



Regional Transport Committees Membership

Otago

Cr Kate Wilson (ORC, Chairman) – **Meeting Chair**
Cr Alexa Forbes (ORC, Deputy Chair)
Cr Bruce Graham (CDC)
Cr Stuart Duncan (CODC)
Cr Jim O'Malley (DCC)
Cr Quentin Smith (QLDC)
Cr Jim Thomson (WDC)
Mr James Caygill (Waka Kotahi)

Southland

Cr Jeremy McPhail (ES)
Cr Phil Morrison (ES)
Cr Christine Menzies (SDC)
Cr Ria Bond (ICC)
Cr Joe Stringer (GDC)
Mr James Caygill (Waka Kotahi)
Chairman Nicol Horrell (ES) – ex officio

Meeting of Otago and Southland Regional Transport Committees

23 September 2024

ES File No A1143886

Otago Regional Council Chambers

Level 2 Phillip Lang House
144 Rattray Street Dunedin
and via Zoom

10.30 am

Morning tea from 10.15 am

<https://otagorc.zoom.us/j/84402854995?pwd=4CMoqMUXIXIF0JNewvd3zNuUe8JGJF.1>

A G E N D A

Rarangi Take

1. Welcome | Haere mai Karakia
2. Apologies | Ngā Pa Pouri – Cr Alexa Forbes
3. Public Forum, Petitions and Deputations | He Huinga tuku korero
Julia McLean – NZ Equestrian Advocacy Group – (See attached documents provided for RTC Reference).
Attachment #1 - New Zealand Mayors and Councillors (pg 38)
Attachment #2 - Horse Riders Near Misses (pg 42)
4. Confirmation of Minutes | Whakau korero – 24 June 2024 (attached)
5. Actions Arising from the Minutes of 24 June 2024
6. Notification of Extraordinary and Urgent Business | He Panui Autaia hei Totoia Pakihi
 - 6.1 Supplementary Reports
 - 6.2 Other

7. Questions I Patai
8. Chairman’s Report I Ngā pūrongo ā Tumuaki
9. Staff Report –
 - Item 1 – RLTP 2021/24 – Final Project Status Report 12
 - Item 2 – NLTP 2024/27 – Summary of Otago Southland Funding Approvals 22
 - Item 3 – New Zealand Transport Agency Update 28
 - Item 4 – Dunedin City Council – Inland Ports Project 30
 - Item 5 – Proposed Project Plan – RLTP 2027 Development..... 32
 - Item 6 – South Island RTC Chairs – Meeting 8 July 2024 Minutes 36
 - Item 7 - Next Meeting 38
10. Extraordinary and Urgent Business Panui Autaia hei Totoia Pakihi
11. Public Excluded Business He hui Pakihi e hara mo te iwi
12. Karakia

Richard Saunders
Chief Executive Officer, Otago Regional Council

Rachael Millar
General Manager, Strategy, Policy & Science, Environment Southland

Minutes of the Otago and Southland Regional Transport Committees Meeting held at the Clutha District Council Chambers, 1 Rosebank Terrace, Balclutha on Monday 24 June 2024 at 10:30am

Southland:

Cr Jeremy McPhail (ES, RTC Co-Chairperson) – Meeting Chair

Cr Phil Morrison (ES)

Cr Christine Menzies (SDC)

Cr Ria Bond (ICC)

Cr Joe Stringer (GDC) (online)

James Caygill (Waka Kotahi) (online)

Otago:

Cr Kate Wilson (ORC, RTC Co-Chairperson)

Cr Alexa Forbes (ORC)

Cr Jim Thomson (WDC)

Cr Bruce Graham (CDC)

Cr Stuart Duncan (CODC)

James Caygill (Waka Kotahi) (online)

Cr Kevin Gilbert (DCC) (online)

In attendance:

Russell Hawkes (ES)

Lorraine Cheyne (ORC)

Kushla Tapper (WDC)

Doug Rodgers (ICC)

Gavin Bartlett (QLDC) (online)

Murray Hasler (GDC)

Tony Pickard (QLDC) (online)

Chris Baker (Waka Kotahi) (online)

Angus Hodgson (KiwiRail)

Gary Ikin (KiwiRail)

Paul Fleet (CODC)

Alison Tomlinson (QLDC)

Nick Sargeant (ORC) (online)

Trudi McLaren (ORC – Governance Support) (online)

1 Welcome | Haere mai

Chairperson Jeremy McPhail welcomed everyone to the meeting, including those attending via Teams and opened with a karakia.

2 Apologies | Nga Pa Pouri

No apologies were received.

3 Public Forum, Petitions and Deputations | He Huinga Tuku Korero

There were no requests to speak at public forum.

4 Confirmation of Minutes | Whakau Korero – 2 February 2024

Resolved:

Moved by Cr Wilson, seconded by Cr Menzies that with an amendment to note that in the welcome everyone was on Zoom, the minutes of the Regional Transport Committees meeting held on 2 February 2024, be confirmed as a true and correct record.

MOTION CARRIED

5 Actions from Minutes of 2 February 2024

1. RLTP was confirmed at that meeting, but subsequent to that, the closing date for submissions was extended to allow an amended state highway plan to be included as a submission and to go to the hearing panel. A submission was subsequently received from NZTA on their revised programme and this is included in the new document. A copy of the submission that Cr Wilson signed on the Canterbury draft RLTP is included in the agenda.
2. No update on a senior minister attending a meeting. Also having difficulty getting the Minister of Transport to the South Island RTC Chairs Meeting also.

There was a question on the resolution to review the West Coast Regional Land Transport plan and prepare a submission from this Committee if required. It was confirmed by James Caygill that this has not been released yet, but this will be reviewed once it has been and a submission considered.

6 Notification of Extraordinary and Urgent Business | He Panui Autaia hei Totoia Pakihi

6.1 Supplementary Reports

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

6.2 Other

Information Item: The government recently released a revised speed management proposal. It was too late to be included in the agenda and there has been a regional sector meeting arranged to discuss the proposal and this will also be discussed in upcoming TAG Group meetings. James Caygill advised that it was important to note that closing period was 11 July, so this committee may wish to enable chairs to make a submission out of cycle. This is to be further covered in his report.

7 Questions | Patai

No questions were asked at this time.

8 Chairman's and Councillors' Reports | Nga Purongo-a-Tumuaki me nga Kaunihera

There was nothing to note under this item (all points covered in main agenda reports).

9 Staff Report

9.1 – RLTP 2021/31 – Mid-term Review – Approval to submit the Draft RLTP to Council

This report updated the combined Committees on the outcomes of the Public Consultation process and changes recommended by the Hearing Panel to the draft Otago Southland Regional Land Transport Plan 2024/27.

Hearings have been completed the recommendations from the hearing panel have been incorporated into the RLTP which was attached with this item for further consideration. It was noted that the submissions for this time were different to those received for recent RLTPs and were focused around the high-level highlighted items in the report – around walking and cycling, potential for alternative transport options both within the Otago and Southland region and the whole of the South Island.

While it was not included in the report, Russell Hawkes noted the timing of the release and the timing of mid-term reviews in preparation for RLTPs. The review commenced with the GPS that was released in 2021 (which was what the document was based on). A document was then produced that considered the first draft of the GPS which was created under the previous Labour Government. When the document was brought to the committee for approval in February, the committee were aware there was another GPS, but this has still not been released. The legislation says that the document must be consistent with the GPS and despite the fact that this is substantially prepared as a review of the 2021 GPS it has been reassessed it against the draft by the current government.

It was considered that this was still consistent with what is likely to be released as the final GPS as indications are that there won't be major changes to the issued draft GPS. Therefore, this document is focused on maintenance and renewals of the existing network, resilience, and on economic prosperity.

It was noted that the level and type of submissions received was pleasing.

There was a question on responsibility for feedback and how this would be done. It was confirmed that an individualised response in relation to their submission would be sent to all of the submitters once the document has been approved.

Following questions, Dean Lowry and Russell Hawkes were thanked for their work, and it was agreed that the plan was still heading in the direction agreed.

Resolved:

Moved by Cr Wilson, seconded by Cr Morrison that the Combined Regional Transport Committees resolve to:

- (1) **Note the report.**
- (2) **Approve the updates with the changes noted to the Draft Regional Land Transport Plans 2021-31**
- (3) **Request the Otago and Southland Regional Councils approve submission of the Regional Land Transport Plans 2021-31 to the New Zealand Transport Agency.**

MOTION CARRIED

9.2 – New Zealand Transport Agency Update

The purpose of this report was to allow the New Zealand Transport Agency (NZTA) the opportunity to provide the Committees with a verbal update on its activities.

James Caygill, NZTA was present online to speak to the report. Mr Caygill advised that the most important point to note was that the Ministry of Transport was consulting on a new setting of speed limits rule 2024 which sets out the new government's intentions clearly by a rule under the Land Transport Acts. The aim of the rule is to enable a more consistent approach for NZTA to be able to set 110km speed limits on expressways, to reverse the setting of permanent 30km limits on urban streets where they had been flagged as being around or near schools and replacing them with the variable speed limits between 8am and 9.30am and 2.30pm and 4pm and set in place a process for the reversal of speed limits which were lowered after 1 January 2020 under old bylaw processes and the setting of speed limit rule 2022. It was recommended that all RCA officers take a look at the rule if they had been engaged in any speed limit setting and to read the rule themselves and go through it very carefully and submit if they are able to.

Mr Caygill advised that his understanding was that regional speed management plans would be made voluntary and that there was nuance as to which speeds on State Highways would automatically be reversed and depended on how speed reductions were justified in the last three years. The proposed rule makes specific reference to reductions that were justified where they were outside or near schools (and the switch from permanent reductions to variable reductions). A draft letter would be circulated following the TAG meetings to ensure that views were included.

Mr Caygill advised that the slides that he would circulate cover roads of national significance and while there are not any based in Otago and Southland, the committee should be aware that these would be the absolute priority which may take funding from other things.

Resolved:

Moved by Cr Duncan, seconded Cr Graham that the Combined Regional Transport Committees resolve to:

- (1) **Note the report.**
- (2) **Provide any feedback to the New Zealand Transport Agency on the topics included in the presentation.**

MOTION CARRIED

9.3 – National Land Transport Plan – Indicative Funding Allocations

The purpose of this report was to provide Otago Southland Regional Transport Committees (RTCs) with an update on the indicative funding allocations approved by the New Zealand Transport Agency Board to carry Road Controlling Authorities (RCAs) through the period between the release of the final Government Policy Statement and the National Land Transport Plan for the 2024/27 period.

It was noted that the comparisons with the previous funding that were advised were comparing the initially requested funding at the start of the three-year period 2021/24, whereas the actual funds at the end of this period were due to cost cutting. There had been an uplift compared to previous RLTP period (which was more if inflation only was considered). Clarified that there was not more work being undertaken although more was being spent, due to sector wide inflation.

Discussion occurred on the replacement and repair of bridges and concerns were raised regarding funding for required work in the future. There was a question as to whether a working group should be formed now to put together some collective knowledge, which all Councils could use rather than working individually. There was comment that a stocktake was needed at NZTA and District Council level to ascertain what the size of the problem would look like. Russell Hawkes noted that this could be taken to the TAG Groups and a report could be produced on Otago and Southland bridges for this committee, with the programmes that are currently listed in the Transport Authorities activity management plans and their status, without prioritising one district over another, to be brought back to the next meeting in September.

Resolved:

Moved by Cr Thomson, seconded Cr Duncan that the Combined Regional Transport Committees resolve to:

- (1) Note the report.**

MOTION CARRIED

9.4 – KiwiRail Update (Note: this item was taken after item 9.5)

The purpose of this report was to provide representatives from KiwiRail an opportunity to address the Committees on their current plans for the South Island rail network.

KiwiRail representatives Angus Hodgson (Group Manager Government Engagement) and Gary Ikin (Infrastructure Lead) were present online to discuss the report and respond to questions.

The Rail Network Investment Programme (RNIP) is part of the Land Transport Programme, but unlike the State Highway Investment Programme which is approved by the NZTA Board, it is produced by KiwiRail and prepared by their board and approved by the Minister of Transport, and is primarily around maintenance and renewals of the network itself.

Mr Hodgson advised that the priority needed to be in the area of the network that has the highest volumes. Parts of the network have relatively low volumes, which do not receive as much attention as those with high volumes. However, he noted that this didn't mean that there would be no funding for the rest of the country, and he confirmed that safety and compliance was still a priority.

Funding bands and investment priorities by the government were discussed and it was advised that the results should be advised in November or December. Mr Ikin noted areas of work in Southland and Otago, including structural work on bridges supporting production and maintenance crews. It was also advised that initial discussions have begun on a new freight hub for Otago.

There was discussion on what plans were in place for rail transport if a bridge was unable to be used due to a natural disaster, and it was advised that with the rail network, the only option would be to use trucks until the bridge was able to be replaced (expected duration of two to three weeks). An update on ferry maintenance was also given.

It was requested that any questions from the Committee be collated and forwarded to Mr Hodgson and Mr Ikin and they would respond to them. The Committee noted that with the next RLTP discussions commencing soon in 2025, they would welcome the input of KiwiRail on a more regular basis in the future and the representatives were thanked for their time and input.

Resolved:

Moved by Cr Menzies, seconded by Cr Wilson that the Combined Regional Transport Committees resolve to:

- (1) Note the report.**
- (2) Provide any feedback to the KiwiRail on the topics included in the presentation.**

MOTION CARRIED

9.5 – South Island RTC Chairs Activities Update (Note: this item was taken before item 4)

The purpose of this report Russell Hawkes, Lead Transport Planner ES and Lorraine Cheyne, Manager Transport ORC was to update the Committees on the recent activities of the South Island RTC Chairs Group. The South Island RTC Chairs group are scheduled to meet on the 8 July 2024. The recent activities of the Group were provided for the RTCs information and comment.

There was a question on whether a South Island Regional Transport Plan would be beneficial to raise the profile of issues with government. It was noted that there has been no progress in obtaining agreement from the Minister for Transport to attend a meeting of the South Island RTC Chairs, and whether there was a better way to arrange this. James Caygill recommended that initially engaging with local MPs may be a first step. It was noted that the Minister will be present at the Southland Mayoral Forum on 25 September, and as the next committee meeting is set for 23 September it may be possible to link in with this visit.

Resolved:

Moved by Cr Morrison, seconded Cr Wilson that the Combined Regional Transport Committees resolve to:

- (1) Note the report.**
- (2) Provide any feedback RTCs representatives on the South Island RTC Chairs Group for consideration at their next meeting.**

MOTION CARRIED

9.6 – Next Meeting

It was noted that a report on the current RLTP would be included at the next meeting, and a programme for the development of the RLTP 2027

Resolved:

Moved by Cr Thomson, seconded Cr Graham that the Combined Regional Transport Committees resolve to:

Hold the next meeting of the Committee on 23 September 2024, with the intention that it be held in Dunedin, pending confirmation of a venue.

MOTION CARRIED

10 Extraordinary and Urgent Business | Panui Autaia hei Totoia Pakihi

RTC noted the Ministry of Transport had released a new rule for setting of speed limits with a short consultation timeframe. Consultation closes on the 11 July 2024 and the Committees were not due to meet again to consider a submission. The Otago Southland Technical Advisory Group (TAG) were scheduled to meet to discuss a possible response on the 26 June and that the Transport Special Interest Group (TSIG) were scheduled to meet to discuss a combined Regional submission on the 25 June.

Resolved:

Moved by Cr Menzies, seconded Cr Wilson that the Combined Regional Transport Committees resolve to:

- (1) Request Staff prepare a submission from the RTC following the TAG Group meeting and circulate to the Combined Regional Transport Committee members.**
- (2) Sign authority to be delegated to the Combined Regional Transport Committee Chairs**

MOTION CARRIED

11 Public Excluded Business | He hui Pakihi e hara mo te iwi

There were no public excluded business items raised.

12 Closure

There being no further business, the meeting closed with a karakia at 1.48pm.

Actions arising from the Minutes.

Summary of actions from 24 June 2024 Meeting		
Item No	Action	Action already taken /completed
1	West Coast Regional Council RLTP Consultation.	We were not advised of the WCRC RLTP being released for consultation. The emphasis on the Plan was similar to Otago and Southland with Maintenance, renewals, resilience and inter-regional connections.
2	Otago Southland Regional Land Transport Plan 2021/24 Mid Term Review.	Otago and Southland Regional Councils approved submission of the RLTPs to NZTA by the due date 1 August 2024.
3	Draft Speed Rule Setting Consultation	Submission prepared as requested by the Committees and circulated to members. Copy attached to this agenda for information. To date there has not been a response from MoT.
4	Stockdale of the combined Regions Bridge Replacement Requires with a ten-year focus to be prepared.	Schedule being prepared for report to Committees and background information for 2027 RLTP.

9 Staff Report –

Item 1 RLTP 2021/24 – Final Project Status Report

Report to: Otago Southland RTCs	Meeting Date: 23 September 2024
ES File: -	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, ES and Lorraine Cheyne, Manager Transport, ORC	Approved by: Liz Devery Regional Planning Manager ES.
Executive Approval: Rachael Millar – General Manager Strategy, Policy & Science - ES. Richard Saunders - CEO - ORC	

Purpose

The purpose of this report is to provide the Otago Southland Regional Transport Committees (RTCs) with an update on projects included in the adopted Otago Southland Regional Land Transport Plan 2021-2024 and their status at the end of the RLTP period being 30 June 2024.

Summary

One of the functions of an RTC is to monitor progress on delivery of the various projects included in the RLTP. With the 2021-2024 RLTP now being completed it is appropriate for a comparison to be made on delivery of projects against those projects proposed in the Regional Land Transport Plan. Significant changes have been noted for comment by the Committees. Good progress appears to have been made on delivery of most projects included in the 2021-2024 RLTP.

Recommendation

It is recommended that combined Regional Transport Committees resolve to:

- 1 Note the report.**
- 2 Provide direction on any actions they require, based on the information provided.**

Report

Background

Regional Land Transport Plans (RLTPs) are prepared for a period of six years with a midterm review after three years. The combined Otago Southland Regional Transport Committees (RTCs) prepared their RLTP for the period 2021 to 2031 and the midterm review was completed in June 2024. The 2021/24 RLTP contained a list of projects proposed for funding from the National Land Transport Fund. (NLTF). For various reasons these projects may or may not be proceeded with during the three-year period considered by the RLTP.

This report provides the RTCs with an update on the projects that were proposed for funding during the 2021/24 period and classifies them as either:

- **Complete** – the project has been completed with no further work from the approved budget planned,
- **Underway** – the project has been approved for funding and implementation or construction is underway. These projects carry through into the next RLTP as committed projects,
- **Abandoned** – projects that the projects owners have decide not to proceed with, are no longer considered a priority or may have been repackaged.

The following tables include details of the projects that were included in the Otago Southland RLTP for delivery in the 2021/24 period, their current status, and the reasons for any change off their status.

The RTCs may wish to understand more about projects that have been abandoned particularly where a high regional priority had been assigned and consulted on.

Otago and Southland Regional Transport Committees – 23 September 2024

Activity	A/C	Phase	RLTP Total Cost All Years \$	Actual Total Cost All Years \$	RLTP Objective	Key Transport Priority	Regional Priority	Current Status	Reason For Current Status
Dunedin City Council									
SFDT - Mosgiel and Burnside Park and Ride Facilities	PTS	Single-Stage Business Case	5,250,000	\$7,252,000	Priority 2	Objective 1	1	Complete	Business case complete. Awaiting confirmation of timing of implementation through the 9-year plan. This is the cost of the SSBC and Stage 1 Implementation
SFDT - Princes Street Bus Priority and Corridor Safety Plan	LRI	Single-Stage Business Case / Implementation	7,068,000	\$7,743,000	Priority 2	Objective 1	1	Delayed	Business case being finalised for submission to NZTA. Awaiting confirmation of implementation timing through the 9-year plan. This is the cost of the SSBC and Implementation
SFDT - Harbour Arterial Efficiency Improvements	LRI	Single-Stage Business Case / Implementation	15,810,000	\$4,660,867	Priority 1	Objective 2	5	Complete/ Delayed	Business case complete. Awaiting confirmation of timing of implementation through the 9-year plan. This is the cost of the SSBCs for Stages 2 & 3 and 4, and the implementation for Stages 2&3. Implementation for stage 4 is not included.
George Street Upgrade	LRI	Implementation	35,000,000	\$44,083,300	Priority 1	Objective 2	6	Complete	This is the cost of the NZTA co-funded aspects of implementation
SFDT - Central City Parking Management.	LRI	Implementation	11,500,000		Priority 3	Objective 3	9	Progress	This project is not co funded by NZTA. Parking technology and wayfinding are in implementation phases.
SFDT - Central Cycle and Pedestrian improvements	W & C	Implementation	7,725,000	\$3,421,391	Priority 2	Objective 1	10	Delayed	Albany St implementation awaiting confirmation of timing through the 9-year plan. Albany St implementation costs
Safer Streets - arterials improvements	W & C	Implementation	18,308,157		Priority 2	Objective 1	13	Deferred	Not prioritised for funding
Dunedin Tunnels Trail	W & C	Implementation	28,700,000		Priority 3	Objective 3	16	Progress	Pre-implementation completed. Awaiting confirmation of implementation timing through the 9 year plan.
Tertiary Precinct Project	RTZ	Single-Stage Business Case	1,160,000		Priority 1	Objective 2	16	Completed	
Tertiary Precinct Project	RTZ	Implementation	20,000,000					Deferred	Not prioritised for funding
North East Valley Cycleway	W & C	Implementation	11,500,000		Priority 2	Objective 1	18	Deferred	Not prioritised for funding
Rail Passing loop	PTI	Implementation	6,600,000		Priority 2	Objective 1	19	Deferred	Not prioritised for funding
SFDT - Central Cycle and Pedestrian improvements	W & C	Single-Stage Business Case	7,750,000				Not Prioritised	Deferred	Not prioritised for funding
Waterfront Bridge	W & C	Pre - Implementation	12,750,000				Not Prioritised	Deferred	Not prioritised for funding
Dunedin walking and cycling network implementation PBC	IM	Programme Business Case	350,000				Not Prioritised	Delayed	PBC near complete, changes to the management, commercial and financial cases under consideration due to the change in the strategic context and constrained funding environment
Dunedin Integrated Transport Strategy PBC	IM	Programme Business Case	250,000				Not Prioritised	Deferred	Not prioritised for funding

Otago and Southland Regional Transport Committees – 23 September 2024

Activity	A/C	Phase	RLTP Total Cost All Years \$	Actual Total Coast All Years \$	RLTP Objective	Key Transport Priority	Regional Priority	Current Status	Reason For Current Status
Otago Regional Council									
Queenstown PT DBC	IM	Detailed Business Case	1,550,000	1,550,000	Connectivity & Choice	Inclusive Access	Not Prioritised	Complete	Approved by NZTA Board May 2024
Dunedin PT SSBC	IM	Single-Stage Business Case	800,000	444,071	Connectivity & Choice	Inclusive Access	Not Prioritised	Complete/ Cancelled	NZTA refused to consider SSBC
Dunedin PT SSBC	IM	Implementation	8,586,586	0	Connectivity & Choice	Inclusive Access	Not Prioritised	Review	Scope to be reviewed
Dunedin PT SSBC	IM	Implementation	5,200,000	0	Connectivity & Choice	Inclusive Access	Not Prioritised	Review	Scope to be reviewed.

Activity	A/C	Phase	RLTP Total Cost All Years \$	Actual Total Coast All Years \$	RLTP Objective	Key Transport Priority	Regional Priority	Current Status	Reason For Current Status
Otago State Highways									
SH6 Park and Ride Facilities	PTI	Implementation	7,071,661	N/A	Priority 3	Objective 3	1	Not progressed	Local support for P&R site at Ladies Mile not supported
	LRI	Pre-Implementation	544,400	N/A					
	LRI	Property	1,128,600	N/A					
SH6 SH8b SH8 Gibbston to Clyde Corridor Improvements	W & C	Detail Business Case	2,462,400		Priority 3	Objective 3	6	DBC Completed, Implementation funding carried over for 24/25	Carried over to 2024-27 NLTP
SH6 Hardware Lane to Arrow Junction Road	RTZ	Business Case	43,900	N/A	Priority 2	Objective 1	10	Not progressed	NZTA safety programme has been re-prioritised based on GPS
		Property	878,000	N/A					
		Pre-implementation	7,199,600	N/A					
		Implementation	658,500	N/A					
Wakatipu Walking and Cycling Network Improvements	W & C	Pre-Implementation	244,000	\$900,763			Committed	Funding approved	Carried over to 2024-27 NLTP
		Property	1,053,636	\$1,346,648				Funding approved	See above
		Implementation	10,049,650	\$12,183,196				Funding approved	See above

Otago and Southland Regional Transport Committees – 23 September 2024

Activity	A/C	Phase	RLTP Total Cost All Years \$	Actual Total Coast All Years \$	RLTP Objective	Key Transport Priority	Regional Priority	Current Status	Reason For Current Status
SH1 Katiki Coast Enhanced Resilience Stage 2	SHI	Implementation	1,229,714	\$3,376,859	Priority 1	Object 2	Committed	Completed	Completed
SH88 Dunedin -Port Chalmers Safety Improvements	RTZ	Pre-Implementation and Implementation	15,165,837	\$60,904,392			Committed	Completed	Completed
Beaumont Bridge Replacement	SHI	Property	75,000	\$863,092			Committed	Completed	Completed
		Implementation	16,702,000	\$40,098,002					
SH1 Mosgiel to Balclutha	RTZ	Implementation	59,850,000	Part of OTA Share of VFM Safety improvement allocation	Priority 2	Objective 1	Not Prioritised	Re-scoped and now part of OTA Share VFM Safety improvement activity allocation approved for 2024-27 NLTP (~\$6.5m)	NZTA safety programme has been re-prioritised based on GPS
SH8B/SH06/SH8B Intersection	RTZ	25,000	25,000	\$6,424,999	Priority 2	Objective 1	Not Prioritised	Completed	Completed
		Business Case	500,000						
		Property	375,000						
		Pre-Implementation	4,100,000						
SH1 Oamaru to Dunedin (Hampden to Palmerston)	RTZ	Pre-Implementation	3,047,000	N/A			Not Prioritised	Not progressed	NZTA safety programme has been re-prioritised based on GPS
		Implementation	15,583,500	N/A					
SH1 Oamaru to Dunedin (Herbert to Hampden)	RTZ	Pre-Implementation	61,098	N/A			Not Prioritised	Not progressed	NZTA safety programme has been re-prioritised based on GPS
		Implementation	5,511,800	N/A					
SH1 Oamaru to Dunedin	RTZ	Pre-Implementation	8,635,300	Part of OTA Share of VFM Safety improvement allocation			Not Prioritised	Re-scoped and now	NZTA safety programme has been re-prioritised based on GPS
		Property	1,755,600	Part of OTA Share of VFM Safety					

Activity	A/C	Phase	RLTP Total Cost All Years \$	Actual Total Coast All Years \$	RLTP Objective	Key Transport Priority	Regional Priority	Current Status	Reason For Current Status
				improvement allocation				part of OTA Share VFM Safety improvement activity allocation approved for 2024-27 NLTP (~\$4m)	
		Implementation	39,666,200	Part of OTA Share of VFM Safety improvement allocation					
SH1 Region Boundary to Oamaru	RTZ	Pre-Implementation	345,600	Part of OTA Share of VFM Safety improvement allocation			Not Prioritised	Re-scoped and now part of OTA Share VFM Safety improvement activity allocation approved for 2024-27 NLTP (ATP/rumble strips)	NZTA safety programme has been re-prioritised based on GPS
		Implementation	55,500,800	Part of OTA Share of VFM Safety improvement allocation					
SH6 Lakes Hayes Highway to McDonnell Road Intersection	RTZ	Business Case	50,000	N/A			Not Prioritised	Not progressed	NZTA safety programme has been re-prioritised based on GPS
		Property	750,000	N/A					
		Pre-Implementation	1,000,000	N/A					
		Implementation	8,200,000	N/A					
SH6 Wanaka to Luggate SC - SH84 IS	RTZ	Implementation	700,000	\$9,034,365			Not Prioritised	Completed	Completed
SH8 Brown Road to SH01	RTZ	Pre-Implementation	2,052,800	N/A			Not Prioritised	Not progressed	NZTA safety programme has been re-prioritised based on GPS
		Implementation	5,388,600	N/A					
Cromwell To Frankton	SHI	Detailed Business Case	500,000	\$1,035,739			Not Prioritised	Funding approved	Business case underway
		Pre-Implementation	500,000	Phase not funded yet				Included in 2024-27 NLTP	Included in 2024-27 NLTP

Activity	A/C	Phase	RLTP Total Cost All Years \$	Actual Total Coast All Years \$	RLTP Objective	Key Transport Priority	Regional Priority	Current Status	Reason For Current Status
Dunedin City and Hospital	SHI	Implementation	13,200,000	In business case phase for SH1 and SH88. Project is split into SH1 and SH88 with separate Implementation phases. (This estimate was for SH88 only)			Not Prioritised	Included in 2024-27 NLTP	Included in 2024-27 NLTP
Frankton To Kingston	SHI	Detailed Business Case	500,000	\$953,909			Not Prioritised	Funding approved	Business case underway
		Pre-Implementation	500,000	Phase not funded yet				Included in 2024-27 NLTP	Included in 2024-27 NLTP
Haast to Hawea	SHI	Detailed Business Case	1,000,000	\$1,195,730			Not Prioritised	Funding approved	Business case underway
Dunedin Urban	RTZ		1,275,200	1,275,200			Not Prioritised	Not progressed	NZTA safety programme has been re-prioritised based on GPS
			6,694,800	6,694,800					
Strategic Business Case Development - Queenstown Mode Shift Plan Refresh	IM	Detailed Business Case	1,000,000	N/A	-	-	Not Prioritised	Not progressed	Queenstown Transport Business Case and Queenstown PT Business Case has been endorsed, which forms the basis of the mode shift approach for Queenstown
Programme Business Case Development, regional proportion of Nationwide Investment Proposal	SHI	Detail Business Case	1,000,000	N/A	-	-	Not Prioritised	Not progressed	OTA System Plan has "possible" status in the 2024-27 NLTP

Activity	A/C	Phase	RLTP Total Cost All Years \$	Actual Total Coast All Years \$	RLTP Objective	Key Transport Priority	Regional Priority	Current Status	Reason For Current Status
Queenstown Lakes District Council									
WATN Route C5: Arthurs Point to Queenstown	W & C	Implementation	7,725,000	5,070,000 (transport choices)			Transport choices		Remaining works to be carried out in 24/25
WATN Route A8: Lake Hayes Estate to Frankton	W & C	Implementation	18,308,157	0			Not Prioritised	Not started	

Otago and Southland Regional Transport Committees – 23 September 2024

Activity	A/C	Phase	RLTP Total Cost All Years \$	Actual Total Coast All Years \$	RLTP Objective	Key Transport Priority	Regional Priority	Current Status	Reason For Current Status
Lakeview Arterial Upgrade	LRI	Implementation	28,700,000				Not Prioritised		Delivered unsubsidised
Isle Street Walking and Cycling Upgrades (CP0007238)	W & C	Implementation	1,160,000				Not Prioritised		Delivered unsubsidised
Hay Street Walking and Cycling Upgrades (CO0007245)	W & C	Implementation	20,000,000				Not Prioritised		Delivered unsubsidised
Wanaka Primary Cycle Network Provision	W & C	Single-Stage Business Case	11,500,000				Not Prioritised		
Land Stabilisation - Crown Range SPR (TR)	LRI	Implementation	6,600,000				Not Prioritised		
Land Stabilisation - Glenorchy SPR (TR)	LRI	Implementation	7,750,000				Not Prioritised		
GY/Paradise/Rees River Bridge Resilience (TR)	LRI	Implementation	12,750,000	509,600			Not Prioritised	Committed	To be delivered in 24-27
Lakeview Isle Street Upgrade	LRI	Implementation	350,000				Not Prioritised		Delivered unsubsidised
Lakeview Brunswick Street Retaining Wall Upgrade	LRI	Implementation	250,000				Not Prioritised		Delivered unsubsidised
Quail Rise to Hawthorne Drive Road Link HIF Stage 1	LRI	Implementation		302,000			Not Prioritised	Ongoing	
Quail Rise State Highway 6 HIF Bus Stop	PTI	Implementation		0			Not Prioritised	Not started	
Woolshed Rd Formation (TR)	LRI	Implementation		0			Not Prioritised	Not started	
Lake Wakatipu Ferry Infrastructure Improvements	PTI	Implementation		0	Priority 2	Objective 1	10	Not started	
Wakatipu Park and Ride Infrastructure Provision	PTI	Implementation		0	Priority 2	Objective 1	13	Not started	
Capell Ave Road Formation (TR)	LRI	Implementation		0	Priority 2	Objective 1	13	Not started	
Queenstown Masterplan Update	IM	Programme Business Case		0			Not Prioritised	Not started	
Frankton Masterplan Update	IM	Programme Business Case		0			Not Prioritised	Not started	

Otago and Southland Regional Transport Committees – 23 September 2024

Activity	A/C	Phase	RLTP Total Cost All Years \$	Actual Total Coast All Years \$	RLTP Objective	Key Transport Priority	Regional Priority	Current Status	Reason For Current Status
Southland State Highways									
SH1 Regional Boundary to Invercargill	RTZ	Pre-Implementation (phase 1)	480,000	N/A	Priority 2	Objective 1	1	Not progressed	NZTA safety programme has been re-prioritised based on GPS
		Implementation (phase 1)	2,520,000	N/A					
SH1S Bluff Highway and Elles Road Intersection Improvement	RTZ	Property	42,542	\$50,000			Committed	Completed	Completed
		Implementation	3,520,403	\$10,350,499				Implementation funding carried over for 24/25	Carried over to 2024-27 NLTP
SH1 Mcgorlick Street to Kew Road	RTZ	Pre-Implementation	1,411,200	Part of STLD Share of VFM Safety improvement allocation			Not Prioritised	Re-scoped and now part of STLD Share VFM Safety improvement activity allocation approved for 2024-27 NLTP (now just ATP/rumble strips)	NZTA safety programme has been re-prioritised based on GPS
		Implementation	4,800,000	N/A					
Milford Road to Te Anau Downs	SHI	Detailed Business Case	1,000,000	\$1,640,196			Not Prioritised	Funding approved	Business case underway

Significant Changes

Southland

1. There does not appear to have been any safety projects carried out on State Highways under the Improvement's Activity class in Southland during the last three years.

Otago

1As with Southland the various safety projects included in the Activity Class appear to have been reprioritised with funding potentially going elsewhere.

The programmes included in the RLTP for delivery in 2021/24 were redeveloped due to changes in the GPS that were only confirmed late in the RLTP development cycle.

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

Item 2 NLTP 2024/27 – Summary of Otago Southland Funding Approvals

Report to: Otago Southland RTCs	Meeting Date: 23 September 2024
ES File: -	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, ES and Lorraine Cheyne, Manager Transport, ORC	Approved by: Liz Devery Regional Planning Manager ES.
Executive Approval: Rachael Millar – General Manager Strategy, Policy & Science - ES. Richard Saunders – CEO - ORC	

Purpose

The purpose of this report is to update the Committees on the content of the recently released National Land Transport Programme for the 2024/27 period.

Summary

The New Zealand Transport Agency has released the National Land Transport Programme (NLTP) for the 2024/27 period with confirmation of funding approvals being sent to approved organisations on the 3 September 2024. A major focus of the NLTP is on the Roads of National Significance with an associated reduction in walking and cycling funding. These were signalled in the Government Policy Statement released in late June 2024.

This report concentrates on the funding required to maintain our networks with details on major improvement projects still being compiled. These details will be provided in a further report to the committees once their approval status is clarified.

Recommendation

It is recommended that Regional Transport Committees resolve to:

- 1. note the report.**
- 2. provide any feedback the committees wish to have referred to NZTA**

Report

Background

In July 2024 the respective Regional Councils approved submission of the Combined Otago Southland Regional Land Transport Plan 2021/31– mid-term review to the New Zealand Transport Agency (NZTA). The mid-term review was commenced in 2023 and released for submissions in February 2024. The funding requests included in the Regional Land Transport Plan were based on the information provided by each approved authority (AO) in the NZTA Transport Investment Online (TIO) data base in October 2023.

The change of government in late October 2023 resulted in substantial changes to the priorities signalled in the Government Policy Statement on Land Transport (GPS) that provides details of the governments priority for investment. The final GPS for the 2024/27 period was not released until after the Regional Councils had approved submission of the RLTP to NZTA.

A draft GPS was released in March 2024 for consultation and the closing date for submissions on the RLTP was extended to provide an opportunity for AOs to update their transport programme funding requests to reflect the draft GPS. The major changes subsequently included in the RLTP were from the State Highway sector. NZTA were independently assessing the draft funding requests included in TIO against the indicated funding bands included in the GPS. To allow continuous programmes (maintenance, renewals & public transport) to continue being funded until the release of the National Land Transport Programme indicative allocations approved by the NZTA Board were release in late June 2024.

Comparisons between the funding requests included in the RLTP and those in the recently released National Land Transport Programme are complicated by changes to the various activity classes that the funding comes from. Changes to maintenance (now pothole prevention and maintenance operations) and moving bridge replacements from the various renewal programmes into a separate improvements activity class make direct comparison in a concise table difficult.

For the purposes of this report providing a direct comparison between the October 2023 funding requests and the funding included in the NLTP has not been attempted. The following tables provide a comparison between the final funding requests included in TIO as a result of the draft GPS direction and the approvals received in the NLTP.

Southland Comparison Tables

Approved Organisation – Gore District Council				
Activity Class	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference Requested to Approved
Local Road Operations	5,854,000	5,023,999	4,275,488	-830,001
Local Road Pothole Prevention	13,257,000	13,257,000	11,263,777	0
Walking & Cycling Improvements	860,000	310,000	600,402	-550,000
LRI Bridge & Structure Renewals	1,795,500	1,125,000	128,338	-670,500
Total	21,766,500	19,715,999	18,268,005	-2,050,501

Approved Organisation – Invercargill City Council				
Activity Class	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference Requested to Approved
Local Road Operations	12,117,800	10,850,001	8,954,489	-1,267,799
Local Road Pothole Prevention	38,237,000	35,189,997	23,539,837	-3,047,003
Walking & Cycling Improvements	9,461,490	2,160,000	4,213,316	-7,301,490
LRI Bridge & Structure Renewals	0	0	0	0
Total	59,816,290	48,199,998	36,707,652	-11,616,292
Public Transport Operations	11,854,950	11,770,260	6,673,993	-84,690

Public Transport Infrastructure Existing	310,900	310,900	184,080	0
Public Transport Total	12,165,850	12,081,160	6,858,073	-84,690

Approved Organisation – Southland District Council				
Activity Class	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference Requested to Approved
Local Road Operations	28,077,556	24,056,099	20,313,112	-4,020,557
Local Road Pothole Prevention	94,578,432	85,254,000	61,753,679	-9,324,432
Walking & Cycling Improvements	3,604,285	720,000	1,230,684	-2,884,285
LRI Bridge & Structure Renewals	16,849,030	15,000,000	8,479,542	-1,849,030
Total	140,109,303	125,030,899	91,777,017	-18,078,304

Approved Organisation – Southland State Highways				
Activity Class	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference Requested to Approved
State Highways Operations	61,089,848	61,936,690	63,618,060	+836,842
State Highways Pothole Prevention	72,909,772	79,316,749	46,359,203	+6,406,977
Walking & Cycling Improvements	299,951	203,672	0	-96,279
SHI Bridge & Structure Renewals	0	0	0	0
Total	134,375,947	141,457,111	109,977,263	+7,081,164

Otago Comparison Tables

Approved Organisation – Central Otago District Council				
Activity Class	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference Requested to Approved
Local Road Operations	21,449,517	17,839,999	10,742,292	-3,609,518
Local Road Pothole Prevention	21,625,795	21,070,002	16,054,172	-555,790
Walking & Cycling Improvements	1,481,217	504,000	975,744	-977,217
LRI Bridge & Structure Renewals	3,171,395	1,599,999	102,477	-1,571,396
Total	47,727,824	41,014,000	27,874,685	-6,713,924

Approved Organisation - Clutha District Council				
Activity Class	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference Requested to Approved

Local Road Operations	12,958,000	12,221,997	10,830,923	-736,003
Local Road Pothole Prevention	40,190,000	39,894,897	28,465,568	-295,003
Walking & Cycling Improvements	2,618,000	720,000	1,926,594	-1,898,000
LRI Bridge & Structure Renewals	7,416,000	6,800,001	5,244,061	-615,999
Total	63,182,000	59,636,995	46,467,146	-3,545,005

Approved Organisation – Dunedin City Council				
Activity Class	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference Requested to Approved
Local Road Operations	48,193,511	47,366,001	37,736,309	-1,827,610
Local Road Pothole Prevention	91,080,519	84,999,999	58,342,351	-6,080,520
Walking & Cycling Improvements	17,711,826	4,320,000	12,228,075	-13,391,826
LRI Bridge & Structure Renewals	0	0	0	0
Total	157,985,856	136,686,000	108,306,735	-21,299,856

Approved Organisation – Queenstown Lakes District Council				
Activity Class	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference Requested to Approved
Local Road Operations	28,285,574	25,065,000	24,170,592	-3,220,574
Local Road Pothole Prevention	38,124,609	37,263,000	24,881,882	-861,609
Walking & Cycling Improvements	1,746,015	450,000	726,483	-1,296,015
LRI Bridge & Structure Renewals	0	0	0	0
Total	68,156,198	62,778,000	49,778,957	-5,378,198

Approved Organisation – Otago Regional Council				
Activity Class	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference Requested to Approved
Public Transport Operations	98,857,504	94,764,726	61,947,712	-4,092,778
Public Transport Infrastructure Existing	1,958,923	1,958,923	957,602	0
Public Transport Total	100,816,923	96,723,649	62,905,314	-4,092,778

Approved Organisation – Otago State Highways				
Activity Class	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference Requested to Approved

State Highways Operations	85,422,225	97,186,477	109,658,964	11,764,252
State Highways Pothole Prevention	123,264,196	133,719,714	69,056,307	10,455,518
Walking & Cycling Improvements	122,085	122,086	82,387	1
SH Bridge & Structure Renewals	114,518	0	0	-114,518
Total	208,923,024	231,028,277	178,787,658	22,105,253

Approved Organisation - Waitaki District Council				
Activity Class	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference Requested to Approved
Local Road Operations	13,660,081	12,386,001	10,387,689	-1,274,080
Local Road Pothole Prevention	35,299,303	31,785,998	23,390,836	-3,513,305
Walking & Cycling Improvements	3,342,068	900,000	2,072,456	-2,442,068
LRI Bridge & Structure Renewals	9,372,374	9,372,000	403,856	-374
Total	61,673,826	54,443,999	36,254,837	-7,229,827

The comparison tables above concentrate on the items required to maintain our networks. Compiling a detail table of possible or probable improvements projects for comparison purposes has not been possible at this time. A further report will be brought to the committees to provide additional details of the status of any major improvement projects as they are approved for funding. We will work with NZTA to obtain the required details.

At the June Committee meeting, a report was presented detailing indicative funding allocations that had been provided to the various Approved Organisations. There do not appear to have been major changes from the indicative funding allocations in the final NLTP with indicative funding being confirmed.

A copy of the NLTP Regional Summary from the NLTP release is included for the Committees information as an attachment.

The full National Land Transport Programme document can be found on this link. <https://www.nzta.govt.nz/assets/planning-and-investment/nltp/2024/docs/2024-27-national-land-transport-programme.pdf>

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 that will result from this report.

Future implications

There are no future financial implications that will result from this report this report.

Legal implications

There are no legal implications contained in this report.

Attachments

Otago Southland Regional Summary NLTP 2024/27



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Item 3 New Zealand Transport Agency Report

Report to: Otago Southland RTCs	Meeting Date: 23 September 2024
ES File: -	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, ES and Lorraine Cheyne, Manager Transport, ORC	Approved by: Liz Devery Regional Planning Manager ES.
Executive Approval: Rachael Millar – General Manager Strategy, Policy & Science - ES. Richard Saunders – CEO - ORC	

Purpose

The purpose of this report is to allow the New Zealand Transport Agency Waka Kotahi (NZTA) the opportunity to provide the Committees with a verbal update on its activities.

Summary

NZTA will provide a verbal update on the activities currently being undertaken by the Transport Agency. The topics will include an update on the recently released National Land Transport Plan and its effect on state highway projects in the combined Regions.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. note the report.
2. provide any feedback to the New Zealand Transport Agency on the topics included in the presentation.

Report

Background

NZTA wishes to update the Committees on a number of the activities they are currently involved with that will be of interest to the Committees. This will be a verbal update, with additional information provided on the day.

Topics expected to be covered in the presentation are:

- Implications of the recently released National Land Transport Programme for the state highway sector.
- Speed Limit on State Highway 1 at Waitati – Refer to this link for background. [Speed limit petition backed after pedestrian hit | Otago Daily Times Online News \(odt.co.nz\)](https://www.odt.co.nz/news/transport/speed-limit-petition-backed-after-pedestrian-hit)
- Other projects that NZTA have underway that maybe of interest to the Committees.

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 4 Dunedin City Council – Inland Ports Project

Report to: Otago Southland RTCs	Meeting Date: 23 September 2024
ES File: -	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, ES and Lorraine Cheyne, Manager Transport, ORC	Approved by: Liz Devery Regional Planning Manager ES.
Executive Approval: Rachael Millar – General Manager Strategy, Policy & Science - ES. Richard Saunders – CEO - ORC	

Purpose

The purpose of this report is to provide the Dunedin City Council with the opportunity to present the findings of a project on Inland Ports they have recently completed.

Summary

A presentation will be provided by Dunedin City Council staff to the committees.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. note the report.
2. provide any feedback as requested during the presentation.

Report

Background

Dunedin City Council (DCC) have completed a project on Inland Ports and their development. DCC wish to present the findings to the Committees. Staff will provide a presentation at the meeting.

The project is relevant to both Otago and Southland Regions due to the cross boundary findings.

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 5 Proposed Project Plan – RLTP 2027 Development

Report to: Otago Southland RTCs	Meeting Date: 23 September 2024
ES File: -	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, ES and Lorraine Cheyne, Manager Transport, ORC	Approved by: Liz Devery Regional Planning Manager ES.
Executive Approval: Rachael Millar – General Manager Strategy, Policy & Science - ES. Richard Saunders – CEO - ORC	

Purpose

The purpose of this report is to provide the Combined Regional Transport Committees with an indication of the likely timing and commitments that will be required for development of the Regional Land Transport Plan 2027 to 2037.

Summary

A programme of work has been drafted to show the various items required to develop the next Regional Land Transport Plan for the period 2027 to 2037 under current legislation. The programme provides for the strategic section of the RLTP to be substantially confirmed at a time that will allow Road Controlling Authorities to use the drafted strategic direction and priorities in development of their Activity Management Plans.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. note the report.
2. provide any feedback on the proposed programme to allow staff to take any necessary next steps.

Report

Background

The Land Transport Management Act requires a Regional Transport Committee to prepare a Regional Land Transport Plan (RLTP) with a ten-year horizon and six-year focus but with a mid-term review requirement.

As the Committees are aware the process of completing the mid-term review of the Regional Land Transport Plan 2021/31 was completed with the submission of the Plan to the New Zealand Transport Agency in late July 2024.

Under the current legislation the next RLTP will be due for completion and submission to NZTA in the April to June period of 2027. RLTP 2027/37 development is for a whole new document and requires significantly more early input than the process of a mid-term review. Early involvement of significant stakeholders and potentially many of the groups who made submissions on the last mid-term review

will likely make the process easier and the final Plan of more value for the regions in supporting funding applications.

To make the RLTP strategic section more relevant to the RCAs and to truly make linking related documents possible, the RLTP strategic section must be available to the RCAs when they commence their Activity Management Plan reviews and not towards the end of the process as has been the case in the past.

In the past, RLTP development has also been delayed in an attempt (not always successfully) to ensure they are consistent with the latest Government Policy Statement (GPS). As development of the RLTP cycle matches the government election cycle, and subsequent GPS the RLTP has not been able to adequately provide this guidance or direction. The strategic direction and funding priorities of the last three GPS have seen significant swings in direction. However, the recently completed mid-term review has shown that the RLTP can still be consistent with the GPS even allowing for large changes in direction and priorities. That has been achieved by taking a higher-level approach that shows the outcomes desired by the Regions. This approach with the mid-term review was achieved in conjunction with the committees but did not really involve discussion with stakeholders and the community. One result of the approach was the number of submissions that were received from community related groups.

RLTP 2027/37 Development

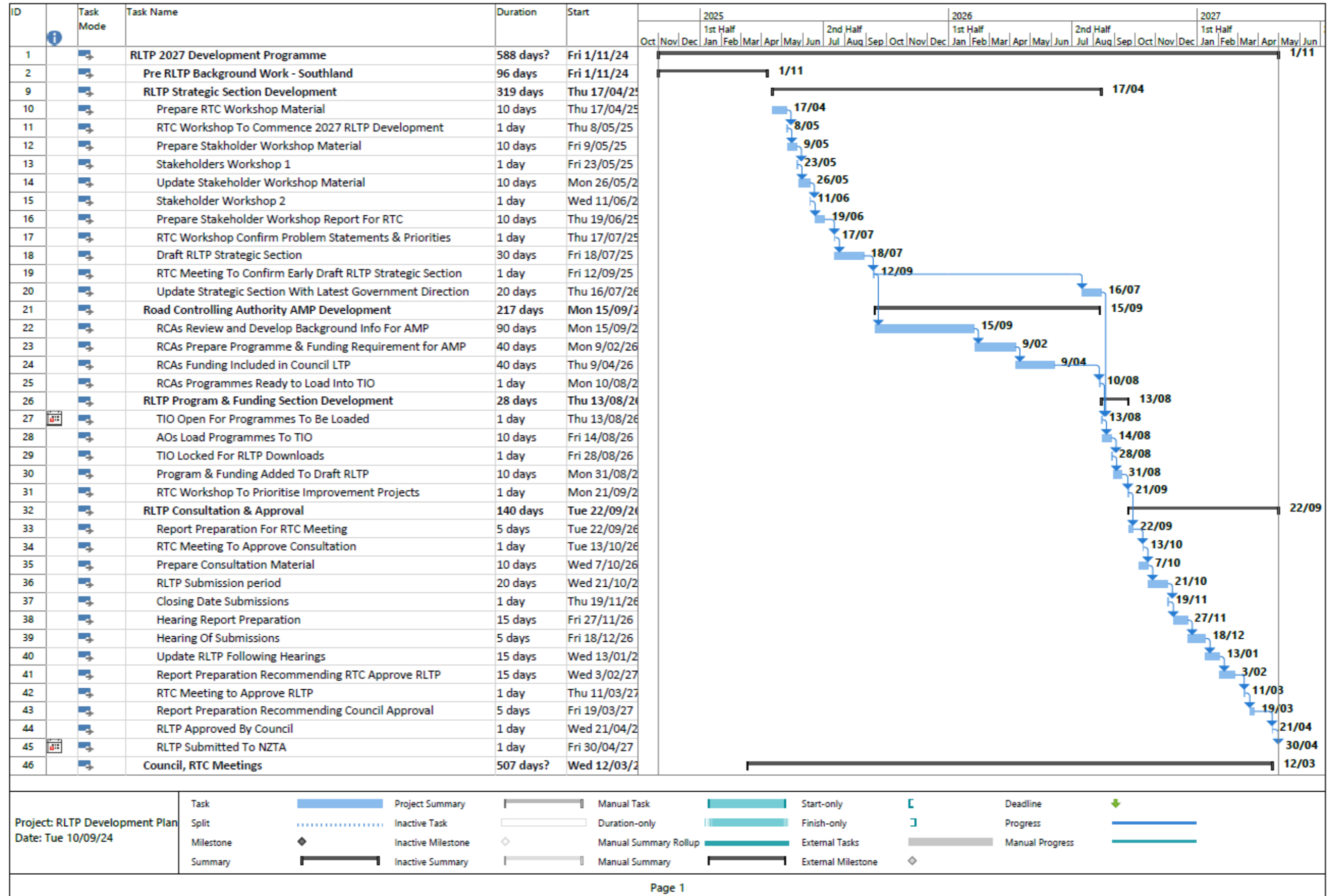
To make the RLTP a guiding document for the regions' transport outcomes that follow through Activity Management Plans and into Council Long Term Plans and subsequent National Land Transport Plans, early community and stakeholder engagement is required. That means starting the development process much earlier and having agreement on the strategic section before Activity Management Plan works commence in about September 2025.

A draft RLTP development program has been developed to provide the Committees with an indication of the likely timeframes and commitments that will be required over the next two years. The programme currently shows the major items for the Committees in their joint capacity. In the period leading up to the first involvement of the Committees early engagement with our transport stakeholders and communities need to take place. Whether this is on a region-by-region basis of combined is yet to be discussed.

To allow arrangements for this early stakeholder and community engagement to be out in place the Committees agreement to the proposed work programme is desirable.

The proposed programme is shown on the next page.

RLTP 2027/37 Programme



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

The work programme will require resourcing. This is provided for within the current Long Term Plan.

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 South Island RTC Chairs Activities Update

Report to: Otago Southland RTCs	Meeting Date: 23 September 2024
ES File: -	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, ES and Lorraine Cheyne, Manager Transport, ORC	Approved by: Liz Devery Regional Planning Manager ES.
Executive Approval: Rachael Millar – General Manager Strategy, Policy & Science - ES. Richard Saunders – CEO - ORC	

Purpose

The purpose of this report is to update the Committees on the recent activities of the South Island RTC Chairs Group.

Summary

The South Island RTC Chairs group met via Teams on the 8 July 2024. The unconfirmed minutes from the meeting are attached for the RTCs' information. The next South Island RTC Chairs meeting is scheduled for the 11 November 2024.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. note the report.
2. provide any feedback to the RTCs representatives on the South Island RTC Chairs Group for consideration at their next meeting.

Report

Background

The South Island RTC Chairs group met via Teams on the 8 July 2024. The Group is currently chaired by Cr Kate Wilson, and she was supported at the meeting by Councillors Alexa Forbes, Jeremy McPhail and Phil Morrison.

The main items of the agenda included,

- An update from each RTC Chair on their own region.
- An update from the New Zealand Transport Agency.
- An update from KiwiRail on their current priorities and view of the year ahead.
- An update on the Transport Special Interest Group (TSIG) / Road Efficiency Group (REG) partnership.
- A guest presentation on the South Island's Priority Routes.
- A guest presentation on the Canterbury Road status reporting project.
- Approval to proceed with a project to better understand the South Island transport vulnerability.
- Inter-regional transport options across the South Island discussion.

- The South Island Transport Story – Setting a compelling case for investment in our transport networks.
- Rural School Bus Safety

The RTC Chairs Group are sponsoring stage one of a Freight Study that had been proposed as a joint funded project with NZTA. However, funding was not approved in the 2021/24 period and was unlikely to be funded in the 2024/27 NLTP so the Chairs commissioned stage one from local share funding only. The project is focused on developing a shared understanding of the freight task in the South Island both export and internal freight requirements.

A copy of the minutes of the last meeting area attached for the Committee’s information.

The next meeting of the group is scheduled for the 11 November 2024 in Christchurch.

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 from this report.

Future implications

There are no future financial implications from this report.

Legal implications

There are no legal implications contained in this report.

Attachments

Minutes - South Island Regional Transport Committee Chairs 8 July 2024.



8 July 2024 8July
2024 Minutes.docx

Item 7 Next Meeting

It is proposed to hold the next meeting of the Otago and Southland Regional Transport Committees on Monday 25 November 2024.

Recommendation

It is recommended that the next meeting of the Regional Transport Committees be held on **Monday 25 November 2024**, with a venue to be confirmed, or, if required, earlier at the discretion of the respective Committee Chairs.

NZ Mayors and Councillors



To all elected members in Aotearoa,

Horse Riders must be formally recognised as a Vulnerable Road User.

In your role as Mayor, Councillor or Community Board member in Local Government New Zealand, your decisions have a direct effect on equestrians' ability to participate safely in community.

The New Zealand Equestrian Advocacy Network (NZEAN) with the support of New Zealand Riding for the Disabled (NZRDA), Equestrian Sports New Zealand (ESNZ), The New Zealand Pony Club Association (NZPCA) and Te Hapori Hōiho - National Māori Horse Association Aotearoa Trust are asking Government for an amendment to the Land Transport (Rule Book) to formally recognise the vulnerability of horse riders.

NZEAN, on behalf of equestrians, is leading a petition to the **House of Representatives** seeking this change. We ask for your support in your capacity as a leader in community.

There is no definition in the New Zealand Transport Agency literature to define a Vulnerable Road User (VRU) and as a result, horse riders are more often than not a forgotten group in road safety and transport planning.

The World Health Organisation provides a clear definition of a Vulnerable Road User. "Vulnerable road user" (VRU) is any "non-motorist" road user in the role of a pedestrian, a highway worker, a person riding an animal, a stranded motorist, a skateboarder, roller skater, a scooter, or a cyclist, to name a few (Ameratunga, Hajar et al. 2006).

Horse riders are considered an 'other road user' in New Zealand and the lack of clarity, detail and meaningful safety initiatives that comes with that label puts horse riders in an extremely vulnerable position on our roads.

Equestrians are asking for a mindset change whereby the law reflects riders' vulnerability and safety messaging is explicit. Decision makers must view equestrian needs as equally as important as other user groups like cyclists and pedestrians.

The Ministry of Transport's [Road to Zero Road Safety Strategy](#) fails to mention horse riders, and this translates to little to no road safety messaging at a local or national level. [Road-to-Zero-strategy_final.pdf \(transport.govt.nz\)](#)

NZ Mayors and Councillors

The near miss stories of riding on the road, and worst-case scenario of serious injury or death of a rider or horse are recounted everywhere by riders. No single agency captures those near misses, and when equestrians aren't consulted, how does any authority know what is happening on our roading network?

To add to this, there is currently no incentive (funding) for local authorities to include safe alternative pathways off the road for horse riders, as is done for cyclists and pedestrians. It's because equestrians aren't formally recognised as a Vulnerable Road User.

Despite the number of sport horses across New Zealand being estimated at 80,000 according to a 2011 [Economic impact report on the New Zealand sport horse industry - CORE](#), equestrians are left to advocate for themselves.

When legislation is bold and clear, it sends the message that we care.

The New Zealand Equestrian Advocacy Network, and member groups are working hard to engage with local and regional council decision makers across the country to improve outcomes for horse riders, but this relationship lacks consistency across the regions and districts. We ask that local government treat horse riders equally to cyclists and pedestrians when planning and consulting on existing and new off-road infrastructure.

We realise a top-down approach is required to wrap safety measures around horse riders within the [Land Transport \(Road User\) Rule 2004](#). It is done for cyclists and pedestrians; we only want the same protections they have.

NZEAN have recently designed yellow and pink hi vis vests with **Pass Wide and Slow** messaging. We appreciate we as horse riders need to be doing our bit to be visible and we have a role in educating road users. The **Pass Wide and Slow** message is Worldwide. We have road safety material we have permission to use and can share this with your council.

Kind Regards,

Julia McLean
Canterbury Equestrian Advocacy Group Chair

Background:

Let's deal with the facts

- There is currently no definition in the New Zealand Transport Agency literature to define a Vulnerable Road User (VRU). Pedestrians and cyclists are treated as vulnerable road users by Waka Kotahi and local authorities, which deliver the Government's transport spend and Active Mode work programme.
- May 2024 - The Victorian Legislative Assembly Economy and Infrastructure Committee's Final Report for the inquiry into the [Impact of Road Safety Behaviours on Vulnerable Road Users](#) recommends horse riders be recognised as a VRU. It also

recommends a VRU advisory group be established to inform road safety interventions and awareness campaigns, review the need to specify a lower speed limit to pass a horse, Government to introduce a road user hierarchy system so all road users understand their responsibility, to introduce Pass Wide and Slow messaging on signage and a new method to report dangerous driving.

[Inquiry into the impact of road safety behaviours on vulnerable road users \(parliament.vic.gov.au\)](https://parliament.vic.gov.au)

- The UK Highway Code (England, Scotland and Wales) was amended in January 2022. Horse Riders were already treated as a VRU, but a suite of changes to improve safety were introduced. The UK Highway Code now provides clarity and a hierarchy of road users (referenced by Victoria State inquiry). Pedestrians are most vulnerable followed by horse riders and cyclists (equally). It highlights that irrespective of the method of transport, those who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose. Other changes include; vehicles must pass at no more than 10 mph, vehicles must allow at least 2m of space when passing. Dead Slow messaging (driver behaviour) is now incorporated into the Code <https://www.gov.uk/guidance/the-highway-code>
- In New Zealand, horse riders are referred to as ‘other road user’ in the Land Transport (Road User) Rule 2004. The best example we can find to champion horse rider safety is 7.22(a)ii - a road user must exercise due care towards a person riding an animal on the road. [Land Transport \(Road User\) Rule 2004.](#)
 1. There is no rule around the speed in which you must pass a horse. Minimum speed limits are explicit for passing a school bus, towing a trailer, heavy vehicles and light rail.
 2. There is no rule around the minimum distance a vehicle should give a horse whilst passing.
 3. No suggestion or rules around driver behaviour and vehicle use whilst passing a horse
 4. No suggestion around rider visibility
 5. Horse riders are not listed as a Shared Path user.
- Funding for alternative shared pathways to get vulnerable road users off the road is managed by Waka Kotahi, and in many cases a co-funding arrangement is made with local authorities to build new infrastructure.
- In New Zealand’s Land Transport (Road User) Rule 2004, shared pathway users are listed as pedestrians, cyclists, riders of mobility devices and wheeled recreational devices. Horse riders are not.

New Zealand Equestrian Advocacy Network – Its vision is that horse riding on public land in New Zealand is preserved for future generations, and that we retain, regain, and improve equestrian access nationwide. It is a charitable trust and supports equestrian advocacy groups to engage with decision makers around the country.

Equestrian Sports New Zealand – is the national sports organisation for equestrians in Aotearoa, New Zealand. We aim to provide safe environments for our members and the wider equestrian community, to enjoy competition and recreational equestrian pursuits at all levels of participation. www.nzequestrian.org.nz

New Zealand Riding for the Disabled –Riding for the Disabled (RDA) was formally introduced to New Zealand in 1962. Today, there are 48 groups affiliated to NZRDA and located in every region throughout the country, from Kaitiaki in the north and all the way down to Invercargill in the south. The Core Purpose of NZRDA is to provide interaction with horses to improve health and wellbeing outcomes for people experiencing disability, or who have specific challenges or needs. We aim to enable and support them to achieve good lives including meaningful participation in, and contribution to, important life activities and roles in their community.

Te Hapori Hōiho - National Māori Horse Association Aotearoa Trust - brings awareness and further culturally validates Māori horsemen and women. Te Hapori Hōiho aims to consolidate the unique values of our Māori culture, and affirms our values and connection to the whenua, Reo, whakapapa and whānau through our horses. [Te Hapori Hōiho \(tehaporihoiho.org\)](http://tehaporihoiho.org)

New Zealand Pony Club Association – The New Zealand Pony Clubs Association (NZPCA) is a not for profit, youth voluntary organisation for young people interested in ponies/horses and riding. The NZPCA is represented nationally by its 90 Clubs, 136 Branches and over 7500 members. We provide instruction on riding and horse/pony management with a structured certificate system that allows young people to gain qualifications, promoting the highest ideals of behaviour, sportsmanship, citizenship and loyalty, to create strength of character and self-discipline. [New Zealand Pony Club- Home \(nzpca.org\)](http://nzpca.org)

New Zealand Roads – Horse Riders Near Misses



These stories are in no particular order of importance or severity. They are illustrative of the common themes in road user behaviour and decision making that are putting lives at risk on New Zealand roads.

Please remember, for every near miss, there is always the realisation that it could have been a lot worse.

“I had a close call with a truck. It refused to slow down when I was waving frantically at it to do so. The driver finally did when my horse started to bolt onto the road. The end result was me being thrown off onto the road in front of the truck which had finally stopped. I don't ever want to land a couple of metres in front of a truck again. This is why we need education and understanding about horses sharing the road. The driver had at least 150-200m to react, I measured this later in my van. The driver had no clue about horses and what someone frantically waving at him from horseback means. There's about 50-100m where we can't get off the road and I always try to trot there. I didn't have time to dismount safely.” June 2024

“I was out riding my endurance horse on a quiet rural road. It was the middle of the day in Summer. I saw a car coming towards me at speed. My horse turned as I saw smoke coming from its tyres. Its brakes locked on and my horse was hit from behind. I was thrown 6m onto the middle of the road. My horse died at the scene. He had his leg ripped off. He cried out as he tried to get up, and then died before any services arrived. The 18-yr old driver was charged with careless driving causing injury and death and dangerous driving. His two passengers and himself were uninjured. Police determined the vehicle was travelling at 162km and hit my horse at 116km. I'm sharing my story because since my I accident 20-yrs ago, there hasn't been an improvement in road safety for horse riders.”

“We were in a small group of 3 horses riding on a 5-metre-wide grass verge. A Ute towing a trailer full of wrapped bailage (the plastic loose and flapping in the wind) whizzed past us, presumably doing 80km or more. It DID NOT SLOW DOWN. My child's pony got a huge fright, reared and my daughter fell off. The driver continued on his merry way. Didn't stop to see if she was okay”.

“I was out riding with my friend and our two children on ponies. The local hay contractor was in his tractor, with his big hay rakes swaying around and he was not slowing down for us. My friend decided she'd move into the middle of the road so he was completely aware that we were there, but he ignored us. He went on the road verge around us tanking along without a second thought to us and the kids. Following behind him were about 3 of the local volunteer fire fighters going nice and slow and just shaking their heads at the insanity”.

“My daughter and her pony, along with my friend on her horse with her two children with ponies (on leads) were waiting to cross South Eyre Road to go to the local arena. A truck went past and blasted his horn. My daughter's pony jumped sideways. She was bowled over. My friend was able to grab the pony before things got really bad”.

“For 38 years I have lived and ridden on the roads around my property. We have good verges and lots of choices of routes. One day I set off on my TB who is good with traffic and was leading another horse, also very used to traffic but could get a little uneasy with larger trucks. Both horses were regularly exercised in this fashion. Whilst passing the neighbour's property, about 500m up the road, I anticipated a problem as I could see a smallish flat deck truck approaching with the orange/red danger tape flapping loose off the side of the vehicle making quite an unnerving sound as well as the visual problem for horses. I signalled for them to slow but the two guys in the vehicle were distracted talking to each other. So, I got prepared to control what might eventuate. As the vehicle got close, I was passing a double fenced shelter belt with low shrubs in it. The horse I was riding became uncontrollable which was very out of character for him. I thought he was going to try and jump the double fence which would have been an impossible feat. At the last second, he changed his mind, hit the first barbed wire fence and turned in the opposite direction. I fell off but still had hold of the horse I was leading. As the vehicle passed, he doubled back and trotted off up the road. The vehicle did stop but a good hundred meters down the road by the time they came to a halt. I yelled at them to secure their load as I was angry. They stopped the tape from flapping but never came to see if I was alright or help me catch my loose horse. I was actually concussed but didn't realise it at the time”.

“Road riding on rural roads and I have been verbally abused by motorists when I've signalled for them to slow down.”

“I've been overtaken at speed on unsealed roads and on one occasion I was riding with a friend and we could hear this car approaching at speed. We were in a dip and knew we needed to get out of the way (there was no verge). But before we could he came screaming over the brow of the hill, we were at the bottom. Instead of slowing down and passing widely he tried to speed past us at, at least 80kms. My horse started to back up which made him brake sharply and then tell me I shouldn't be on the road! The sad thing was he had push bikes strapped to the back of his car and his kid in the front seat”.

“In general, I experience drivers who are unwilling to slow down and pass wide on a daily basis when riding from my own home in Albury. I wear Hi-Vis because I totally believe we has riders need to be doing what we can to keep ourselves seen and safe and my horse is very good in traffic.”

“I have had a number of encounters from people playing chicken and seeing how close they can get to the horse. I also have had people making their cars backfire to deliberately scare the horses.”

“Vehicles going too close and too fast past horses causing the horses to spook violently.”

“ebikers racing past and ringing their bell as they got level with the horses!”

“My husband's horse was spooked by a car going too fast on a gravel road causing his horse to bolt. The woman driving the car continued to follow the bolting horse at speed and then overtook again. After about 800m my husband got to a road junction and his choices were to bolt through a cattle grid or turn sharply, which he did causing the horse to fall. He did not ride again for 6 years and the horse was rehomed as a paddock mate.”

“I have had a car speed past me so closely that their wing mirror clipped my foot and the wing mirror fell off.”

“I started a fabulous Kaimanawa off the range recently and as part of her training I did a lot of riding in controlled environments, including round yards, small paddocks and eventually large paddocks. After that I decided to introduce her to more traffic on the roads around our little village of Ashhurst. I went with other horses who were very road savvy and were an excellent example to my lovely mare. She never missed a beat. We did quite a few rides like that. Then came the day I felt she was ready to

go out solo, our ultimate goal. I am so glad I put the training into her because what happened next could easily have ended in disaster if she had been of a different disposition or not given enough experience. I left my place for a 2km road ride down to the river. The road was typically not that busy so I felt it was an appropriate route with a lovely river ride at the end of it. Part of the route included going down a gradient on the side of an escarpment with a right turn at the bottom. As I was coming down, I heard a truck coming up the other way. He slowed down and went at an appropriate speed up towards me. As he was approaching, I heard a car come from behind and never for one moment did I think they would try to pass me while the truck was coming up the other way as there was not enough room. You can imagine my surprise when the driver squeezed her car between me and the truck clipping my stirrup with her wing mirror. My heart went in my mouth and I waited for the pony's reaction which didn't come. I was amazed she just kept plodding down. It would have taken the car driver 6 or 7 seconds to slow down and go round us safely. Poor driving decision right there."