\$1,573,578				\$2,606,100		\$4,179,678	
Investment Management 21-24		\$1,354,374	\$1,515,972				\$2,870,346		
Road Safety Promotion 24-27 (Activity Class – Road to Zero)			\$343,910	\$1,078,500	\$711,810			\$2,134,220	
Road to Zero – Includes Road Safety			\$462,821	\$4,102,157	\$1,459,939	\$13,104,494	\$19,129,411		
Walking & Cycling Improvements 24-27				\$450,000		\$849,999		\$1,299,999	
Walking & Cycling			\$1,349,092			\$1,745,001	\$3,094,093		
Public Transport Services 24 - 27				\$15,310,595				\$15,310,595	
Public Transport Services				\$6,492,235			\$6,492,235		
Public Transport Infrastructure 24-27				\$315,263		\$660,000		\$975,263	
Public Transport Infrastructure				\$447,890			\$447,890		
Local road maintenance 24-27	\$1,867,888	\$229,408	\$21,766,500	\$62,035,878	\$171,036,384			\$256,936,058	
Local road maintenance	\$1,616,535	\$195,970	\$5,321,671	\$43,574,377	\$100,225,145		\$150,933,698		
Local road improvements 24-27			\$1,270,000	\$9,705,000	\$3,696,819			\$14,671,819	
Local road improvements	\$100,000		\$8,009,387	\$5,026,256	\$3,092,930		\$16,228,573		
State Highways Maintenance 24-27						\$152,613,482		\$152,613,482	
State Highways Maintenance						\$125,009,969	\$125,009,969		
State Highway Improvements 24-27						\$117,189,317		\$117,189,317	
State Highway Improvements						\$3,560,400	\$3,560,400		
External Funding 24-27									
External Funding									
Rail Network 24-27									
Rail Network			\$555,182				\$555,182		
Total 24-27	\$1,867,888	\$1,802,986	\$23,380,410	\$88,895,236	\$175,445,013	\$273,918,898		\$565,310,431	
Total 21-24	\$1,716,535	\$1,550,344	\$17,214,125	\$59,642,915	\$104,778,014	\$143,419,864	\$328,321,797		

# Climate assessment of transport investment

The Climate Assessment of Transport Investment (CATI) model was created by Waka Kotahi to evaluate the possible effects of land transport investment initiatives on carbon emissions. CATI is a high-level tool, and the results are qualitative evaluations and do not offer numerical estimates of reduced emissions.

Each investment is assigned a rating from minus three (-3) (high potential emissions impact) through to plus three (+3) (low potential emissions impact). The investment portfolio can then be evaluated to determine the expected overall impact on greenhouse gas emissions. For more information on CATI please go to Waka Kotahi's website.

Both Otago's and Southland's programmes have been evaluated using CATI with the overall climate impact rating being approximately **+ 0.56 and - 0.92** respectively when total costs for investments are used (Total Cost for 10 years).

For Otago the rating reflects the programme's focus on public transport whereas for Southland

the rating reflects the programme's focus on maintenance, operations and renewals as well as a few large improvement projects. Table 24 shows how the funding is split across different climate impact ratings.

When the total costs for the 2024-27 NLTP are used for Otago and Southland the overall climate impact ratings are **+ 0.02 and - 0.89** respectively.

This comparison shows how the different investment costs at different time periods affect the overall climate impact rating.

**Table 24:** Climate impact ratings for funding split Otago and Southland

Climate Impact Rating Legend	-3	-3	-1	1	2	3
Total funding split: Otago	0%	4%	28%	48%	14%	6%
Total funding split: Southland	0%	12%	79%	8%	1%	0%

## Key outcomes from road network activity management plans

Activity Management Plans (AMPs) are prepared by road controlling authorities (RCAs), with the state highway sector preparing a State Highway Asset Management Plan to provide details of their networks, levels of service, proposed maintenance and renewal programmes, and any new improvements proposed.

Each RCA seeking funding from the NLTF for maintenance, renewal, or improvement projects on their networks has the opportunity to provide key outtakes from the AMPs they have prepared to support the funding requests included in this RLTP.

the key focus for their funding applications. This provides the opportunity to directly contribute to RLTP content as well as greater ownership of their funding application. The format of each input varies depending on the source.

The information contained in Appendix 7 has been provided directly by the RCAs as a summary of

# Monitoring, reviews and variations

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**Table 25:** Primary indicators for monitoring this RLTP

Inclusive access	
Indicator	Data Sources
The number of people boarding buses	Ministry of Transport: Public transport Waka Kotahi: Funding and transport – dashboard and open data Local government data
Percentage of the people who utilise public or active transport for work or education.	Census (Statistics New Zealand)
Healthy and safe people	
Number of deaths and serious injuries (DSI)	Transport Insights - Te Ringa Maimoa: ONF Transport Outcomes
Number of pedestrians and cyclists fatally and seriously injured	Waka Kotahi: Communities at risk register Ministry of Transport: Safety - Road deaths
Resilience and security	
Unplanned road closures	Transport Insights - Te Ringa Maimoa: ONF Transport Outcomes
Economic prosperity	
Transport, postal and warehousing's contribution to GDP	Statistics New Zealand: Regional gross domestic product Ministry of Transport: Transport Indicators: Economic Prosperity
Freight moved by rail	Ministry of Transport: Freight and Logistics
High-productivity motor vehicles (HPMVs) including 50MAX	Waka Kotahi (list of routes/bridges): Map of 50MAX routes
Environmental sustainability	
Transport-generated carbon dioxide emissions	Transport Insights - Te Ringa Maimoa: Regional Reporting Statistics New Zealand Climate Assessment of Transport Investment (CATI). CATI will be utilised to understand the influences that activities within this combined RLTP have on emissions.
Vehicle kilometres travelled by region	Waka Kotahi: Funding and transport - dashboard and open data Ministry of Transport: Fleet Statistics
The number of vehicles that are electric, hybrid, petrol, and diesel	Ministry of Transport: Fleet Statistics
<b>Note:</b> The monitoring framework uses relevant indicators to provide the necessary information to track progress. Data sources will continue to be reviewed and added to this framework as appropriate.	

# Monitoring the RLTP

This section outlines the set of indicators that will be used to track the progress of this RLTP in accordance with Section 16(6)(e) of the Land Transport Management Act 2003.

The monitoring framework is based on the Ministry of Transport's Outcomes Framework:

- Inclusive access
- Healthy and safe people
- Environmental sustainability
- Resilience and security
- Economic prosperity

Please see Waka Kotahi's website and the Ministry of Transport's website for more information on the Ministry of Transport's Outcomes Framework. Table 25 contains the primary indicators by which this RLTP will be monitored.

## Reviewing the RLTP

Under the LTMA, RLTPs must be issued every six years and reviewed every three years. This RLTP is now in the second half (2024-2027) of its six-year duration (2021-2027). In accordance with the LTMA, the RLTP review must commence no later than six months immediately before the expiration of the third year.

## Variations to the RLTP

The RLTP will remain in force until 30 June 2027, unless a variation is required under Section (s)18D of the LTMA. Due to their complexities, the activities and projects covered in an RLTP's programme evolve even after the RLTP is published. Programme tables are essentially a snapshot in time, given that projects may change, be abandoned, or be added during the duration of the RLTP.

Approved organisations, or Waka Kotahi, can request that the RTCs prepare a variation. The RTCs can also prepare variations on their own initiative.

The RTCs will consider requests for variations and forwards the amended RLTP to the relevant regional council for consideration.

## Significant Variations to the RLTP

The majority of changes to the activities in a submitted RLTP will be minor, resulting in simple changes inside Waka Kotahi's TIO system. However, some may be significant and necessitate a formal variation to the RLTP. Additionally, some changes may be so significant that they require consultation.

Under s106(2)b of the LTMA, each RTC must establish a policy that specifies what will be 'significant' in relation to RLTP variations made under s18D. When variations are deemed significant, the RTCs must consult on the variation before adopting it and forwarding it to the relevant regional council and ultimately to Waka Kotahi. Consultation is only required for variations that are considered 'significant' under this policy.

### A proposed change to the RLTP raises two core questions for the RTC:

1. Does the proposed change require a formal variation to the Plan?
2. Is the variation to the Plan 'significant' enough to require public consultation?

If a variation is necessary and is seen to be of significance, then consultation must be considered (s18 of the LTMA). The relative costs and benefits of consultation are important.

A two-step process for the application of the significance policy is applied in relation to RLTP variations as outlined below. Table 26 provides definitions of 'significant' for the purpose of s16 and s106 of the LTMA.

**Table 26:** Definitions of significant

Significant Activities		
Section 16 (3)(d)	Significant activities to be presented in order of priority	<p>All new improvement activities in the region where funding from the National Land Transport Fund is required within the first three years of the Regional Land Transport Plan <b>other than</b>:</p> <ul style="list-style-type: none"> <li>• maintenance, operations and renewal programmes;</li> <li>• public transport programmes (existing services);</li> <li>• low cost/low risk programmes;</li> <li>• road safety promotion programmes;</li> <li>• investment management activities, including transport planning and modelling; and</li> <li>• business cases that are not part of a package.</li> </ul>
Significant inter-regional activities		
Section 16 (2)(d)	Activities that have inter-regional significance	<p>Any significant activity (see above):</p> <ul style="list-style-type: none"> <li>• that has implications for connectivity with other regions; and /or</li> <li>• for which cooperation with other regions is required; or</li> <li>• any nationally significant activity identified in the Government Policy Statement on land transport.</li> </ul> <p><i>Note:</i> Regions should connect with their neighbours to identify activities or programmes that connect to and/or depend on each other to be successful. This can also inform the prioritisation process. For example, a region may wish to adjust the priority of an activity to the same level as that of a connecting activity in a neighbouring region to maximise them being considered in combination rather than separately.</p>
Significant expenditure funded from other sources		
Section 16 (2)(c)	Significant expenditure on land transport activities to be funded from sources other than the National Land Transport Fund	<p>Any expenditure on individual transport activities, whether the activities are included in the Regional Land Transport Plan or not from:</p> <ul style="list-style-type: none"> <li>• approved organisations (where there is no National Land Transport Fund share);</li> <li>• Crown appropriations;</li> <li>• other funds administered by the Crown.</li> </ul>



# Step one

## Consider the nature and scope of the variation

General guidance on whether a variation is likely to be considered significant is provided in Table 27.

**Table 27:** Significance of variation

Not 'significant' and usually no formal variation or public consultation required	May be 'significant'
<ul style="list-style-type: none"> <li>• Activities that are in the urgent interests of public safety.</li> <li>• New activities involving preventative maintenance and emergency reinstatement.</li> <li>• Changes to or new 'automatically included' activities of local road maintenance, local road minor capital works, existing public transport services, low cost/ low risk programmes, road safety promotion programmes, statutory planning (RLTPs, RPTPs, AMPs).</li> <li>• A scope change that does not significantly alter the original objectives of the project.</li> <li>• Changes to national level programmes, including the Road Policing programme</li> <li>• Delegated transfers of funds between activities within groups.</li> <li>• Supplementary allocations, or end of year carryover of allocations.</li> <li>• Replacing one project with another project within a group of generic projects.</li> <li>• Variations to timing, cash flow or total cost for improvement projects where the total cost impact is less than 20% of the estimated cost. <sup>47</sup></li> <li>• Addition of an activity or activities that have previously been consulted on in accordance with s18 and s18A of the LTMA and which the RTC considers complies with the provisions for funding approval in accordance with s20 of that Act.</li> <li>• A change of responsibility for implementing an approved activity from one agency to another.</li> </ul>	<ul style="list-style-type: none"> <li>• The addition of a new significant activity (one that would usually require prioritisation – refer Appendix 5) that is not in the urgent interest of public safety, or emergency reinstatement.</li> <li>• Any change that impacts on the overall integrity of the RLTP, including its overall affordability.</li> <li>• Has a moderate impact on a large number of residents, or a major impact on a small number of residents where these impacts have not been mitigated through previous consultation or change to the proposed activity.</li> </ul>

<sup>47</sup> Where committed improvement projects have scope or cost adjustments greater than 20% of the original approved funding level, the RTC must be advised, but these do not require further consultation.

# Step two

## Consider the effect of the variation

The RTC has adopted the following matters to guide when a requested variation to the RLTP is significant enough to need public consultation (see Table 28).

**Table 28:** Significance of variation public consultation

Significance policy in relation to RLTP variations
<p>Where a variation to the RLTP is required, the significance of that variation will always be determined on a case-by-case basis. The variation will be considered in relation to its impact on the RLTP as a whole, rather than as a standalone change.</p> <p>When determining the significance of a variation to the RLTP, consideration must be given to the extent to which the variation would:</p> <ul style="list-style-type: none"><li>• materially change the balance of strategic investment in a programme or project;</li><li>• impact on the contribution to the LTMA purpose, Government objectives and/or GPS objectives and priorities;</li><li>• impact on the community; and</li><li>• affect the integrity of the RLTP, including its overall affordability.</li></ul> <p>Whether or not further consultation is desirable is also relevant to determining whether a variation is significant. Therefore, consideration must also be given to the following matters:</p> <ul style="list-style-type: none"><li>• the balance between the need for public input/consultation on the variation, and the likely costs of a consultative process (including any time delays or cost from running a consultative process, and likely impacts on public safety and economic, social, cultural and environmental wellbeing);</li><li>• the extent to which, and manner in which, the matter has already been consulted on; and</li><li>• whether it is likely, in the opinion of the Committee, to have the majority support of the regional community.</li></ul>

# Appendices

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# Appendix 1

## Otago and Southland Rūnanga

There are seven rūnanga who are the kaitiaki (guardians) of the area stretching across Otago and Southland:

- Te Rūnanga o Moeraki centres on Moeraki and extends from Waitaki to Waihemo and inland to the Main Divide.
- Kāti Huirapa Rūnaka ki Puketeraki centres on Karitāne and extends from Waihemo to Purehurehu and includes an interest in Ōtepoti (Dunedin) and the greater harbour of Ōtākou. The takiwā extends inland to the Main Divide sharing an interest in the lakes and mountains to Whakatipu-Waitai with Rūnanga to the south.
- Te Rūnanga o Ōtākou centres on Ōtākou and extends from Purehurehu to Te Matau and inland, sharing an interest in the lakes and mountains to the western coast with Rūnanga to the north and to the south (includes the city of Dunedin).
- Waihōpai Rūnaka centres on Waihōpai (Invercargill) and extends northwards to Te Matau sharing an interest in the lakes and mountains to the western coast with other Murihiku Rūnanga and those located from Waihemo (Dunback) southwards.
- Te Rūnanga o Awarua centres on Awarua and extends to the coasts and estuaries adjoining Waihōpai sharing an interest in the lakes and mountains between Whakatipu-Waitai and Tawhititarere with other Murihiku Rūnanga and those located from Waihemo southwards.
- Te Rūnanga o Ōraka-Aparima centres on Ōraka (Colac Bay) and extends from Waimatuku to Tawhititarere sharing an interest in the lakes and mountains from Whakatipu-Waitai to Tawhititarere with other Murihiku Rūnanga and those located from Waihemo southwards.
- Hokonui Rūnaka centres on the Hokonui region and includes a shared interest in the lakes and mountains between Whakatipu-Waitai and Tawhititarere with other Murihiku Rūnanga and those located from Waihemo southwards.

# Appendix 2

## Key provisions of the Land Transport Management Act 2003

The Land Transport Management Act 2003 (LTMA) guides the development and content of regional land transport plans.

The key provisions of this act are set out below:

### 14 Core requirements of regional land transport plans

Before a regional transport committee submits a regional land transport plan to a regional council or Auckland Transport (as the case may be) for approval, the regional transport committee must—

**(a) be satisfied that the regional land transport plan—**

- (i) contributes to the purpose of this Act; and
- (ii) is consistent with the GPS on land transport; and
- (iii) [Repealed]

**(b) have considered—**

- (i) alternative regional land transport objectives that would contribute to the purpose of this Act; and
- (ii) the feasibility and affordability of those alternative objectives; and

**(c) have taken into account any—**

- (i) national energy efficiency and conservation strategy; and
- (ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and
- (iii) likely funding from any source.

### 16 Form and content of regional land transport plans

**(1) A regional land transport plan must set out the region's land transport objectives, policies, and measures for at least 10 financial years from the start of the regional land transport plan.**

**(2) A regional land transport plan must include—**

- (a) a statement of transport priorities for the region for the 10 financial years from the

start of the regional land transport plan; and

- (b) a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the regional land transport plan; and
- (c) all regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund during the 6 financial years from the start of the regional land transport plan; and
- (d) an identification of those activities (if any) that have inter-regional significance.

**(3) For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain, for the first 6 financial years to which the plan relates, —**

- (a) for regions other than Auckland, activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services; and
- (b) in the case of Auckland, activities proposed by Auckland Transport; and
- (c) the following activities that the regional transport committee decides to include in the regional land transport plan:
  - (i) activities proposed by approved organisations in the region or, in the case of Auckland, by the Auckland Council, other than those activities specified in paragraphs (a) and (b); and
  - (ii) activities relating to State highways in the region that are proposed by the Agency; and
  - (iii) activities, other than those relating to State highways, that the Agency may propose for the region and that



- the Agency wishes to see included in the regional land transport plan; and
- (d) the order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b), and (c); and
  - (e) an assessment of each activity prepared by the organisation that proposes the activity under paragraph (a), (b), or (c) that includes—
    - (i) the objective or policy to which the activity will contribute; and
    - (ii) an estimate of the total cost and the cost for each year; and
    - (iii) the expected duration of the activity; and
    - (iv) any proposed sources of funding other than the national land transport fund (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties); and
    - (v) any other relevant information; and
  - (f) the measures that will be used to monitor the performance of the activities.
- (4) An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity.**
- (5) For the purpose of the inclusion of activities in a national land transport programme, —**
- (a) a regional land transport plan must be in the form and contain the detail that the Agency may prescribe in writing to regional transport committees; and
  - (b) the assessment under subsection (3)(e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the Agency under paragraph (a).
- (6) A regional land transport plan must also include—**
- (a) an assessment of how the plan complies with section 14; and
  - (b) an assessment of the relationship of Police activities to the regional land transport plan; and
  - (c) a list of activities that have been approved under section 20 but are not yet completed; and
  - (d) an explanation of the proposed action, if it is proposed that an activity be varied, suspended, or abandoned; and
  - (e) a description of how monitoring will be undertaken to assess implementation of the regional land transport plan; and
  - (f) a summary of the consultation carried out in the preparation of the regional land transport plan; and
  - (g) a summary of the policy relating to significance adopted by the regional transport committee under section 106(2); and
    - (ga) in the case of the plan for Auckland, a list of any significant rail activities or combinations of rail activities proposed by KiwiRail for Auckland; and
    - (gb) in the case of the plan for the Wellington region, any significant rail activities or combinations of rail activities proposed by KiwiRail for the Wellington region; and
    - (gc) in the case of the plan for any other region that has a regional transport committee within the meaning of section 105A(1)(c), any significant rail activities or combinations of rail activities proposed by KiwiRail for that region; and
  - (h) any other relevant matters.
- (6A) Any matter included in a regional land transport plan under subsection (6)(ga), (gb), or (gc) is for the purposes of co-ordinated planning and does not limit or affect the process by which any rail activities or combinations of rail activities may be included or excluded, as the case may be, from a rail network investment programme and its funding processes.**
- (7) For the purposes of this section, existing public transport services means the level of public transport services in place in the financial year before the commencement of the regional land transport plan, and any minor changes to those services.**



## **18 Consultation requirements**

### **(1) When preparing a regional land transport plan, a regional transport committee—**

- (a) must consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002; and
  - (b) may use the special consultative procedure specified in section 83 of the Local Government Act 2002.
- (2) If consulting the Auckland Council, a regional land transport committee or Auckland Transport must consult both the governing body and each affected local board of the Council.**

## **18G Separate consultation with Māori on particular activities**

### **(1) An approved organisation, the Auckland Council, or the Agency (as the case may require) must do everything reasonably practicable to separately consult Māori affected by any activity proposed by the approved organisation, the Auckland Council, or the Agency that affects or is likely to affect—**

- (a) Māori land; or
  - (b) land subject to any Māori claims settlement Act; or
  - (c) Māori historical, cultural, or spiritual interests.
- (2) The relevant approved organisation, the Auckland Council, or the Agency (as the case may be) must consult the land holding trustee (as defined in section 7 of the Waikato Raupatu Claims Settlement Act 1995) about any proposed activity that affects or is likely to affect land registered in the name of Pootatau Te Wherowhero under section 19 of that Act.**

## **35 Needs of transport-disadvantaged must be considered**

In preparing any programme or plan under this Part, the Agency, the Commissioner, the Secretary, every local authority, Auckland Transport, and every approved public organisation must consider the needs of persons who are transport-disadvantaged.

## **106 Functions of regional transport committees**

### **(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 land transport plan under section 16.
- (3) A joint regional transport committee established under section 105(9) must—**
- (a) prepare the joint regional land transport plan in accordance with sections 14 and 16; and
  - (b) consult in accordance with sections 18 and 18A; and
  - (c) lodge the joint regional land transport plan with the relevant regional councils or Auckland Transport (as the case may be) in accordance with section 18B.
- (4) Each regional transport committee (including the regional transport committee for Auckland) must also carry out any functions conferred on a regional transport committee under any other provision of this Act (including functions conferred by regulations made under section 109(c))**

# Appendix 3

## Assessment of legislative compliance

An RLTP must be assessed for compliance with the core requirements for RLTPs as set out in Section 14 of the Land Transport Management Act 2003 (LTMA) and subsequent amendments (see Table 29).

**Table 29:** Assessment of legislative compliance LTMA

Section 14 requirements		Assessment of compliance
Section 14(a)(i)	This combined RLTP contributes to the purpose of this Act: “To contribute to an effective, efficient, and safe land transport system in the public interest.”	This combined RLTP has been prepared collaboratively between the Regional Transport Committees (RTCs) of Otago and Southland. It sets out the 30-year vision for Otago and Southland’s transport systems, as well as the objectives and policies that lead RLTP partners in accomplishing this vision. This RLTP includes 10-year transport investment priorities that have been informed by clearly identifying the problems confronting the transport networks. The programme components of this combined RLTP outline the activities being proposed for funding and have been developed to provide for a land transport system that is effective, efficient, and safe. The Strategic Framework demonstrates how the strategic objectives, headline targets, and 10-year transport investment priorities align with the purpose of the LTMA.
	This combined RLTP is consistent with the GPS on land transport.	<p>This combined RLTP has been prepared to be consistent with the Government Policy Statement on land transport (GPS) 2021 and the Draft GPS which was released in August 2023. The balanced nature of the strategic direction and priorities within this combined RLTP are also consistent with the Draft GPS released in March 2024. The GPS 2021 remains the current operative document that an RLTP must be consistent with.</p> <p>The strategic priorities for GPS 2021 are:</p> <ul style="list-style-type: none"> <li>• Safety</li> <li>• Better Travel Options</li> <li>• Improving Freight Connections</li> <li>• Climate Change</li> </ul> <p>The six strategic priorities for land transport proposed under the Draft GPS released in August 2023 were:</p> <ul style="list-style-type: none"> <li>• Maintaining and operating the system</li> <li>• Increasing resilience</li> <li>• Reducing emissions</li> <li>• Safety</li> <li>• Integrated freight system.</li> <li>• Sustainable urban and regional development</li> </ul> <p>The Draft GPS released in March 2024 identifies four strategic priorities:</p> <ul style="list-style-type: none"> <li>• Economic Growth and Productivity</li> <li>• Increased maintenance and resilience</li> <li>• Safety</li> <li>• Value for money</li> </ul>

Section 14(b)(i) and (ii)	The RTCs have considered alternative regional land transport objectives that would contribute to the purpose of this Act, and the feasibility and affordability of those alternative objectives.	The 2018 review of the 2015–2021 RLTP provided the starting point for the strategic framework included in this combined RLTP. 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 regions' Regional Policy Statements (RPSs). Obstacles and issues were identified, objectives and policies were developed and challenged, and the feasibility and affordability of alternative objectives were debated.
Section 14(c)(i)	The RTCs have taken into account any National Energy Efficiency and Conservation Strategy.	The New Zealand Energy Efficiency and Conservation Strategy has been taken into account in the development of this combined RLTP. Energy efficiency considerations principally relate to supporting efficient freight movement through the upgrading and maintenance of infrastructure and placing greater priority on less energy-intensive modes of transport, such as public transport, walking, cycling and ride sharing. This RLTP encourages greater integration of new development and/or redevelopment with transportation planning to allow communities to be better supported by active transport networks and public transport.
Section 14(c)(ii)	The RTCs have taken into account the relevant national policy statements, regional policy statements and plans that are in force under the Resource Management Act 1991.	This combined RLTP has been prepared to align with the Otago and Southland Regional Policy Statements and the relevant plans.
Section 14(c)(iii)	The RTCs have taken into account any likely funding from various sources.	The Committees have considered various sources of funding, including Government funding external to the NLTF.

# Appendix 4

## Summary of engagement and development

A summary timeline concerning the development of this combined RLTP is shown in Figure 17.



**Figure 17:** Summary of engagement and development

# Appendix 5

## Approach to significant project prioritisation (projects over \$2 million)

RLTPs are not just a list of activities and projects that seeks inclusion in the National Land Transport Plan by Waka Kotahi. RLTPs provide the regional context, setting out the problems, priorities for investment and how the proposed investment will address them at a regional level.

The front section of this combined RLTP sets the strategic context for transport activities in the region with a 30-year horizon. The strategic section is also linked to the Ministry of Transport Outcomes Framework.

This RLTP provides the strategic framework for the Approved Organisations (AOs) Activity Management Plans (AMPs). AMPs provide the background detail that supports maintenance, renewals and improvement projects that are included in this RLTP.

This combined RLTP includes the programme of activities that AOs are proposing for funding from the National Land Transport Fund. Regional Transport Committees (RTCs) must prioritise the significant improvement projects AOs have proposed.

Prioritisation allows the regions to tell their unique stories on the outcomes that really matter and how investment in projects included in the various improvement activities will contribute to this RLTP's desired outcomes, community outcomes and the direction provided by the Government Policy Statement on land transport.

This combined RLTP proposes a prioritisation approach based on a multi criteria analysis of the projects to obtain an overall regional ranking. This approach was used in other regions in development of their RLTPs.

The priority given using the methodology provides a methodical way for Waka Kotahi to recognise regional importance when confirming projects for inclusion in the NLTP.

The regional priorities can also be used to support applications for investment for projects/packages from other Crown funding sources. RTCs may utilise the regional priorities to support advocacy for projects in their respective region.

### Prioritisation approach

Projects to be prioritised must show strong alignment with the strategic 'front end' of this combined RLTP. A principles-based approach allows more flexibility in the prioritisation process but still provide Waka Kotahi with confidence that a consistent approach has been taken.

### The base principles are:

- Road maintenance and renewal, public transport existing services and road safety promotion are considered as "continuous programmes" and are being captured as part of the Activity Management Plans (AMPs) or Regional Public Transport Plans (RPTPs). All continuous programmes are eligible for NLTF funding within the relevant activity class. The allocation of NLTF funds to continuous programmes will take account of cost-effective levels of investment to maintain an appropriate customer level of service when considering the distribution of available funds. These should be listed, and any inter-dependencies specified. These activities do not require prioritisation at a regional level.
- Low cost, low risk (LCLR) activities are being assessed at the programme level. There should be a strong linkage between the AMPs and RLTPs that provides insight to the quality and value proposition of these programmes. These should be listed, and any inter-dependencies specified. These do not require to be prioritised at a regional level.
- Activities being developed, in a Programme Business Case, Indicative Business Case or Detailed Business Case stage, may be prioritised to demonstrate their importance to the region but under normal circumstances would not be prioritised.

- Activities including business cases that are part of a package are prioritised as part of the package and not as an individual item.
- Activities with contracts signed and funding allocated from any source (e.g. property, pre implementation and implementation), are considered as “committed”. These should be listed, and any inter-dependencies specified. These do not require to be prioritised on a regional level.

The above is a guide but is not intended to omit any activity or project from being in the priority list by the RTCs. It will be each RTC’s choice whether to include activities or projects that they deem are significant at a regional level.

The inclusion of an activity in the priority list would also provide additional visibility along the process and provide an RTC an opportunity to elevate its importance.

### **According to the Land Transport Management Act (LTMA) 2003, a regional programme should:**

- outline of funding sources, e.g. NLTF, local rate contributions, central government (PGF, NZUP etc;
- list of region’s ‘significant’ activities proposed for funding over the next 3 to 6 years in priority order;
- list of inter-regionally ‘significant’ transport activities;
- include a 10-year financial forecast.

Section 16 (3)(d) of the Land Transport Management Act 2003 (Act) requires significant activities to be ranked by priority. Significant’ activities are not defined in the Act, and RTCs are responsible for defining ‘significant’ activities for prioritisation.

Definitions of ‘significant’ are provided in Table 26: Definitions of Significant in the section: Significant Variations to the RLTP.

Multi-Criteria Analysis is a decision-making tool used to evaluate and prioritise options when multiple criteria are involved. It’s especially useful in situations where decisions are complex and involve balancing different, often competing, factors or objectives.

MCA allows for a structured, transparent evaluation and comparison of different options based on a set of defined criteria.

### **Key Elements of MCA:**

- **Criteria and Sub-Criteria:** MCA involves identifying various criteria (and sometimes sub-criteria) that are important for the decision-making process. These criteria represent the different aspects or dimensions that are relevant to the decision.
- **Weighting:** Each criterion is assigned a weight, reflecting its relative importance in the overall decision. This process is critical as it influences how much each criterion contributes to the final decision.
- **Scoring:** Each option is scored against each criterion. This can be based on quantitative data, qualitative assessments, or a combination of both.
- **Aggregation:** The scores for each option are then aggregated, taking into account the weights of the criteria, to produce an overall score for each option.
- **Comparison and Decision:** The overall scores allow for a direct comparison between different options, aiding in making a more informed and balanced decision.
- **Sensitivity Analysis:** Conduct sensitivity analysis to understand how changes in scores or weights affect the overall prioritisation. A limited sensitivity analysis was carried out as part of this process.

Significant improvement projects have been scored in various categories including Strategic Urgency and Contribution to GPS Objectives. Each category has been weighted based on its relative importance and has a scoring range/rating (1-4).

The calculation of the total scores is expressed as a percentage which is a method of aggregating and normalising the scores, making it easier to compare projects against each other. Please see the evaluation criteria shown in Figure 18.



	Strategic fit & Alignment				Regional Benefit				
	Strategic Urgency (strategic importance of project for resilience and future form + function)	Contribution to draft GPS strategic objectives	Contribution to RLTP Strategic objectives	Benefits realization mix (LM co-benefits alignment)	Ability to execute	Community impact / connection	Contribution to Transport System Resilience	Regional scale of change	
Weight	10%	10%	20%	10%	5%	15%	15%	15%	
Fund Allocation	1	<b>Not very urgent</b> Project will maintain current levels of service	<b>Minimal</b> Limited contribution - aligns with 1 objective	<b>Minimal</b> Limited contribution to strategic objectives - primarily aligns with objective 5	<b>Minimal</b> Co-benefits not clear - project focus on one key benefit - minimal LM alignment	<b>Severely Constrained</b> Large multi-year project, severe resource constraints, tight timelines, extensive consenting / compliance required, access to capital challenging. Challenging consenting and application processes to work through. Will take significant time to be shovel-ready.	<b>Do nothing / minimum</b> Does not increase community connection. No new transport choices or added safety.	<b>Do nothing / minimum</b> Offer limited current or future resilience	<b>Do nothing / minimum</b> No change in levels of service
	2	<b>Somewhat urgent</b> Project will address some network issues and maintain current levels of service	<b>Low</b> Low contribution - aligns with no more than 2 objectives	<b>Low</b> Some contribution to strategic objectives - primarily to a single objective. Some co-benefits clearly set out.	<b>Low</b> Some co-benefits clearly articulated. Project has one clear primary outcome. Some LM alignment, mostly with resilience	<b>Constrained</b> Large multi-year initiative with resourcing, capital, and input constraints. Complicated consenting and application processes to work through. Will take some time to be shovel-ready.	<b>Maintain</b> Impacts community connection and maintains existing levels of service. Some new transport choice and a safer network.	<b>Maintain</b> Slight increase to current and future resilience	<b>Maintain</b> Slight increase in SAU levels of service
	3	<b>Quite urgent</b> Project will address a challenging facet of the transport network, creating better connection / alternative and increasing resilience	<b>Medium</b> Aligns with 3 or more strategic objectives - focuses largely on resilience and maintaining the system	<b>Medium</b> Strong alignment with a single objective with some additional benefits	<b>Medium</b> Co-benefits articulated with a blended alignment to LM problem statements	<b>Minimal Constraints</b> All necessary inputs easily accessible, resources (inputs + people) to hand, required capital accessible, normal consenting and application processes to work through.	<b>Significant change</b> Significant impact on community connection, provides new transport choice and enhanced network safety.	<b>Significant change</b> Significant increased levels of resilience	<b>Significant change</b> Increased levels of service, resilience, and choice
	4	<b>Critically urgent</b> Project will address significant deficiencies on critical lifeline routes, significantly improving current and future resilience and / or create network alternative or new routes / modes	<b>High</b> Significant contribution - aligns with all strategic objectives / clear co-benefits / with main focus on resilience, maintenance, and future focus	<b>High</b> Strong alignment with with more than 1 objective with additional benefits	<b>High</b> Clear and explicit co-benefits articulated with strong LM alignment - 35% efficient transport system, 25% improved livability/connected communities, 25% improved health & wellbeing, and 15% mode choice that meets user needs	<b>No constraints</b> Resources, capital, inputs to hand. Shovel-ready.	<b>Transformational</b> Transforms community connection significantly, has large positive impact on communities (e.g. better connection, much safer network, greater choice)	<b>Transformational</b> Totally transforms regional resilience	<b>Transformational</b> Regionally transformational project - significantly increases resilience, transport choice, and safety

	Strategic fit & Alignment				Regional Benefit				
	Strategic Urgency (strategic importance of project for resilience and future form + function)	Contribution to draft GPS strategic objectives	Contribution to RLTP Strategic objectives	Benefits realization mix (LM co-benefit alignment)	Ability to execute	Community impact / connection	Contribution to Transport System Resilience	Regional scale of change	
Weight	10%	10%	20%	10%	5%	15%	15%	15%	
Fund Allocation	1	<b>Not very urgent</b>	<b>Minimal</b>	<b>Minimal</b>	<b>Minimal</b>	<b>Severely Constrained</b>	<b>Do nothing / minimum</b>	<b>Do nothing / minimum</b>	<b>Do nothing / minimum</b>
	2	<b>Somewhat urgent</b>	<b>Low</b>	<b>Low</b>	<b>Low</b>	<b>Constrained</b>	<b>Maintain</b>	<b>Maintain</b>	<b>Maintain</b>
	3	<b>Quite urgent</b>	<b>Medium</b>	<b>Medium</b>	<b>Medium</b>	<b>Minimal Constraints</b>	<b>Significant change</b>	<b>Significant change</b>	<b>Significant change</b>
	4	<b>Critically urgent</b>	<b>High</b>	<b>High</b>	<b>High</b>	<b>No constraints</b>	<b>Transformational</b>	<b>Transformational</b>	<b>Transformational</b>

Figure 18: MCA evaluation criteria

# Appendix 6

## Police activities

The LTMA requires an assessment of the relationship of police activities to RLTPs. Police's strategic direction is outlined in Police's Statement of Intent 2023-2027.

Road policing activities are funded through the Road Safety Partnership Programme (Partnership Programme) as part of the NLTP.

The NZ Police, Waka Kotahi, and the Ministry of Transport have established this partnership to develop and implement a new operating model and investment approach for road policing.

The Partnership programme is prepared in accordance with the LTMA and sets out the activities the police will deliver. In 2019, the Government published the Road to Zero strategy for 2020-2030. Its vision is "A New Zealand where no one is killed or seriously injured in road crashes".

As a step towards achieving this vision, the strategy targets a 40 percent reduction in deaths and serious injuries by 2030. The Partnership Programme focuses on achieving desired road safety outcomes as outlined in Road to Zero and the efficient delivery of police activities.

The RLTP includes a variety of land transport activities that supplement police actions and contribute to Road to Zero.

The approach taken through the Partnership Programme increases consistency between police activities and this RLTP.

# Appendix 7

## Key outcomes from road network activity management plans

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### Central Otago District Council

Central Otago District Council manages 1,935km of roads, with 92% being rural. The remaining 158km of urban streets account for over half of daily vehicle trips.

72% of roads are unsealed. Council owns 179 bridges, with half of those experiencing fewer than 50 vehicles daily. CODC is facing significant funding and maintenance challenges and is reassessing service levels, costs, and our appetite for risk.

To maintain ratepayer affordability (current expenditure) the only option is to reduce the quantity of work being delivered across all work categories. This creates a current and future risk to service levels and to whole of life costs.

Bridge maintenance has been deferred because of funding challenges from as far back as 2015. Historic decisions to maintain affordability are having a real impact to service levels. Maintaining the current levels of access will require significant increases in replacement and maintenance budgets and a revised approach to renewals.

In recognition of the significant fiscal challenge, a Bridge Strategy has been developed that requires bridge prioritisation and rationalisation on available funding. The goal of this Bridge Strategy is to commence initiatives that will reduce the projected gap in service levels over the next 30 years.

Council faces a surge in bridge replacements with at least 30 bridges at, or near the end of their useful life within the next 10 years. Full replacement of all bridges is expected to cost in the region of \$20m. Furthermore, a \$3.8m bridge maintenance backlog has been identified.

Waka Kotahi have expressly stated that any applications for bridge funding must have strongly considered all options and whole of life costs, including reduced service levels, third party funding and divestment or closure.

The strategy categorises bridges using a risk matrix as a 'Point of Entry' for treatment. Potential treatments to maintain service levels where economic and value for money. Three bridges have been identified for replacement and Council has commenced the 'present value end of life' analysis with BECA and Waka Kotahi.

With many low-volume roads, favourable environmental conditions, and a robust re-surfacing programme, our sealed roads achieve very long lives. Very few pavement rehabilitations have been needed in recent history. However, this regime still carries a reasonable amount of risk for CODC.

To monitor this risk, pavement maintenance and renewal budgets are validated regularly by dTIMS, a strategic deterioration modelling tool. The model produced for this draft submission further extended the life of surfacing assets to maintain affordability and prioritise budget into bridges. The projection of surface condition does not indicate too large of a risk to asset performance.

One pavement rehabilitation is likely to be necessary in the coming three-year window. Proactive drainage and maintenance are scheduled to extend this as long as possible. Continue modest planned investments in minor road safety improvements and new sections of footpaths, where level of service gaps and resilience issues have been identified on the network.

This will continue to use the Council's established process of minor project prioritisations, the organisation's Sustainability Strategy, Infrastructure Resilience Plan and desired community wellbeing outcomes. A new maintenance physical works contract is being tendered with the current contract expiring 30 June 2024.

Priority replacements for consideration in the next three years are:

Bridge	Treatment	Estimated Cost
Little Valley Road Bridge (191)	Replace Bridge Deck (WC 215)	\$2.30m
	Replace Bridge Piles (WC 215)	\$0.85m
Maniototo Road Bridge (145)	Replace Bridge (WC 216)	\$1.85m
Scott Lane Bridge (121)*	Replace Bridge (WC 216)	\$1.17m
* lower level service alternative being considered subject to Waka Kotahi subsidy.		

**Figure 19:** Bridge priority replacements

## Clutha District Council

A large area of the Tokomairiro Plain (approximately 330 ha) stretching from Milburn in the north to the outskirts of Milton in the south has been rezoned industrial as part of Clutha District Plan, Plan Change 41.

This location has long been earmarked for industrial purposes given its locational attributes. The site is flat and generally flood free, as well as away from all major residential areas. It is located within close proximity to large forestry resources, evidenced by the two wood processing facilities in this area, along with Calder Stewart's headquarters and steel manufacturing plant.

The site has access to both SH1 and the Main South Railway Line. There are potential rail sidings in the area, able to facilitate the movement of freight to and from the area, and with minor changes to the roading network will enable multiple easy accesses to the site off SH1.

The improving of Milton's main street, which was one of the top priorities identified in the Our Place Milton community plan, the potential upgrading of the Milton Swimming Pool, Service Centre and Library, coupled with the potential development of the industrial park to the north and a number of

subdivisions is certainly resulting in the Milton and wider area continuing to be a growth area in the Clutha district.

The planned Low Cost Low Risk Improvement project of a cycle path between Balclutha and the freezing works at Finegand will provide a mode choice for users and contributes to improved walking and cycling facilities within the district.

For "business as usual activities", increases in construction costs are reflected in our Programme Business Case with an increase in overall funding requests to Waka Kotahi NZTA.

Part of the increased cost is in the Bridge Renewal programme and through its 2024/34 LTP development, Council will explore options in how to manage the replacement programme of 50MAX precluded bridges.

## Dunedin City Council

DCC has a large and diverse network, with an inconsistent layout and competing users, which results in a poor record in road safety.

Improvements in safety performance are required to address this, with vulnerable users and intersections a key concern. Network constraints, along with changing user demands and provision for private motor vehicles, have resulted in poor access for alternative transport demands.

A focus on supporting mode shift is required through asset improvements and better co-ordination with public transport providers. A programme to increase investment in safe and active transport has been developed for Dunedin.

This includes a walking and cycling connection between Mosgiel and Dunedin and a programme looking at walking and cycling improvements across the city. Our walking and cycling strategic network PBC will identify how we could connect people to key destinations by walking, cycling and public transport options.

Additionally, work to review the Integrated Transport Strategy, including freight, is planned to give confidence to investment in the network. To support active transport, Dunedin City is investing in a cycleway project between Caversham and Mosgiel and working with community groups to facilitate their investigations into a walking and cycling connection in the north, servicing the communities of Warrington, Karitāne and Waikouati.

Aging infrastructure, climate events, a lack of funding and vulnerable key routes have been a risk to economic and social wellbeing. Funding constraints in recent years have seen an under investment in renewals, which has had an adverse effect on the condition of the network.

This has been supported by advanced asset modelling and condition assessments, which strongly support a case for increased investment for carriageways, footpaths, drainage, structures, pavement renewals and resilience focussed improvements.

Dunedin's road safety record is improving with investment through low cost, low risk and road safety promotion activities. Continued targeted investment in safety projects will improve the safety of the roading network for users and further improve ranking on the communities at risk register.

The DCC has been working closely with Waka Kotahi in developing a programme of safety improvements. Focus continues to be on delivering safety interventions around Dunedin's schools to

protect our tamariki, installing additional crossing points on key arterial routes for pedestrian safety, interventions at dangerous intersections and implementing our speed management programme.

All programmed renewal sites will be assessed from a safety improvement perspective to, for example, install dropped kerbs where there are accessibility gaps in the pedestrian network.

The Dunedin hospital rebuild in the CBD, will involve the single biggest hospital build ever in New Zealand costing up to \$1.4 billion. It is having a big impact on Dunedin's CBD creating many opportunities for the community and at its peak there will be up to 1,000 workers on site. DCC's LTP (2021-31) allocated funding for the Shaping Future Dunedin Transport (SFDT) programme.

SFDT projects include improving the efficiency of alternative routes to reduce congestion in the central city, introducing intelligent parking wayfinding solutions, constructing a park and ride facility and improving the network for alternative modes to reduce reliance on motor vehicles. There is a focus on cycle network improvement and active mode facility upgrades through these projects.

This is a once in a generation opportunity to shape the future of Dunedin by addressing some key transport challenges to ensure the safe, effective and efficient movement of a diverse range of traffic converging into a compact city centre composing of a central business district, educational facilities, an industrial precinct and the Dunedin hospital.

Maintaining key freight connections is essential to support industry and the distribution of goods. Freight, in particular logging, places significant pressure on our road networks and for aging pavements, showing a decline in condition, this is of concern in Dunedin. The SFDT programme will address the volume of northbound freight through the city by improving the efficiency of the Harbour Arterial route as a preferable alternative.

Tourism has quickly bounced back to pre-COVID levels including cruise ship visits which are trending upwards and currently at around 130 per annum. Ensuring reliable and safe accessibility to many of Dunedin's tourist attractions (Blue Penguins, Albatross Colony, iconic beaches, Larnach Castle, walking tracks, Eco sanctuary) situated on the Otago Peninsula and surrounding hillsides is key in supporting Dunedin's tourist economy and reputation as a popular tourist destination



## Queenstown Lakes District Council

### Queenstown-Lakes continues to face rapid growth and in 2023 has already surpassed pre-COVID traffic levels.

The transport network plays a fundamental role in supporting our communities and our economy. With a restrained Long-Term Plan, focus has been on delivering meaningful progress on active travel, planning maturity and capability, network resilience, and local connectivity.

We will also advance key enabling activities for strategic projects with longer-term delivery timeframes. With geographic and climatic challenges, resilience is front of mind with some important projects on key corridors such as the Crown Range and Glenorchy-Queenstown roads.

A key tool for QLDC has been stronger alignment with land use planning. The National Policy Statement for Urban Development has resulted in QLDC creating a Spatial Plan 'Grow Well' or 'Whaiora'. The plan sets out the principles and outcomes that will guide sustainable growth across the district.

Investment in, and performance of, our transport network is critically interdependent with the priorities of our partners – in particular Waka Kotahi (funding and state highways) and ORC (public transport). There is always a risk that our priority for, and ability to, fund transport interventions is misaligned with that of our partners – meaning we may miss critical funding opportunities.

QLDC continuous programmes build on providing balanced and cost-efficient levels of service. A maturing approach to programming across all asset classes is supported with data collection and analysis, with an increasing need to monitor demand and usage across a multi-modal transport network.

QLDC is still a growing network with more complexities arising and by the end of the 2024-2027 RLTP, QLDC is projected to have up to seven sets of local road signal-controlled intersections.

As yet, there has been no slowdown in subdivisions and urbanisation is intensifying the asset density and placing growing pressure on maintenance

and renewals. Given the alpine environmental with climatic and geographic constraints, QLDC is working hard to preserve current investment.

QLDC improvements programme will be downsized in years 1-3 because of more immediate financial commitments that have to be addressed, and consequently the aspirational mode shift required to support the increasing growth in the district will not be fully realised in the short term.

A suite of "toolkit" projects will be progressed to optimise our network management, and behaviour change will be a theme that is actively pursued through parking and travel demand programmes.

Some elements of active travel networks will be actioned as capital projects, and pre-implementation phases on a replacement crossing at Arthurs Point, and a new Public Transport Interchange in Queenstown will begin in the same period.

Key interventions that are not currently being sequenced in the short term such as the Queenstown arterial may have a significant impact on growth, through limited network circulation for public transport and limited resilience.

A key project will be a Strategic Review of Transport, to confirm the present approach to Master planning, or to provide new direction. The last major review was in 2014.

There is a level of uncertainty around the impact of Three Waters reforms. The LTP programme has been developed under the assumption that three waters assets, debt and revenue transition to the new entity on 1 July 2026 at the latest. Any change to this may require material changes to QLDC's investment programme in the near future.



## Waitaki District Council

### The Maintenance, Operations and Renewal bid that WDC submitted to Waka Kotahi was an increase of 24 percent on the 2018-2021 NLTP.

The submission targeted a level of service increase in sealed and unsealed pavement maintenance, footpath maintenance, resurfacing and road renewals.

There is an increase in network and asset management recognising the importance of this activity to be efficient and cost effective in achieving high service delivery with one additional staff member proposed to support road maintenance activities and programming with the new road maintenance contract.

The Kakanui Point Bridge has been included in renewals which accounts for a significant portion of the increase. The increase also gives effect to ONRC and REG, as well as all the performance measures associated with it i.e. customer, technical, input and data quality.

In Low Cost Low Risk Improvements, an increase of 24 percent has been submitted. This allows for

additional staff to assist the projects team and the remainder of the increase is to give effect to Road to Zero projects, as well as seal widening, urban mobility and walking and cycling.

Waitaki has 31 intersection improvements totalling \$1.8 million that has already been endorsed through Waka Kotahi's SNP programme. Activity Management Planning has increased by 74 percent to ensure that we provide a quality business case and asset management to support our request for investment. Community focused activities are increasing by 5 percent.

The overall increase is 28 percent, and WDC believes that this is where it needs to be to support roading and transport in the Waitaki District, ensuring that beneficial road safety outcomes are achieved. WDC acknowledges that it is high and are considering options following initial feedback from Waka Kotahi.

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## State Highway Investment Proposal – Otago

Ōtākou's large land area, and reliance on tourism and primary industries mean its state highways are crucial for the local economy.

We'll increase our investment in the operation and maintenance of the Ōtākou state highway network alongside our partners to maintain safe and reliable strategic freight corridors across the region, focusing on:

### Maintaining and operating the system

The state highway maintenance, operations, and renewals programme in Ōtākou builds scale for the first three years and proposes investment in activities to restore the condition of the network and service levels over the 10-year period. The programme includes:

- a significant increase in road surface and pavement renewals activity to increase the longevity of new pavements and reduce the incidence of potholes and similar faults and related repair works;
- increasing drainage renewals to better deal with the effects of climate change;
- increasing safety through the installation and

renewal of barriers, safety markings, and digital safety devices;

- increasing investment to forward works planning;
- delivering work more efficiently by doing low cost low risk improvement activities simultaneously, including Crown-funded resilience activities.

### Integrated freight system

We'll continue to operate and maintain the state highway network to agreed levels of service for key freight and tourism connections in the region. This will include more focus on maintenance, operations and renewals, programmes to improve resilience and safety on the network as well as replacing aging bridge infrastructure to improve route resilience and productivity.

We're planning a business case for the replacement and improvement of the single lane Albert Town

Bridge on SH6, which would provide resilience as well as additional capacity for increasing urban development. We'll continue to work with rail, port, and freight operators to explore multi-modal freight opportunities.

## Increasing resilience

Ōtākou faces a range of effects from climate change and natural hazards. Over the next three years, Waka Kotahi and the Crown are investing in and completing resilience improvements on:

- SH1 Katiki straight rock armouring
- Kakanui River flood mitigation
- Drainage and slope stabilisation
- Addressing rockfall and slip sites on SH8, 83 and 85
- SH1 Waikouaiti flood mitigation

We're also working on resilience corridor business cases for SH6 Cromwell to Frankton, Frankton to Kingston and Haast to Hāwea, and will make progress on design and implementation of improvements in 2024-27.

## Reducing emissions

In Ōtākou, private vehicle use dominates travel, with low but growing public transport usage in the larger urban areas. Ōtākou will need to contribute to reducing transport emissions in order to reach the 2035 targets set in the Government's Emissions Reduction Plan.

To meet national emissions targets, Ōtākou will need to reduce light vehicle kilometres travelled by 16 percent in Ōtepoti Dunedin, and 12 percent in Tāhuna Queenstown.

In urban areas there are opportunities to improve transport choice and reduce private vehicle travel by investing in public transport and walking and cycling improvements, and through changes to our transport networks that support all modes by using the One Network Framework approach.

## Sustainable urban and regional development

Encouraging compact, mixed-use urban form close to public transport and walking and cycling

connections is needed to reduce trip length and car dependency. This will be delivered by the Queenstown Lakes Spatial Plan and the associated structure planning of Priority Development Areas, and Future Development Strategies in Tāhuna and Ōtepoti.

Over the next three years we hope to progress the Queenstown New Zealand Upgrade Package, which includes public transport improvements on SH6, and Whakatipu Active Travel Network routes from the Old Shotover Bridge to Frankton and from Jack's Point to Frankton.

We'll also progress a business case looking at potential offline solutions for high-capacity public transport to address long-term network capacity issues in Tāhuna.

The transport system in Ōtepoti is changing, catalysed by the hospital and other central city projects. We'll complete business cases for SH1 and SH88 in Ōtepoti and get these projects underway.

Key aspects for consideration will be speed management, safety, access and amenity improvements, and levels of service for pedestrians and cyclists. Where funding is provided, we'll also support lower cost projects to improve transport choice, including in townships and smaller urban areas.

## Safety

Over the next three years the focus for safety will be finishing what was started, particularly in the larger projects:

- SH1 Oamaru to Dunedin – Herbert to Hampden
- SH1 Oamaru to Dunedin – Hampden-Palmerston
- SH1 Balclutha to Clinton

The remaining focus will be on beginning the investigation and design of two key corridors where significant improvements in road safety can be achieved. These are SH1 Mosgiel to Balclutha and SH1 Oamaru to Dunedin. We'll coordinate closely with maintenance activities to build back better and improve safety as part of these projects.

## Department of Conservation – Otago

Otago accounts for DOC's second largest roading length by region (334 kilometres), although only 38% of this length is eligible for Waka Kotahi funding. The nature of the roading in this region is diverse, ranging from accesses to coastal reserves through to accesses to reserves and tracks.

This area also features ex-farm roads that have come to DOC as an outcome of high-country tenure reviews – generally these roads are ineligible for Waka Kotahi funding support. The DOC programme is predominantly maintenance and operations activities.

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## Southland District Council

Southland District Council's activity management plan indicates that a good portion of Southland District's roading infrastructure will start to reach the end of its useful life within the next 10 to 20 years and therefore require hard decisions around prioritisation, rationalisation and increased investment is inevitable.

The affordability aspect of this increased investment is unrealistic based on the relatively small ratepayer base in comparison to the size of the network, therefore, alternative forms of funding to maintain current levels of services is most likely going to be unavoidable going forward.

The two significant roading infrastructure challenges Southland District Council face are bridges renewals and sealed road renewals (sealed road resurfacing and pavement rehabilitations). Council currently has 134 bridges programmed for renewal over the next 10-year period.

The bridges comprise of primarily timber or timber/steel structures that have reached or exceeded their design lives with 60 bridges already posted with restrictions and a further seven currently closed.

The cost to replace these 134 bridges is approximately \$52 million or \$5.2 million/annum over the next 10 years. Under-investment in bridges over the next 10 years poses a significant risk to public (not adhering to bridge postings) and could

result in a loss of connectivity in the district and potential harm to the economy from increased travel times and increase in vehicle emissions.

The sealed road network is also nearing the precipice of significant replacements being required to maintain existing levels of service. This is driven by a combination of pavement age and the number of seal layer causing seal instability issue.

During the next 10-year period, a ramp-up in investment is required to increase work programmes from approximately 8 km/annum to 14 km/annum (this is still less than what the future years require). At this rate of investment, it will take SDC nearly 145 years to carry out pavement rehabilitation of its sealed road network.

Over the next 10 years, the investment required to retain current levels of service will need to increase from approximately \$4.5 million/annum (current budget) up to \$10 million/annum.

This level of total investment is unaffordable from a ratepayer base and without alternative funding sources, increased prioritisation and likely rationalisation of levels of service will be required going forward.

Reduced levels of funding will result in sealed roads having more failures, permanent reduction in speed limits, loss of economic productivity for the region, increased levels of vehicle emissions and increased road user safety risk.

## State Highway Investment Proposal – Southland

As a rural-based economy, Murihiku (Southland's) roads are critical for moving goods to production centres and on to domestic and international markets. The two key connections in Murihiku are the freight route north to Ōtepoti (Dunedin)/Port Chalmers and beyond, and the tourist connections north to Tāhuna (Queenstown).

We'll increase our investment in the operation and maintenance of the Southland state highway network alongside our partners to maintain safe and reliable strategic freight corridors across the region.

Priorities for investment in this region include ensuring key tourism and freight routes are safe and resilient, with a greater focus on network maintenance, and exploring opportunities to support the transition to a low-carbon economy.

### Increasing resilience

We're working on a SH94 corridor resilience business case between Te Anau Downs and Milford and intend to complete pre-implementation and start the improvements on this route in the next three years.

We're supporting the Milford Opportunities Project by completing Crown funded safety and resilience improvements to the Homer Tunnel, including a new portal structure at the eastern entrance.

We also have funding to explore other safety and resilience improvements and the best approach for the Homer Tunnel in the long-term.

Our focus will remain on improving network resilience through our maintenance and renewal programme, and investment in low cost low risk projects along the network.

Other projects we're looking to deliver with Crown funding in 2024-27 include:

- Relocating the road inland on SH94 at Shooting Rail Slip site
- Raising the road on SH1 at Ocean Beach near Bluff
- Replacing and upsizing the culvert at McCracken's Rest
- Stabilising the bank at Riley's Slip on SH99.

### Safety

Over the next three years the focus for safety will be the investigation, design and delivery of two key corridors where significant improvements in road safety can be achieved. These are SH1 Clinton to Mataura and SH6 Invercargill to Winton.

Provision will be made for improving safety to support the Great Rides and Heartland Rides as part of the New Zealand Cycle Network. We'll coordinate closely with maintenance activities to build back better and improve safety as part of these projects.

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## Department of Conservation – Southland

Although a significant proportion of the Southland region's land area is in national park, the length of the Department's roading in this region is small (only 94 km) and comprises mainly short, unsealed roads extending off local roads and state highways.

The Department's programme is predominantly road maintenance and operations related. An exception is the completion of a significant maintenance and renewals project for three bridges on the Wilmot Pass Road. This road is important

for visitor and concessionaire access within the Fiordland National Park.

It is also a key means of transporting heavy equipment to and from the Manapōuri Power Station. The work on the three bridges commenced in 2023/24 and will be completed in 2024/25.

The total cost of the bridge renewal work is estimated at \$1.6m, with just under \$950k to be incurred in 2024/25.

## Notes

[illegible]







Otago  
Regional  
Council



environment  
**SOUTHLAND**  
REGIONAL COUNCIL  
Te Taiao Tonga