Otago and Southland Regional Transport Committees Workshop

Monday 5 May 2025

ES Ref – A1257691

10.30 am

Otago Regional Council Chambers Level 2 Phillip Lang House 144 Rattray Street Dunedin Morning tea from 10.00 am and via Zoom https://otagorc.zoom.us/j/85499004928?pwd=X3jN7FgwHKwcnmahooJg280TcdbA6P.1

Agenda

Purpose – To review the Vision, 30 Year Strategic Objectives, 10 Year Headline Targets and 10 Year Transport Priorities included in the Combined Otago Southland Regional Land Transport 2021/31 approved on 24 June 2024. This workshop commences the process of development of the Regional Land Transport Plan for the period 2027/2037 due for completion in mid-2027.

In attendance

Confirmation of agenda

Items for discussion

1. Facilitated session to review and agree the Vision, Objectives, targets and Priorities for potential inclusion in the 2027 RLTP

A facilitated discussion on the above based on the following questions.

- Is the Vision appropriate and relevant?
- Are the Strategic Objectives still appropriate and relevant? \geq
- Are the Headline Targets appropriate and relevant? Can they be measured to \triangleright demonstrate either change or success by meeting them?
- Are the Problem Statements appropriate and relevant to support the Transport **Investment Priorities?**

Desired outcome – RTC provide direction to allow staff to progress with development of the 2027 RLTP strategic section.

2. Discussion on potential changes to the format and content of the 2027 RLTP

Submissions received during both the 2021 and 2024 RLTP consultation indicated some weaknesses in the current RLTP. These relate to:

- \geq **Community Transport Options**
- \triangleright Inter-regional transport links for those with mobility issues
- \triangleright The general nature of the way the combined regions are described.
- \triangleright The significant differences in the challenges facing the regions rural and small communities, cities and Queenstown tourist areas

Desired outcome – RTC provide direction to allow staff to progress with the necessary changes to address these issues in the 2027 RLTP.

Appendices

- 1. Vision, Objectives, Headline Targets, Investment Priorities from 2024 RLTP
- 2. Problem & Benefits Statements from 2024 RLTP
- 3. Current Format Table of Contents

Appendix 1

RLTP 2024 Vision, Objectives, Headline Targets & Investment Priorities

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 region's 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 businesses 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.

Appendix 2

PROBLEMS	BENEFITS	RESPONSES	SOLUTIONS
Historical planning, lack of flexibility, and misaligned levels of service (LoS) has reduced opportunities for access across the network and increased congestion and emissions. 40% Integrated transport systems deficiencies increase the level of risk to users resulting in reduced resiliency, poor health, harm, serious injury, and deaths. 30% A degrading and inadequate transport network is not fit for current and emerging requirements, leading to reduced confidence to	An efficient transport system that is agile and meets current and emerging requirements of all users. 35% KPI 1: Improved system	Optimise an efficient and accessible transport network through enhanced mode choice provision across the regions. 50% Promote safety and wellbeing outcomes across the regional transport	Development proposals take into account multi-modal requirements.
	reliability. KPI 2: Increase in network productivity and use. Improved liveability, independence and connected communities that are resilient to change. 25% KPI 1: Increased public transport and active mode use. KPI 2: Communities remain		Advocate for funding to advance inter and intra- regional mode choice.
			Advocate for legislative changes to promote mode choice.
			Enhance community and industry engagement.
	connected post event. Improved health, safety and wellbeing.	network. 20%	Promote the development of speed management plans.
	25% KPI 1: Decrease in emissions. KPI 2: Reduced death and	Enhance network	Promote transport programmes that reflect the needs of the network requirements.
	Mode choice that meets user needs. 15%	to ensure community access and connectivity. 30%	Coordinate cross-boundary resilience issues for an integrated response.
respond to events and community needs. 30%	KPI 1: Decrease in vehicle kilometres travelled (VKT). KPI 2: Increased equitable mode choice (all modes).		Promote right-sized maintenance and operations programmes.

Figure 1: Investment Logic Mapping Problems and Benefits

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