

#### Regional Transport Committees Membership

##### Otago

Cr Alex Forbes (ORC, Chairman)  
Cr Kate Wilson (ORC, Deputy Chair)  
Cr Bruce Graham (CDC)  
Cr Stuart Duncan (CODC)  
Cr Jim O'Malley (DCC)  
Cr Quentin Smith (QLDC)  
Cr Guy Percival (WDC)  
Mr Jim Harland (NZTA)

##### Southland

Cr Lloyd MCallum (ES, Chairman) – **Meeting Chair**  
Cr Allan Baird (ES, Deputy Chair)  
Cr Ebel Kremer (SDC)  
Cr Ian Pottinger (ICC)  
Cr John Gardyne (GDC)  
Mr Jim Harland (NZTA)  
Chairman Nicol Horrell (ES) – ex officio

## Meeting of Otago and Southland Regional Transport Committees

**19 February 2021**

#### Otago Regional Council Chambers

Level 2, Phillip Laing House  
144 Rattray Street Dunedin

**10.00 am**

*Morning tea from 9.45 am*

## A G E N D A

1. Welcome
2. Apologies – Cr Alexa Forbes, Cr Ebel Kremer
3. Public Forum, Petitions and Deputations
4. Confirmation of Minutes – 4 February 2020 (attached)
5. Actions Arising from the Minutes of 4 February 2020
6. Notification of Extraordinary and Urgent Business
  - 6.1 Supplementary Reports
  - 6.2 Other
7. Questions
8. Chairman's Report

9. Staff Report – 21/RTC/10
- Item 1 - Prioritisation of Improvement Projects for Inclusion in the Otago Southland Regional Land Transport Plan 2021-2031 .....14
  - Item 2 - Final Review of the Draft Otago Southland Regional Land Transport Plan Prior to Consultation .....26
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10. Extraordinary and Urgent Business
11. Public Excluded Business



Gavin Palmer  
**General Manager, Operations**  
**Otago Regional Council**

L Hicks  
**Policy and Planning Manager**  
**Environment Southland**

## Confirmation of Minutes

- **Otago Southland Regional Transport Committees –  
4 February 2020**

# Minutes of the Otago and Southland Regional Transport Committees meeting held in Clutha District Council Chambers, Balclutha, on Tuesday, 4 February 2020 at 10.30 am

**Present:**           **Otago Regional Transport Committee:**

Cr Alexa Forbes (ORC, Chair)  
Cr Kate Wilson (ORC, RTC Deputy Chair)  
Cr Bruce Graham (CDC)  
Cr Stuart Duncan (CODC)  
Cr Jim O'Malley (DCC)  
Cr Guy Percival (WDC)  
Cr Quentin Smith (QLDC)  
Mr Jim Harland (NZTA)

**Southland Regional Transport Committee:**

Cr Lloyd McCallum (ES, RTC Chair)  
Cr Allan Baird (ES, RTC Deputy Chair)  
Cr John Douglas (SDC)  
Cr Ian Pottinger (ICC)  
Cr John Gardyne (GDC)  
Mr Jim Harland (NZTA)

**In attendance:** Ms Nicki Carter (ES)  
Mr Steve Higgs (NZTA)  
Mr Graeme Hall (NZTA)  
Mr Tony MacColl(NZTA)  
Mr Nick Sargent (DCC)  
Mr Chris Bopp (CDC)  
Ms Stacey Hitchcock (DCC)  
Mr Mike Kerrison (Waitaki DC)  
Mr Tony Pickard (QLDC)  
Mr Russell Pearson (ICC)  
Mr Garry Maloney (ORC)  
Mr Russell Hawkes (ES)  
Mrs Jan Brown (ES – *Minutes*)

**Meeting Chair:** Cr Alexa Forbes (ORC)

**1. Welcome**

Cr Forbes welcomed all to the first meeting of the Regional Transport Committees for the new triennium, and a full round of introductions was completed.

**2. Apologies**

Apologies for absence were recorded on behalf of Cr Ebel Kremer (SDC).

### 3. Public Forum, Petitions and Deputations

There was no public forum, petitions or deputations presented to the meeting.

### 4. Confirmation of Minutes – 26 July 2019

#### ***Resolved:***

**Moved Mr Harland, seconded Cr O’Malley that the minutes of the meeting of the Regional Transport Committee held on 26 July 2019 be confirmed as a true and correct record.**

**Carried**

### 5. Actions from Otago Southland Regional Transport Committees’ meetings

- Item 2 – complete and to be removed from the action sheet
- Item 3 – update noted, item complete and to be removed from the action sheet
- Item 4 – noted a lot of work was being done on State highway 94 (sealing the laybys, installation of more signs to show where people can move over) which will be ongoing this year and next. PGF funding has been provided for Milford Sound Opportunities Group to look at what a world class sustainable Milford looks like – including the Queenstown/Milford corridor. Mr Harland was advised of the cap on daily visitor numbers that currently exists (but is regularly breached in Milford) from the Fiordland Conservation Management Plan. From the discussion it was noted there is the potential to include DOC on this group in future. In the meantime, Mr Harland will report back in the future on progress in this regard.
- Item 5 – completed, and item to be removed from the action sheet.
- Item 6 – completed, and item to be removed from the action sheet.
- Item 7 – earlier discussion noted.
- Item 8 – noted from the data available, there has been little change at all in travel times, despite the increasing traffic volumes. Item completed now and to be removed.
- Item 9 – facilitated workshop to be held in early March – date to be confirmed.

### 6. Notification of Extraordinary and Urgent Business

6.1 There were no supplementary reports tabled for inclusion in the agenda.

6.2 There were no other items of business raised for inclusion in the agenda.

### 7. Questions

No questions were asked by the meeting

### 8. Chairman’s Report

The Chairman reported on:

- the commitment of Otago Regional Council to work closely with Dunedin City Council and Queenstown Lakes District Council to further improve and build on public transport systems.

- the number of rental vehicle/foreign driver crashes in Queenstown recently had resulted in a public meeting being called, which was attended by a panel of NZTA, NZ Police, NZ Rental Vehicle Assn and Tourism Industry representatives. From the meeting the 100 action points that arose are being collated and will be circulated when they are available. The data available indicates that nationally, tourists involved in accidents/fatalities was not high, but locally they were over-represented.

Mr Harland updated the meeting on the work of the Visiting Drivers' Governance Group that had been in place since 2014, which had focused on improvements with centre lane rumble strips, barriers, improved road markings, billboards and safety information. The rental association and tourism industry had also worked hard on a code of conduct for accommodation and rental providers regarding advising clients, and this is kept "live" with regular training. Cr Pottinger was concerned that there was still some alarming driving being witnessed on the roads. Mr Harland noted that although this may be the case, foreign drivers were prone to make the same mistakes as the average NZ driver – poor decisions. The above programmes and improvements put in place were all targeted at foreign drivers, but ultimately people still needed to make good, individual decisions at the time.

The meeting agreed that an update on the Visiting Drivers' Governance Group programme be provided to the next meeting.

## 9. Staff Report – 20/RTC/01

### Item 1 – Briefing for Incoming Regional Transport Committees

The purpose of this item was to provide the combined Otago and Southland Regional Transport Committees with information to understand the requirements of Regional Transport Committees as contained in the Land Transport Management Act, and Mr Hawkes spoke to his report.

In the discussion that followed the following points were raised:

- whether Environment Southland would be looking at the issue of greenhouse gas emissions in relation to the matter of public transport and the potential to provide diverse public transport. Mr Hawkes noted the current Regional Public Transport Plan did address this matter, but the next version would likely need to have those aspects strengthened.
- the fact there is a need for an organisation to be an "approved organisation" to be able to access funding through the NLTP – noting DOC is currently an approved organisation, and KiwiRail may well become an approved organisation in the future.
- neither DOC nor KiwiRail are represented on the RTCs, but an invitation could be extended to them to become representatives.
- whether or not consideration had been given to air transport to be similarly represented – as supporting infrastructure around the provision of airports impacted on the roading network. Noted the focus of this committee was the land transport system – strategically this immediately brings in the tourism routes, freight routes, and impacts on public transport system. This matter is being highlighted in the Arataki document (to be discussed later in the meeting).

- noted the GPS on Transport was a critical document – the current document has a concept of being “mode neutral” focusing on the most efficient transport mode.
- all agreed there is a need, when working on the next RLTP, to be more aspirational than has been the case in the past. This matter will be discussed in greater depth at the workshop scheduled for March 2020.
- recognition that NZTA are taking a more holistic approach to roading in towns and metropolitan areas – their function is more than just moving people from place to place. The last GPS took the approach there was a need to develop a framework along their definitions of “moving function” and “place function”.

**Resolved:**

**Moved Cr Wilson, seconded Cr Pottinger that the Regional Transport Committees receive the report.**

**Carried**

**Item 2 – Regional Transport Committee Review of Terms of Reference**

The purpose of this report was to provide the combined meeting with the opportunity to review and modify, as required, the current Terms of Reference for both the Regional Transport Committees and the associated Technical Advisory Group. Feedback on the Terms of Reference (and proposed amendments) was provided as follows:

- the ToR for the Otago Regional Transport Committee is to provide for a quorum of five, rather than three, to ensure representation around the table.
- the reporting back to Councils (referred to at page 23) in future will be based on a report compiled by the relevant Regional Transport Committee lead, and will be circulated within two weeks of any meeting.
- support the amendments presented to the documents in the staff report.

**Resolved:**

**Moved Cr Wilson, seconded Cr McCallum that the Regional Transport Committees receive the report, and propose changes be made as discussed above to the Regional Transport Committee Terms of Reference; and that no further changes are required to the Otago Southland (Regional) Technical Advisory Group Terms of Reference.**

**Carried**

**Item 3 – Development of the 2021-2031 Regional Land Transport Plan**

Mr Harland spoke to this report, which noted that the Regional Transport SIG, in conjunction with the Ministry of Transport and Waka Kotahi NZ Transport Agency, was introducing a consistent approach to Regional Land Transport Plans across the sector that will ensure the plans are more relevant to the sector and, in particular, the Waka Kotahi NZ Transport Agency. The proposed format was detailed in the staff report. Discussion on this work covered:

- there is a need for alignment this work with the LTPs and be looking even further out than 10 years – rather than taking the shorter term focus of central government;

- the mapping of active modes of transport across the region can occur as appropriate. Noted this will be an important part of the workshop discussions to occur in March – the need for a close look at the objectives and policies;
- to ensure there are mode shifts, a move to better/healthier outcomes, there is a need to add this “big ideas” to ensure different conversations can happen. The challenge will be to be broader in the initial discussions that are held
- Arataki has a 10 year horizon – for each region in New Zealand a story has been developed to identify what can be done and will impact on the various levels. This will be the basis for the workshop discussions, from which the programmes will be addressed.
- NZTA are strongly supportive of the work done by the SIG – it will provide the best story for the region in terms of what are the key drivers, issues and challenges to be focused on.
- discussion occurred around the potential consultation dates occurring around Christmas time, but it was noted this was driven by the date required for the plan to be finalised. Noted the public have means of input into both the RLTP and the LTP, as these should be aligned in future.
- noted the GPS is a short-term planning document, but the RLTP is a longer-term planning document that can't be inconsistent – which can create some difficulties.
- noted the proposed 10 March 2020 date for the workshop session was not suitable, and needed to be revised.

**Resolved:**

**Moved Cr Wilson, seconded Mr Harland that that the Regional Transport Committees note the report and:**

- (1) adopt the consistent format approach recommended by the Transport Special Interest Group in conjunction with the Waka Kotahi NZ Transport Agency;**
- (2) approve the draft development programme as shown in Appendix 1 with minor modifications to suit differing meeting dates if required.**

**Carried**

**Item 4 – Waka Kotahi NZ Transport Agency Update**

The main purpose of this item was to provide Mr Harland with an opportunity to update the meeting on Arataki – the Transport Agency view. He also noted that the NZTA were holding a number of sessions at which they will be providing detail about their investment programme, in the coming weeks – to which invitations had been extended.

Mr Harland noted that *Arataki* was the NZTA's interpretation of the direction it was being given by central government. It has been put out for engagement, and feedback was being sought on the approach taken. The document was based on work undertaken with the councils over recent years, and should be reflective of conversations that have been held.

The document is focused on:

- upper North Island, lower North Island and the South Island,
- capturing the key economic drivers,

- the key networks of road and rail transport and what their roles are,
- key projects,
- mobility and climate change
- identifying matters that will probably be funded – it is not a list of projects but rather a list of areas.

A further version (to be released in August) will take into account the finalised GPS, but the document will be a living document, recognizing that the country is on a journey and it will be updated as required.

Mr Harland noted that areas focused on mode shifts would likely target high growth/major regions (e.g. mode shifts into walking, cycling etc). The road to zero emissions, and the target of 40% less deaths and serious injuries and the Visiting Drivers work all fit into this area.

Questions were posed over whether the targets were appropriate or too aspirational. Mr Harland noted he had been involved in both scenarios – low targets that achieve little, and aspirational targets that can achieve significant shifts.

It was noted that some parts of the document the Committee could influence and others, not.

The meeting also discussed road accidents that related to suicides, mental health issues and the blurring of statistics; tackling unsafe speeds; the safe vehicle programme; etc.

There was also discussion on the significant growth in the Queenstown area, and the fact that the geography of the area will not allow an engineered solution to the problems that were being identified in this area. Mode shift/changes in approach would be required if this area was not to become grid-locked in the future.

The meeting noted that the workshop session in March would need to focus on strategic projects and the need for funding.

**Resolved:**

**Moved Cr Wilson, seconded Cr Duncan that the Regional Transport Committees note the report and provide feedback to the Waka Kotahi NZ Transport Agency on the topics included in the presentation.**

**Carried**

*Lunch break taken from 12.25 pm to 12.53 pm.*

**Item 5 – Regional Land Transport Plan 2018-2021 Review to December 2019**

The purpose of this report was to provide the Committees with an update on projects included in the adopted Otago Southland Regional Land Transport Plan 2018-2021.

The meeting was advised that the projects are generally on track. Some projects were now being delivered under the national safety programme, which has resulted in the visibility of some projects not being clear. The meeting agreed it would be worth getting an update on where the safety network funding fits with the programme for the next meeting.

Cr Percival expressed strong concern at the lack of progress and downgrading of the Kakanui bridge design and construction work, noting this was a vital link for those living on the east

coast and south of the Waitaki, as other bridges servicing the area in a flood event were completely unserviceable. Mr Harland outlined the review work that had been undertaken in relation to this project and advised that the approach being taken with this project was consistent with others across the South Island. However, he acknowledged the frustration being experienced over this matter.

Discussion occurred around the age of bridges particularly in the Southland/Otago area, and the work undertaken by the Southland District Council in this regard, around a prioritization programme was highlighted. Cr Smith noted recent closure of the Frankton Road had caused major impacts and it was evident there were no back-up plans or viable alternatives in place. Cr McCallum suggested these matters should be discussed as part of the scheduled workshop. Ensuring there was clarity around the need for interconnectedness within the region for the community, tourism, etc throughout the South Island, may mean some matters were viewed with a different lens.

In response to questions posed by Cr Baird about potentially delayed projects in the Southland District area, staff advised that the bridge issues were a major matter for the southland District Council which had led to a significant prioritization project. This had resulted in \$1M being spent on bridge renewals for 19 bridges in the last year, but the bridges being addressed were now different compared to what was listed in the programme, as a result of that prioritization project.

Questions were posed over whether this matter should have been dealt with as a Variation, for transparency purposes, but the matter was not taken further.

**Resolved:**

**Moved Cr Percival, seconded Cr O'Malley that the Regional Transport Committees note the direct that a letter be written to the NZTA to support the Waitaki District Council in its case for the Kakanui Point Bridge design and construction project.**

**Carried**

## **Item 6 – Way to Go Project Update**

The purpose of this report was to provide the Programme Director from the Way to Go Group with the opportunity to update the Committees on the project to date. The presentation encompassed:

- that the project is aimed at integrating transport investigations and planning safe, accessible and connected transport solutions for everyone;
- growth in Queenstown continues at some of the highest levels in the country and a step change in multi-modal transport response required. Integration between land use and transport is a key aspect to ensure the right outcomes.
- a collaborative approach is being taken and is working well; but the next 6-9 months will be critical to secure funding for programme development, consenting and delivery;
- the delivery of a large integrated programme including governance funding was announced for Queenstown - \$90M
- the structure for the project and the various projects underway were outlined
- the status of a number of business cases was displayed, and the Wakatipu Active Travel network project was outlined in some detail

- passenger transport and active travel will have significant roles to play in responding to travel demand in Queenstown.

Matters discussed at the conclusion the presentation canvassed:

- it was not yet known what part of the Ladies Mile corridor work would be covered under the recently announced \$90M programme compared to the RLTP programme;
- a step change is required in the Queenstown/Frankton corridor to move people via multi-modal options and some longer term options. A staged approach will be required and infrastructure needs to be put in place;
- car parking costs is a lever that has been, and will increasingly be, pulled;
- questions were posed over whether the targets of moving to active transport were ambitious and/or well represented in the funding;
- is there a need to get a sense of how well the airports are co-ordinating their activities, given the impacts on traffic/networks;
- to get major shifts in behaviours, public transport will need to be prioritized over general traffic – e.g. own lanes, priority at bridges and lights, etc.

**Resolved:**

**Moved Cr Wilson, seconded Cr McCallum that the Regional Transport Committees note the report, and have provided feedback to the Way to Go partnership via their discussions today.**

**Carried**

#### **Item 7 – Shaping Future Dunedin Transport Update**

Representatives of the Connecting Dunedin collaboration were provided an opportunity to update the Committees on their work. This is a joint project delivered by the Connecting Dunedin Partners (NZTA, Dunedin City and Otago Regional Councils), to ensure the transport programme of activities that affect the central Dunedin urban area and the strategic transport network are well connected and deliver a multi-modal and customer focused transport system that includes the integration of the new hospital with the city. Their presentation encompassed:

- the area specifically involved is from the Botanic Gardens in the north to the Oval in the south;
- the new Dunedin hospital has become a catalyst for the change, with a request to reduce the impacts of the State highway on the new hospital so that it is more accessible and integrated into the city.
- the context and opportunities are broader than this – covering the Dunedin transport strategy, the central city upgrade, the Dunedin waterfront vision, the tertiary precinct, connections to Port Otago and SH88, and the Peninsula connection
- findings from work undertaken in the first phase of the project confirmed the challenges opportunities and benefits; shortlisted options are focused on two primary scenarios included transport modelling and multi-criteria assessment in relation to agreed objectives;
- high level conclusions are that changes to the one-way system are feasible and better support the objectives than the current approach; changes to a two-way system are more ambitious but is also more challenging and costly to deliver – both options have significant cost implications;

- both scenarios need more work before finalizing on one, and will need to include work with the hospital design team and other key stakeholders;
- an indicative timeline for the work was shown, and it was note there would be ongoing communications and engagement.

**Resolved:**

**Moved Cr Wilson, seconded Cr O'Malley, that the Regional Transport Committees note the report.**

**Carried**

**Item 8 – Otago Regional Land Transport Plan Variation – SH6 Wanaka to Luggate Safer Corridor Project**

This Otago Regional Transport Committee was asked to consider a request from the Waka Kotahi NZ Transport Agency for a variation to the Otago Regional Land Transport Plan adopted in June 2018, allowing for a new project SH6 Wanaka to Luggate Safer Corridor, to be included in the plan for the 2020/21 period. Cr Smith noted that QLDC strongly supported this proposal as it would assist a major problem area for them.

**Resolved:**

**Moved Cr Duncan, seconded Cr Wilson that the Otago Regional Transport Committee:**

- (1) notes that the State Highway 6 Wanaka to Luggate Safer Corridor project is proposed as a variation to the Otago Regional Land Transport Plan 2018-2021;**
- (2) determines that the requested variation is not significant;**
- (3) agrees to vary the Otago Regional Land Transport Plan 2018-2021 by adding the proposed activity to the Regional Land Transport Plan;**
- (4) recommends the variation and change to the Otago Regional Council.**

**Carried**

**Item 9 – Next Meeting**

It was noted that it was proposed to hold the next meeting of the Otago and Southland Regional Transport Committees on 23 June 2020 (and not 22 June 2020 as noted in the report). Further, it was noted that the release of the GPS was anticipated, and thus the Chairs may opt to call a meeting to discuss this, if the 23 June 2020 meeting time was not suitable.

With regard to the proposed workshop scheduled for March, it was agreed that 17 March 2020 was a more suitable date, and that to assist the discussions that are to be held staff would circulate issues to be discussed to prompt early thinking and a focused session.

At this time Mr Harland advised that a new Chief Executive was to commence with NZTA shortly, and their focus was on strengthening the regional relationships. Eight people had

been engaged to focus on safety, general engagement, and there was an Executive sponsor for each region. Their job was to ensure they are aware of the issues within the region and ensure they are engaging appropriately.

There being no further business, the meeting closed at 1.47 pm.

**Item 1      Prioritisation of Improvement Projects for Inclusion in the Otago Southland Regional Land Transport Plan 2021-2031**

<b>MORF ID:</b> A629796	<b>Strategic Direction:</b> ES Transport ORC Regional Transport
<b>Report by:</b> Russell Hawkes Lead Transport Planner Environment Southland & Garry Maloney Transport Manager Otago Regional Council	<b>Approved by:</b> Lucy Hicks, Policy & Planning Manager
<b>Executive Approval:</b> Wilma Falconer, General Manager, Strategy, Planning & Engagement Environment Southland	

**Purpose**

To allow the Combined Otago Southland Regional Transport Committees to prioritise the Improvement Projects to be included in the Draft Regional Land Transport Plan 2021-2031.

**Summary**

The Land Transport Management Act requires Regional Transport Committees to place regional priorities on improvement projects that are to be included in a Regional Land Transport Plan.

Improvement projects with a value over \$2 million are assigned priorities for their inclusion in the Regional Land Transport Plan. The Regional Transport Committees have previously been briefed on the approach to be taken in assigning these priorities. The Otago Southland Technical Advisory Group has reviewed the projects and the attached tables included their recommendations on potential priorities.

The Committees are requested to review the method and priorities prepared by the Technical Advisory Group and confirm the priorities to be included in the Draft Regional Land Transport Plan.

**Recommendation**

**It is recommended that Regional Transport Committees resolve to:**

- 1. note the report;**
- 2. confirm the priorities to be assigned to improvement projects in the draft Regional Land Transport Programme.**

**Report**

**Background**

A core requirement of Regional Transport Committees, as set out in the Land Transport Management Act 2003 (LTMA), is to prepare a Regional Land Transport Plan (RLTP) every six years.

The RLTP has two main focuses:

1. to set out, in the strategic section of the RLTP, the direction and priorities for the 10 years the RLTP covers;

2. to include programme details for projects and activities where funding from the National Land Transport Fund (NLTF) is sought by the country's Road Controlling Authorities.

The RTC is required to prioritise projects of over \$2 million in value where funding is sought from any of the following Activity Classes:

- Road to Zero;
- Local Roads Improvements;
- State Highway Improvements.

Improvement projects under \$2 million are considered to generally be low cost/low risk in nature and are the subject of direct negotiation between the Road Controlling Authority and Waka Kotahi.

The activity classes are set by the Government through the Government Policy Statement on Land Transport (GPS).

This report provides the Committees with the list of projects over \$2 million proposed for inclusion in the RLTP and the method to be used for assigning a final regional priority to each project.

### **Current situation**

During the past two months Road Controlling Authorities have been preparing their proposed maintenance, renewal and improvement activities for inclusion in the RLTP for 2021-2031. Projects proposed for funding from the Road to Zero, Local Roads Improvements and State Highway Improvements activity classes have been submitted to Waka Kotahi and once included in an approved RLTP will be considered for final funding and inclusion in the National Land Transport Plan (NLTP).

To assist the RTCs in prioritising these projects, the Transport Special Interest Group (TSIG), in conjunction with Waka Kotahi, has developed a recommended method for project prioritisation. This allows Waka Kotahi to directly assess project priorities from different regions in its final funding decisions for the NLTP. A paper describing the background and method recommended is attached to this report as [Attachment B](#).

To assist the Committees, the Otago Southland Technical Advisory Group has reviewed the project requiring prioritisation and suggested methodology with the resulting suggested priority rankings in the attached tables. The final method used by the Otago TAG members in preparing their recommendations generally follows the TSIG method but has placed greater emphasis on raw scores across all three priority areas.

Improvement projects requiring prioritisation are included in [Attachment A](#).

These tables, including the suggested project priorities, are to be reviewed by the Committees and final recommendations on project priorities confirmed. These priorities will then become part of the Draft RLTP that is the subject of a later report on the agenda.

### **Implications/Risks**

There are no associated risks for Council. The Combined RTCs will consult on the Draft RLTP and finalise the document before recommending its adoption to Council.

### Next steps

Once project prioritisation is agreed by the RTCs the tables will be included in the Draft RLTP that will be consulted on prior to confirmation of the RLTP by Council.

### Fit with strategic framework

Outcome	Contributes	Detracts	Not applicable
Managed access to quality natural resources	X		
Diverse opportunities to make a living	X		
Communities empowered and resilient	X		
Communities expressing their diversity			X

### Views of affected parties

View of affected parties will be obtained during the formal consultation period. Refer to Item 3 on this meeting agenda.

### Compliance with Significance and Engagement Policy

There are no issues within this report which trigger matters in this policy.

### Considerations

#### Financial implications

##### *Current budget*

There are no budget implications included in this report.

##### *Future implications*

There are no future financial implications included in this report.

#### Legal implications

There are no legal implications contained in this report.

### Attachments

1. Attachment A – Improvement Projects requiring Prioritisation
2. Attachment B - Regional Land Transport Plan Prioritisation

**Attachment A – Improvement Projects Requiring Prioritisation**

**Otago Improvement Projects**

1. Address Network Deficiencies 40%						TAG Recommended Priority
Approved Organisation	Project or Package Name	Description	NLTP period	Phase Cost	GPS Priority	
Waka Kotahi - Otago	SH1 Mosgiel to Balclutha	No details provided	24-27	\$ 29,550,000	Safety	<b>1</b>
Dunedin City Council	SFDT - Central City Parking Management.	Develop a management plan for parking to meet the cities strategic goals.	21-24	\$ 11,500,000	Better Travel	<b>9</b>
Dunedin City Council	SFDT - Harbour Arterial Efficiency Improvements	Improved safety and efficiency for general traffic and freight accessing the port and harbour arterial corridor.	21-24	\$ 15,800,000	Safety	<b>5</b>
Queenstown Lakes District Council	Lakeview Arterial Upgrade		21-24	\$ 2,671,392	Better Travel	<b>13</b>

2. Target High Risk Areas		30%				TAG Recommended Priority
Approved Organisation	Project or Package Name		NLTP period	Phase Cost	GPS Priority	
Waka Kotahi - Otago	SH1 Mosgiel to Gore	Speed Management - Safe and Appropriate Speeds	24-27	\$ 2,690,000	Safety	6
Waka Kotahi - Otago	SH1 Hardware Lane to Arrow Junction Road	Three Wire Median barriers (solid/semi-rigid and flexible) Roadside Barriers Safe and Appropriate Speeds	24-27	\$ 29,550,000	Safety	10
Dunedin City Council	Safer Street - Arterial Improvements	improve safety and accessibility for people walking and cycling, and better connections to public transport infrastructure, along a selection of arterial routes.	21-24	\$ 18,308,300	Safety	13
Dunedin City Council	Tertiary Precinct Project	Improve safety, access and amenity throughout the tertiary precinct. Enable better and safer connections between campuses for people walking, cycling and using public transport.	21-24	\$ 6,660,000	Safety	16
Dunedin City Council	SFDT - Princes Street Bus Priority and Corridor Safety Plan	Improve safety for active transport and improve efficiency for public transport along a high risk corridor.	21-24	\$ 9,702,000	Safety	1
Dunedin City Council	George Street Upgrade	Improve safety and accessibility for people travelling through and within the city's central retail precinct.	21-24	\$ 16,500,000	Safety	6
Dunedin City Council	SFDT - Central Cycle and Pedestrian improvements	improve safety and access for people walking and cycling within and throughout the central city	21-24	\$ 7,400,000	Safety	10

<b>3. Invest to create genuine mode choice 30%</b>						
<b>Approved Organisation</b>	<b>Project or Package Name</b>		<b>NLTP period</b>	<b>Phase Cost</b>	<b>GPS Priority</b>	<b>TAG Recommended Priority</b>
Waka Kotahi - Otago	<b>Sh6 Park And Ride Facilities</b>	<b>Park and ride facilities connecting to major PT routes adjacent to SH6 and located at Frankton, Arrow Junction and Jacks Point</b>	21-24	\$ 8,744,661	Better Travel	<b>1</b>
Waka Kotahi - Otago	<b>Sh6 Sh8b Sh8 Gibbston To Clyde Corridor Improvements</b>	<b>NZTA component of the wider Kawarau Gorge (Gibbston - Bannockburn) trail</b>	21-24	\$ 2,462,400	Safety	<b>6</b>
Dunedin City Council	<b>Dunedin Tunnels Trail</b>	Active transport connection between the central city and the southern suburbs of Green Island, Abbotsford, Fairfield and Mosgiel.	21-24	\$ 28,700,000	Better Travel	<b>16</b>
Dunedin City Council	<b>Rail Passing loop</b>	Build a passing loop to enable increased freight capacity and future passenger rail capability.	21-24	\$ 6,500,000	Better Travel	<b>19</b>
Dunedin City Council	<b>SFDT - Mosgiel and Burnside Park and Ride Facilities</b>	Park and ride facilities to enable people living in the southern suburbs to connect to express public transport services.	21-24	\$ 5,000,000	Better Travel	<b>1</b>
Dunedin City Council	<b>North East Valley Cycleway</b>	Improve safety and access for cyclists and pedestrians along North Road in North East Valley	21-24	\$ 2,500,000	Better Travel	<b>18</b>
Queenstown Lakes District Council	<b>WATN Route C5: Arthurs Point to Queenstown</b>		21-24	\$ 10,300,000	Better Travel	<b>10</b>
Queenstown Lakes District Council	<b>WATN Route A8: Lake Hayes Estate to Frankton</b>		21-24	\$ 4,000,000	Better Travel	<b>13</b>

**Southland Improvement Project**

<b>1. Address Network Deficiencies 40%</b>						
<b>Approved Organisation</b>	<b>Project or Package Name</b>	<b>Description</b>	<b>NLTP period</b>	<b>Phase Cost</b>	<b>GPS Priority</b>	<b>Overall Rank</b>
Waka Kotahi	SH 1 Regional Boundary to Invercargill	Packaged Activities. Safe System Transformation Activities	21-24	\$ 3,000,000	Safety	<b>1</b>

## Attachment B

### REGIONAL LAND TRANSPORT PLAN PRIORITISATION

The Transport Special Interest Group (TSIG) in conjunction with Waka Kotahi NZ Transport Agency have been working on a consistent approach to the development and preparation of Regional Land Transport Plans (RLTP). This note specifically applies to the prioritisation approach to be used by Regional Transport Committees (RTC) to prioritise improvement projects included in the RLTP.

The RLTP is not just a list of activities and projects that seeks inclusion in the National Land Transport Plan by Waka Kotahi. The RLTP consists of two distinct sections that fulfil differing purposes. RLTPs provide the regional context, setting out the problems, and how the proposed investment would address them at a regional level.

The front section of the RLTP sets the strategic context for transport activities in the region with a 30-year horizon. The strategic section is linked to the Ministry of Transport Outcomes Framework. The RLTP provides the strategic framework for an Approved Organisation (AO) activity management plans (AMP) and the AMP provides the background detail that supports maintenance, renewals and improvement projects to be included in the RLTP.

The back section of the RLTP includes the programme of activities that AOs are proposing for funding from the National Land Transport Fund. The RLTP is prepared by the RTC who must set the regions priority for the significant improvement projects AOs have proposed.

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

This document proposes a prioritisation approach based on principles that regions are encouraged to adopt when developing their RLTP 2021-24. The TSIG/Waka Kotahi working group encourage regions and unitary authorities to use this proposed approach as it will allow Waka Kotahi to consider activities and projects in one region alongside activities and projects of similar priority in other regions. Currently, unique approaches taken by different regions to prioritise their activities and projects make it difficult to draw comparisons.

Projects and activities defined as having a 'high' regional priority may or may not also have high alignment with the GPS priorities. The priority given using the proposed methodology will provide a methodical way for Waka Kotahi to recognise regional importance when confirming projects for inclusion in the NLTP.

#### Value Proposition

Using the prioritisation principles will give credibility to an activity or projects regional priorities in the RLTP. This will allow Waka Kotahi to recognise regional priorities when administering funding.

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

## **Prioritisation Approach**

The prioritisation approach is recommended by the TSIG/Waka Kotahi working group for Improvement Activities of more than \$2 million. Projects to be prioritised must show strong alignment with the strategic 'front end' of the RLTP. Rather than recommend a detailed process the working group are recommending a principles-based approach that will allow regions a little more flexibility in their prioritisation process but still provide Waka Kotahi with confidence that a consistent approach has been taken across the sector.

## **Principles to be applied**

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 Plan (AMP) or Regional Public Transport Plan(RPTP). All continuous programs 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 AMP and RLTP 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 prioritized;
- 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 RTC. It will be each RTCs 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, provide RTC an opportunity to elevate its importance.

The principles are developed in alignment with Waka Kotahi’s guidance on developing regional land transport plans and should be updated as required.

## Statutory Context

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

- 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;
- 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.

A suggested definition of ‘significant’ activities’ is provided in Table 1, and it could be adapted to reflect each region’s requirements as defined by the RLTP strategic ‘front end’.

**Table 1: Suggested Definition of Significant Activities**

Significant Activities		
Section 16 (3)(d)	Significant activities - to be presented in order of priority	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> : Maintenance, operations and renewal programmes Public transport programmes (existing services) Low cost/low risk programmes Road safety promotion programmes Investment management activities, including transport planning and modelling Business cases that are not part of a package
Significant inter-regional activities		
Section 16 (2)(d)	Activities that have inter-regional significance	Any significant activity (see above): <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	Any expenditure on individual transport activities, whether the activities are included in the Regional Land Transport Plan or not from: Approved organisations (where there is no National Land Transport Fund share) Crown appropriations Other funds administered by the Crown

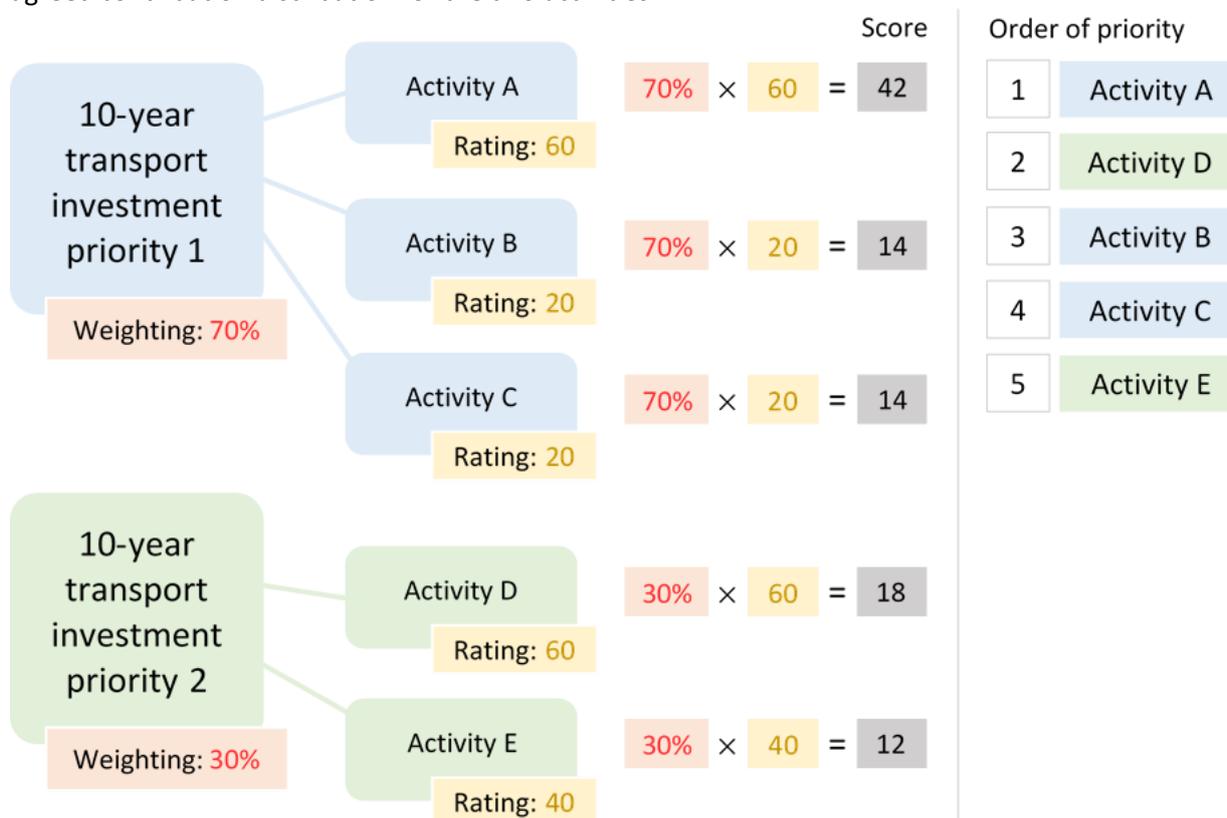
### Prioritisation Approach

- To link the strategic ‘front end’ with the ‘Improvement Activities >\$2 million’ requires AOs to align their projects with the ‘most fitting’ investment priority agreed by the RTC.
- In most Regions, there will not be many Improvement Activities >\$2 million included in the RLTP. (N.B. The low cost / low risk threshold has been increased to \$2 million per project)
- If more than one project aligns with an investment priority, the RTCs technical officers advisory group will need to achieve consensus on each project’s contribution to the investment priority using their professional expertise.

### Example Scenario

In this scenario, there are only five activities that meet the definition of significant activity for the two investment priorities.

For the prioritisation, the TOG used their technical expertise and local knowledge to achieve an agreed contribution distribution for the two activities.



- The raw score for Activity A is 42, calculated as 60% of 70, i.e.  $0.6 \times 70 = 42$
- The raw score for Activity D is 18, calculated as 30% of 60, i.e.  $0.3 \times 60 = 18$
- On this basis, Activity A would be priority 1 in the RLTP and Activity D, priority 2. This reflects the technical position of the prioritisation approach and is a recommendation of the TOG.

RTC may decide to elevate Activity D to priority 1, to promote its importance to the region, and the provision of a reason for such event is recommended.

## Item 2 Final Review of the Draft Otago Southland Regional Land Transport Plan Prior to Consultation

<b>MORF ID:</b> A629796	<b>Strategic Direction:</b> ES Transport ORC Regional Transport.
<b>Report by:</b> Russell Hawkes Lead Transport Planner Environment Southland & Garry Maloney Transport Manager Otago Regional Council	<b>Approved by:</b> Lucy Hicks, Policy & Planning Manager Environment Southland
<b>Executive Approval:</b> Wilma Falconer, General Manager, Strategy, Planning & Engagement Environment Southland	

### Purpose

This report provides the Combined Otago Southland Regional Transport Committees with the opportunity to provide final input to the Draft Regional Land Transport Plan 2021-2031 before consultation, as recommended in Item 3 on this meeting agenda.

### Summary

The Draft Otago Southland Regional Land Transport Plan 2021-2031 has been in development and has now had the Programme and Funding section added to the strategic section previously considered by the RTCs.

This report provides the RTCs with their final opportunity to provide comment and input before the Draft RLTP is released for consultation in March 2021.

### Recommendation

It is recommended that Regional Transport Committees resolve to:

1. note the report;
2. provide comment or request any further changes to be included in the Draft RLTP prior to release for consultation.

### Report

#### Background

The Draft Otago Southland Regional Land Transport Plan 2021-2031 (Draft RLTP) has been in development over the past few months. A combined RTCs workshop held in early 2020 confirmed the priority issues for the regions that now form the basis of the Draft RLTP 10-year priorities.

The Draft RLTP included as Attachment 1 contains the strategic framework, proposed programme of activities, an assessment of compliance with the legislative requirements and proposed significance policy.

The RTCs considered the strategic framework of the draft RLTP in a workshop held on 27 November 2020. Changes requested at the workshop have been incorporated to this section along with the addition of new maps and other graphics.

The Draft RLTP now also includes the Programme and Funding Section. Waka Kotahi, Queenstown Lakes District Council and Dunedin City Council are the only authorities proposing significant improvement projects in this Draft RLTP.

### **Programme and Funding Section**

This section includes statements from each of the Road Controlling Authorities indicating the key outtakes from their Network Activity Plans. From these it will be noted that the majority of the combined regions' authorities are focused on maintaining their existing infrastructure, with only minor improvements being proposed.

A separate breakdown of maintenance operations and renewal activities have not been included in the RLTP. The proposed funding requests are represented in the 10-year forecast tables, with overall programmes summarised in the tables included in the executive summary.

For the 2018-2021 RLTP, the Minor Works Activity Class was changed to allow a single line item for Low Cost/Low Risk Projects of up to \$1 million to be included for small improvement type activities that were not detailed in the RLTP. The Government Policy Statement on Land Transport (GPS) for 2021 to 2031 included further changes to the Activity Classes available for funding of Improvement Projects. With the GPS focus on safety, a new Activity Class "Road to Zero" was introduced. The funding band for traditional state highway and local roads improvements were substantially reduced with the funding being allocated to the Road to Zero. To add another level of complexity, the threshold for Low Cost/Low Risk projects has been increased to \$2 million for an individual project. This has made comparison of funding levels in the improvements area difficult. The summary tables included in the executive summary provide the best comparison we have been able to obtain.

Development of the improvement projects tables for this RLTP has been particularly challenging for regional staff. Constant delays in obtaining project information particularly on the State Highway programmes have delayed their presentation to the RTCs until this late stage prior to consultation needing to take place. Waka Kotahi has struggled to provide the required information to support its Investment Proposal to meet the timeframes required for project inclusion in the Draft RLTP despite frequent assurances that the information will be released and available. These delays resulted in compressed timeframes for consideration of the programmes by the RTCs but also for the Technical Advisory Group to consider recommendation for the RTCs on project priorities etc.

Funding requests for improvement project have been tabulated and include a single line item for Authorities who only have Low Cost/Low Risk projects.

Proposed improvement projects from Waka Kotahi, Queenstown Lakes District Council and Dunedin City Council include a number of projects under \$2 million in value. These have not been prioritised, but just included as submitted. Improvement projects above the Low Cost/Low Risk \$2 million threshold will have been discussed under Item 1 on this Agenda and the priorities assigned will be added to the Draft RLTP prior to consultation.

A separate table is included to indicate projects the RTCs would like to see progressed in future RLTPs. Any further projects the RTCs wish to identify can be added to this table prior to consultation.

### Next steps

The next step in developing the Draft RLTP is to include any changes the RTCs request during this meeting, incorporate the priorities assigned by the RTCs under Item 1 and take the completed Draft RLTP to consultation, as recommended in Item 3.

### Fit with strategic framework

Outcome	Contributes	Detracts	Not applicable
Managed access to quality natural resources	X		
Diverse opportunities to make a living	X		
Communities empowered and resilient	X		
Communities expressing their diversity			X

### Views of affected parties

Views of affected parties will be obtained during the formal consultation period. Refer to Item 3 on this meeting agenda.

### Compliance with Significance and Engagement Policy

There are no issues within this report which trigger matters in this policy.

### Considerations

#### Financial implications

##### *Current budget*

There are no budget implications included in this report.

##### *Future implications*

There are no future financial implications included in this report.

#### Legal implications

There are no legal implications contained in this report.

### Attachments

1. Attachment 1 – Draft Otago Southland Regional Land Transport Plan 2021-2031 (*separate attachment*)

### **Item 3 Adoption of the Draft Otago Southland Regional Land Transport Plan 2021-2031 for Public Consultation**

<b>MORF ID:</b> A629796	<b>Strategic Direction:</b> ES Transport ORC Regional Transport
<b>Report by:</b> Russell Hawkes Lead Transport Planner Environment Southland & Garry Maloney Transport Manager Otago Regional Council	<b>Approved by:</b> Lucy Hicks, Policy & Planning Manager Environment Southland
<b>Executive Approval:</b> Wilma Falconer, General Manager, Strategy, Planning & Engagement Environment Southland	

#### **Purpose**

This report requests the Otago Southland Regional Transport Committees adopt the Draft Regional Land Transport Plan 2021-2031 for public consultation and confirm the members of the hearing panel to consider submissions received as a result of the consultation.

#### **Summary**

This report recommends the Committees adopt for public consultation, the Draft Otago Southland Regional Land Transport Plan 2021-2031 (RLTP), contained in the attachment to this report subject to final changes requested in Item 2 on this agenda. Included in this report is information concerning the process to be used for public notification and consultation.

#### **Recommendation**

It is recommended that Regional Transport Committees resolve to:

1. **approve the draft Regional Land Transport Plans for public consultation to be notified on 5 March 2021;**
2. **authorise the Chairs to approve minor editorial changes prior to consultation;**
3. **recommend to their respective regional council, the proposed composition of the joint hearing committee on the draft Regional Land Transport Plans.**

#### **Report**

##### **Background**

A Draft Regional Land Transport Plan for the 2021-2031 period (Draft RLTP) has been developed over recent months in workshops and meetings with the Otago Southland Regional Transport Committees (RTCs). Final consideration of changes to the Draft RLTP are being considered in Item 2 on this agenda. On completion of the final review, the RTCs are required to approve the Draft RLTP for consultation.

Attachment 1 contains the Draft RLTP. This document contains the strategic framework, proposed programme of activities, an assessment of compliance with the legislative requirements, and information on how to make a submission. The final document incorporating any changes discussed under Item 2 of this agenda will be used for consultation purposes.

### Notification and Consultation

The intention is to publicly notify the draft plan on 5 March 2021, with notices to be placed on the Environment Southland and Otago Regional Council websites, and in the following newspapers:

- Southland Times;
- Clutha Leader;
- Otago Daily Times;
- Taieri Herald;
- The Star (Dunedin);
- Central Otago News;
- Mountain Scene (Queenstown);
- Oamaru Mail;
- Timaru Herald.

The notice will cover both the Otago and Southland Plans.

As required by the legislation, letters advising of the notification will be sent to:

1. territorial authorities in the regions;
2. the Waka Kotahi New Zealand Transport Agency and other interested Government agencies;
3. Southern District Health Board;
4. New Zealand Historic Places Trust;
5. Maori organisations in the two regions;
6. representative groups of land transport users and providers.

Staff will also forward copies of the plan to each territorial local authority office reception and the Waka Kotahi Dunedin office. The Draft RLTP will be available on the Environment Southland and Otago Regional Council websites along with submission details.

Submissions will close at 5.30 pm on 26 March 2021.

Hearings and deliberations are tentatively planned for the week commencing 19 April 2021 (Monday, Tuesday and, if necessary, Wednesday). In the past, hearings have been held jointly with members from both Regional Transport Committees. The Committees are now requested to nominate members of a combined hearing panel. A possible composition could be;

<b>Southland</b>	RTC Chair Lloyd McCallum (Environment Southland) One territorial authority representative (to be nominated)
<b>Otago</b>	RTC Chair Alexa Forbes (Otago Regional Council) One territorial authority representative (to be nominated)
<b>Both</b>	One representative (Waka Kotahi NZ Transport Agency)

The exact date(s), time and location(s) for the hearing will be determined once the submission period closes and the number of submitters wishing to speak is known.

**Fit with strategic framework**

Outcome	Contributes	Detracts	Not applicable
Managed access to quality natural resources	X		
Diverse opportunities to make a living	X		
Communities empowered and resilient	X		
Communities expressing their diversity			X

Transport planning is a core function under the Land Transport Management Act.

**Views of affected parties**

This report recommends the process for consulting on the Draft RLTP where all affected parties will have the opportunity for input.

**Compliance with Significance and Engagement Policy**

There are no issues within this report which trigger matters in this policy.

**Considerations**

**Financial implications**

*Current budget*

There are no budget implications included in this report.

*Future implications*

There are no future financial implications included in this report.

**Legal implications**

There are no legal implications contained in this report.

**Attachments**

1. Draft Regional Land Transport Plan 2021-2031 (*separate attachment*)

## Item 4 Southland Regional Public Transport Plan Consultation

<b>MORF ID:</b> A629796	<b>Strategic Direction:</b> ES Transport ORC Regional Transport
<b>Report by:</b> Russell Hawkes Lead Transport Planner Environment Southland	<b>Approved by:</b> Lucy Hicks, Policy & Planning Manager Environment Southland
<b>Executive Approval:</b> Wilma Falconer, General Manager, Strategy, Planning & Engagement Environment Southland	

### Purpose

The purpose of this report is to advise the Regional Transport Committee of the Invercargill City Council's intention to consult on the Southland Regional Public Transport Plan.

### Summary

The Invercargill City Council under transferred responsibilities from the Southland Regional Council has prepared a Draft Regional Public Transport Plan for the Southland region.

This report is to advise the Southland Regional Transport Committee of the proposed consultation for the Southland Regional Public Transport Plan to take place concurrently with the Regional Land Transport Plan referred to in Item 3 of this report.

### Recommendation

**It is recommended that Regional Transport Committees resolve to note the report.**

### Report

#### Background

The Land Transport Management Act (LTMA) includes a requirement for the preparation and consultation on Regional Public Transport Plans. For the Southland region, the Public Transport Plan (RPTP) is prepared by the Invercargill City Council under a transfer of authority agreement between the Southland Regional Council and the Invercargill City Council.

The Invercargill City Council has prepared a Draft Regional Public Transport Plan 2021-2031 and propose consulting on the Plan, in conjunction with the Otago Southland Regional Land Transport Plan referred to in Item 3 of this agenda. The Regional Transport Committee must be consulted when an RPTP is prepared. A copy of the Draft RPTP can be provided to the Committee should they wish.

The Draft Southland Regional Public Transport Plan is consistent with the Draft RLTP, as prepared by the Regional Transport Committees. Consultation will take place in the same timeframe as that proposed for the Otago Southland Regional Land Transport Plan. Consideration can then be given to submissions relating to Public Transport received by both the Invercargill City Council and as part of the RLTP consultation.

This report is to advise the Southland Regional Transport Committee of the proposed RPTP consultation.

**Fit with strategic framework**

<b>Outcome</b>	<b>Contributes</b>	<b>Detracts</b>	<b>Not applicable</b>
Managed access to quality natural resources	X		
Diverse opportunities to make a living	X		
Communities empowered and resilient	X		
Communities expressing their diversity			X

Transport planning is a core function under the Land Transport Management Act.

**Views of affected parties**

Affected party's views will be obtained in the proposed consultation.

**Compliance with Significance and Engagement Policy**

There are no issues within this report which trigger matters in this policy.

**Considerations**

**Financial implications**

*Current budget*

There are no budget implications included in this report.

*Future implications*

There are no future financial implications included in this report.

**Legal implications**

There are no legal implications contained in this report.

**Attachments**

None

## Item 5 Waka Kotahi NZ Transport Agency Update

<b>MORF ID:</b> A629796	<b>Strategic Direction:</b> ES Transport ORC Regional Transport
<b>Report by:</b> Russell Hawkes Lead Transport Planner Environment Southland	<b>Approved by:</b> Lucy Hicks, Policy & Planning Manager Environment Southland
<b>Executive Approval:</b> Wilma Falconer, General Manager, Strategy, Planning & Engagement Environment Southland	

### Purpose

The purpose of this report is to provide Waka Kotahi NZ Transport Agency (the Transport Agency) with the opportunity to provide an update on its activities to the meeting.

### Summary

The Transport Agency will provide a verbal and presentation update on its activities that are expected to cover a range of topics of interest to the Committees.

### Recommendation

It is recommended that Regional Transport Committees resolve to:

1. note the report and provide any feedback to the Waka Kotahi NZ Transport Agency on the topics included in the presentation.

### Report

#### Background

The Transport Agency wishes to update the Committees on a number of topics currently being worked on. This update will take the form of a presentation at the meeting by a representative of the Transport Agency.

Topics expected to be covered in the presentation are:

- National Land Transport Plan Development;
- National Transport Planning;
- update on the Waka Kotahi Investment Proposal and the Road to Zero Programme;
- local major activity items.

#### Views of affected parties

There are no matters in this report which require consideration under this heading.

#### Compliance with Significance and Engagement Policy

There are no issues within this report which trigger matters in this policy.

## Considerations

### Financial implications

#### *Current budget*

There are no budget implications included in this report.

#### *Future implications*

There are no future financial implications included in this report.

### Legal implications

There are no legal implications contained in this report.

## Attachments

None

## **Item 6      Next Meeting**

It is proposed to hold a workshop of the Otago and Southland Regional Transport Committees to consider recommendation from the Hearing Panel on 21 May 2021 using a virtual format.

The next meeting of the Otago Southland Regional Transport Committees will be held on 12 June 2021 to recommend the final Regional Land Transport Plan to Council for adoption.

### **Recommendation**

**It is recommended that Regional Transport Committees meet as per the details above, or, if required, earlier at the discretion of the Committee Chairmen.**