



Regional Transport Committees Membership

Otago

Cr Kate Wilson (ORC, Chairman)
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) - **Meeting Chair**
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

25 November 2024

ES File No A1187062

Clutha District War Memorial & Community Center

10.30 am

Board Room
6 Clyde Street
Balclutha
and via Zoom

Morning tea from 10.15 am

<https://otagorc.zoom.us/j/85077825176>

AGENDA Rarangi Take

1. Welcome | Haere mai Karakia
2. Apologies | Ngā Pa Pouri –
3. Public Forum, Petitions and Deputations | He Huinga tuku korero
Julia McLean – NZ Equestrian Advocacy Group – (See attached **Appendix 1** provided for RTC Reference).
Albert Town Community – Concerns regarding the Albert Town Bridge – Possible presentation on Community concerns.
4. Confirmation of Minutes | Whakau korero – 23 September 2024
(attached)
5. Actions Arising from the Minutes of 23 September 2024

6. Notification of Extraordinary and Urgent Business | He Panui Autaia hei Totoia Pakihi
 - 6.1 Supplementary Reports
 - 6.2 Other
7. Questions | Patai
8. Chairman’s Report | Ngā pūrongo ā Tumuaki
9. Staff Report –
 - Item 1 – Summary of Achievements for the 2021/24 RLTP Transport Programme 10
 - Item 2 – Update on Approvals for Activities in the 2024/27 NLTP Transport Programme..... 19
 - Item 3 – Current Bridge Replacements Planned & Forecast 26
 - Item 4 – Speed Limit Setting Rule Update..... 30
 - Item 5 – New Zealand Transport Agency Update 33
 - Item 6 – South Island RTC Chairs – Meeting 11 November 2024 Minutes 35
 - 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 Otago Regional Council Chambers, Level 2, Philip Laing House, 144 Rattray Street, Dunedin on Monday 23 September 2024 at 10:30am

Southland:

Cr Jeremy McPhail (ES, RTC Co-Chairperson) – Meeting Chair
Cr Phil Morrison (ES)
Cr Christine Menzies (SDC)

Otago:

Cr Kate Wilson (ORC, RTC Co-Chairperson)
Cr Alexa Forbes (ORC)
Cr Jim O’Malley (DCC)
Cr Jim Thomson (WDC)
Cr Bruce Graham (CDC)
Cr Stuart Duncan (CODC)
Cr Quentin Smith (QLDC)
James Caygill (Waka Kotahi)

In attendance:

Chad Barker (NZTA)
Chris Baker (NZTA)
Russell Hawkes (ES)
Hartley Hare (SDC)
Lorraine Cheyne (ORC)
Doug Rodgers (ICC)
Gavin Bartlett (QLDC) (online)
Murray Hasler (GDC) (online)
Paul Fleet (CODC) (online)
Helen Chapman (DCC)
Jeanine Benson (DCC)
Abbey Chamberlin (DCC)
Dan Basubas (ORC)
Jack Cowie (ORC)
Nick Sargeant (ORC) (online)
Chris Bopp (CDC)
Andi McCone (ORC)
Jen Jeffery (ORC Support)

1 Welcome | Haere mai

Chairperson Cr Kate Wilson welcomed everyone to the meeting, including those attending via Zoom, and opened with a karakia.

Item 9.3 of the agenda was switched to Item 9.2; Item 9.2 was switched to Item 9.3.
Moved by Cr Wilson and Cr Bruce Graham.

2 Apologies | Nga Pa Pouri

Kevin Gilbert (DCC); Cr Ria Bond (ICC), Tony Pickard (QLDC), Jo Stringer (Gore DC).

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

Julia McLean – NZ Equestrian Advocacy Group was not in attendance.

4 Confirmation of Minutes | Whakau Korero – 24 June 2024

With three small amendments:

- Hartley Hare missing from Attendance
- Misspelling of Doug Rodgers
- On Page 8 of Agenda Package '25 October'.

Resolved:

Moved by Cr Jim Thomson seconded by Cr Bruce Graham, that with the three amendments being made, the Minutes of the Regional Transport Committees meeting held Monday 24 June 2024 be confirmed as a true and correct record.

MOTION CARRIED

5 Actions from Minutes of 24 June 2024

Cr Kate Wilson noted the Actions from the 24 June 2024 minutes as completed; or in the process of being completed.

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

No other items were raised.

7 Questions | Patai

Cr Jim O'Malley raised that the community of Waitati have presented himself and Jeanine Benson with a Change.Org petition in relation to slowing traffic down on SH1, on the bend near the Waitati Village.

Cr Kate Wilson moved, seconded by Jim O'Malley that the RTC will receive the petition from Jeanine Benson, and will then forward the petition to NZTA.

Cr Quentin Smith raised the concerns of the Albert Town community in regard to the Albert Town Bridge. James Caygill invited residents to attend the next RTC meeting.

Cr Wilson noted that they would be welcome.

Cr Alexa Forbes raised questions in relation to Item 9.2, and cycleways and active transport. James Caygill noted that they would be answered later in the meeting.

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 2021/24 – Final Project Status Report

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

Russell Hawkes introduced the paper; Chad Barker spoke to the activity on Otago State Highways noting 'Lower Cost, Lower Risk' safety projects.

Helen Chapman reminded the Committee that the Plan was for 10 years, and we are reviewing the last three years.

Chad Barker is to deliver a report on the 'Low Cost; Low Risk' work that has been completed in 2021/2024.

Action points:

The Committee to ask NZTA to collate information on 2021/2024 Delivery using NZTA Annual Reports, to deliver at the next meeting in November.

Resolved:

Moved Cr Jeremy McPhail seconded by Cr Alexa Forbes that the Combined Regional Transport Committees resolve to:

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

MOTION CARRIED

9.2 – NLTP 2024/27 – Summary of Otago Southland Funding Approvals

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.

Lorraine Cheyne spoke to the item. James Caygill noted the inflexibility of the Classes, the changes to the Emergency Work Policy, the challenges for Walking and Cycling improvements, and the constrained Operations Activities Classes.

Resolved:

Moved by Cr Kate Wilson seconded by Cr Jim Thomson that the Combined Regional Transport Committees resolve to:

- (1) Note the report.**
- (2) Provide any feedback the committees wish to referred to NZTA.**

MOTION CARRIED

9.3 – New Zealand Transport Agency Update

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.

James Caygill spoke to the Presentation, highlighting the important shift from COPTIM to the New Zealand Guide to Temporary Traffic Management (NZGTTM) to align with best practice, and the replacement of the Network Outcome Contract (NOC) with the Integrated Delivery Model (IDM).

Action Points:

James Caygill is to engage with Cr Stuart Duncan regarding risk adverse Councils in relation to the NZGTTM and share this with the Committee.

At the next RTC meeting in November, James Caygill is to provide a report on the 'Low Cost, Low Risk' and VFM, and provide information on the prioritising of bridges, including how to execute the delivery.

Resolved:

Moved by James Caygill, seconded by Cr Kate Wilson 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

9.4 – Dunedin City Council – Inland Ports Project

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.

Helen Chapman presented for the DCC; Consultants, Stantec, have been investigating a shift from the use of trucks to rail, with a facility in Milburn, to get logs to Port Chalmers. KiwiRail have been engaged with this enquiry. Port Otago will be informed of the Final Plan.

James noted that the NZTA need to be cognitive of Rail plans in Mosgiel, due to ongoing work.

Resolved:

Moved by Cr Jim O'Malley seconded by Cr Stuart Duncan 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 – Proposed Project Plan – RLTP 2027 Development

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.

Russell Hawkes presented on this item; Highlighting the importance of developing robust Regional Strategy and Priorities and not waiting for the GPS to be announced.

Cr Kate Wilson reminded the Committee that with upcoming elections, members seated on the Committee may no longer be present, which signalled a loss of knowledge and expertise.

James Caygill spoke to the importance of the Committee member's flexibility to attend meetings, especially at the end of 2026 which marks the General Election.

Cr Jim O'Malley added that having as many projects listed on the LTP at the swing of the election, is important to get delivery.

Resolved:

Moved by Cr Kate Wilson seconded by Cr Bruce Graham that the Combined 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.**

MOTION CARRIED

9.6 –South Island RTC Chairs – Meeting 8 July 2024 Minutes

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

Cr Kate Wilson spoke to this item. RTC's are supporting KiwiRail and the connection with the North Island; Cr Wilson has made it clear that rail is pivotal to freight and people as the South Island connection to North Island.

One outcome from the RTC, with NZTA involvement, will be a Report that identifies gaps, processes and steps around resilience projects and freight. The Consultants (Stantec) will be presenting this to the Chairs on 11th November 2024.

Stantec will be aware of the DCC rail enquiries.

Russell Hawkes to ask that the two presentations that was shared at the South Island RTC Chairs group, the 'South Islands Priority Routes' and the 'Canterbury Road Status Project', be distributed amongst this Committee.

Resolved:

Moved by Cr Kate Wilson seconded by Cr Christine Menzies that the Combined 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**

MOTION CARRIED

9.7 – Next Meeting

It was noted that the next meeting be held on the 25th November 2024 in Southland or Balclutha.

Resolved:

It was supported by all, that:

Hold the next meeting of the Committee on 25th November 2024 with the intention that it be held in Southland or Balclutha pending confirmation of a venue.

MOTION CARRIED

10 Extraordinary and Urgent Business | Panui Autaia hei Totoia Pakihi

There was no Extraordinary or Urgent Business raised.

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

There were no public excluded business items raised.

12 Closure

There was no further business.

The meeting closed with a karakia at 2.30pm

Actions arising from the Minutes.

Summary of actions from 23 September 2024 Meeting		
Item No	Action	Action already taken /completed
7	Petition from Waitati Community to be provided by DCC and to be forwarded to NZTA on behalf of the Committee.	
7	Potential Albert Town Community to present at the next RTC meeting on concerns regarding the Albert Town Bridge	
9.1	The Committee asked NZTA to collate information on 2021/2024 Delivery using NZTA Annual Reports, to deliver at the next meeting in November	Information included in Item 1 of agenda
9.3	James Caygill is to engage with Cr Stuart Duncan regarding risk adverse Councils in relation to the NZGTTM and share this with the Committee	
9.3	At the next RTC meeting in November, James Caygill is to provide a report on the 'Low Cost, Low Risk' and VFM, and provide information on the prioritising of bridges, including how to execute the delivery.	Information on bridges planned for replacement in the 2024/27 period included in Item 3 of the agenda
9.6	Russell Hawkes to ask that the two presentations that was shared at the South Island RTC Chairs group, the 'South Islands Priority Routes' and the 'Canterbury Road Status Project', be distributed amongst this Committee	Presentations attached to the agenda referred to in South Island RTC Chairs meeting notes. Complete



CDEM Road Status project.pdf



Canterbury Lifeline Utilities Group_SI Pr

9 Staff Report –

Item 1 Summary of Achievements for the 2021/24 RLTP Transport Programme

Report to: Otago Southland RTCs	Meeting Date: 25 November 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 with a summary of the achievements delivered in the 2021/2024 National Land Transport Plan period.

Summary

At the September combined Otago Southland Regional Transport Committee meeting more information was requested on the deliverables achieved by Road Controlling Authorities in the 2021/24 Regional Land Transport Plan. This report provides details of the various work categories within the maintenance field for each Authority and also some detail on Low-Cost / Low-Risk projects provided by the Authorities.

Unfortunately, not all data is available through the Transport Insights reporting tool to allow a uniform approach to displaying the information.

Recommendation

It is recommended that combined Regional Transport Committees resolve to:

- 1 Note the report.**

Report

Background

At the combined Regional Transport Committee meeting on the 23 September staff were asked to provide additional details on the achievements or items delivered during the 2021/24 Regional Land Transport Period. The September report provided a comparison of the Regional Land Transport Plan with the improvement projects delivered. Due to changes in the activity classes between the 2021/24 period and the 2024/27 National Land Transport Plan it was difficult to see where projects that were not delivered currently stood.

In addition to this there was a lack of detail around the delivered against planned projects in the Low-Cost Low Risk activity class. This information is not easily extracted from the Transport Investment Online (TIO)

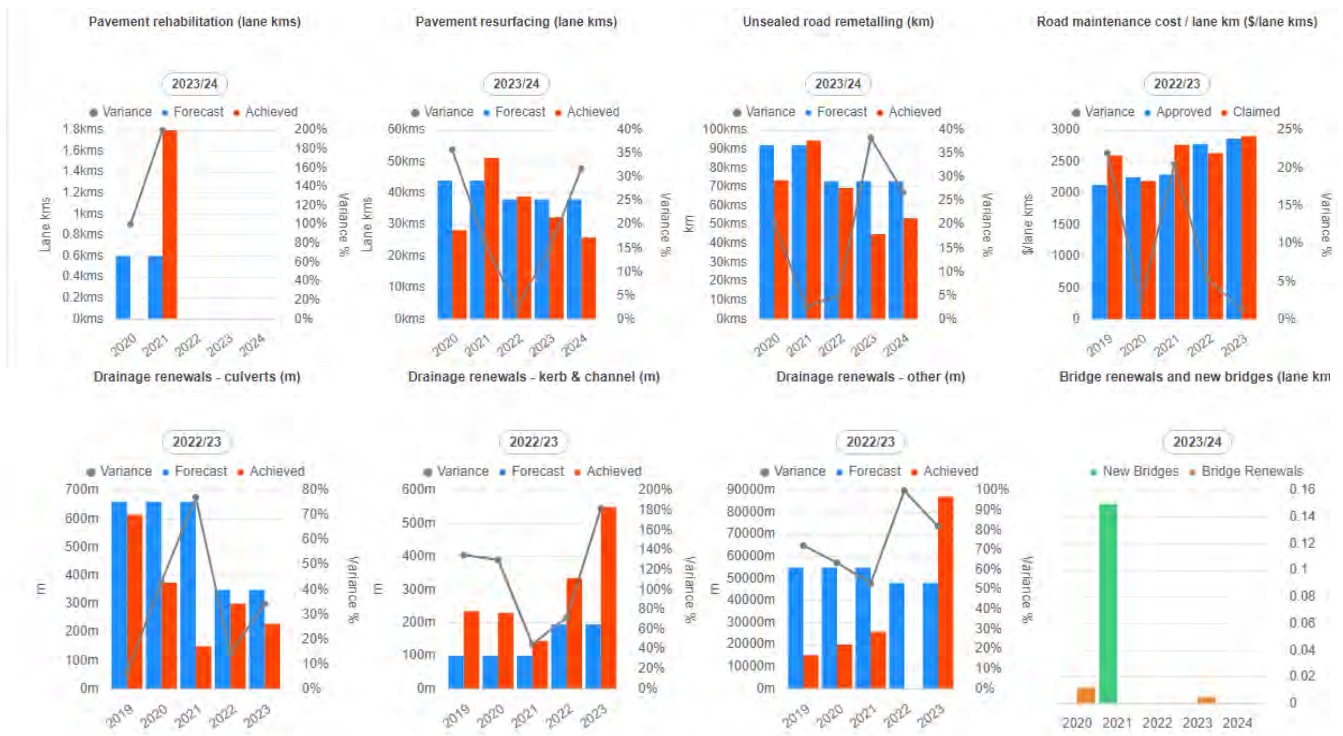
database and as the majority of projects are of lower value the Road Controlling Authorities were asked to provide details of their Low Coast Low Risk projects that were aver \$450k in value.

Maintenance and renewal of each road controlling authority network provides the largest proportion of their approved roading programmes. Tables and graphs below provide details of the various work items that comprised this

Maintenance & Renewal Delivered 2021/2024

The following information has been sourced from the Roding Efficiency Group (REG) Transport Insights reporting tool. Background data is provided by the Road Controlling Authorities through their achievement returns to the New Zealand Transport Agency.

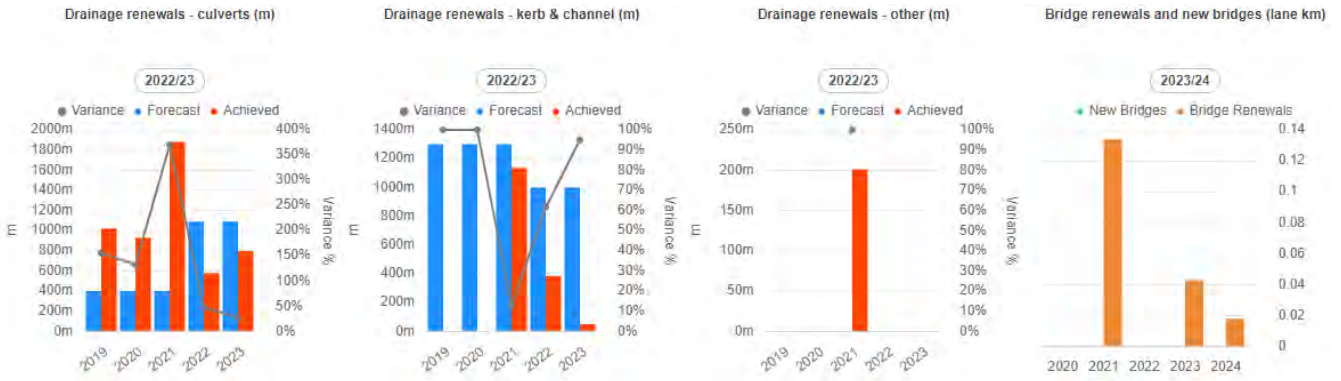
Central Otago District Council



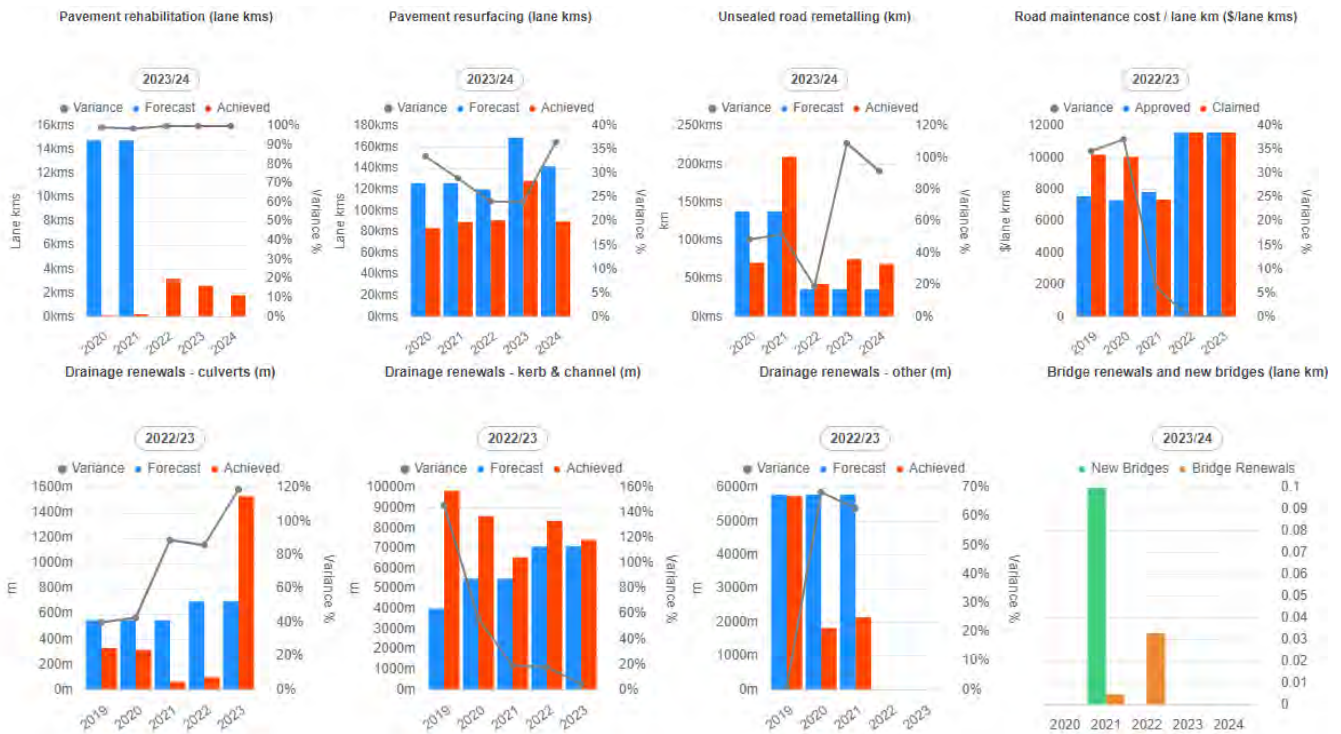
Clutha District Council



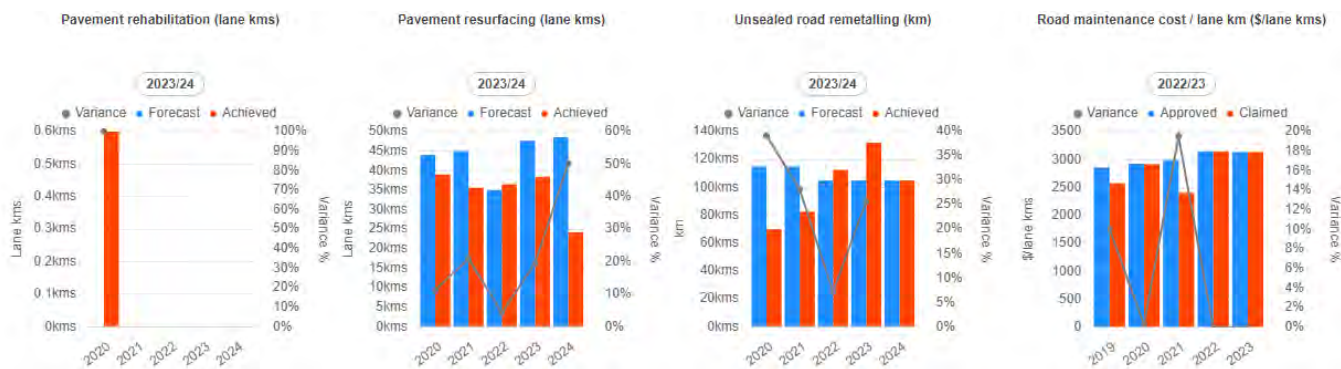
Source: NZTA Data and Tools

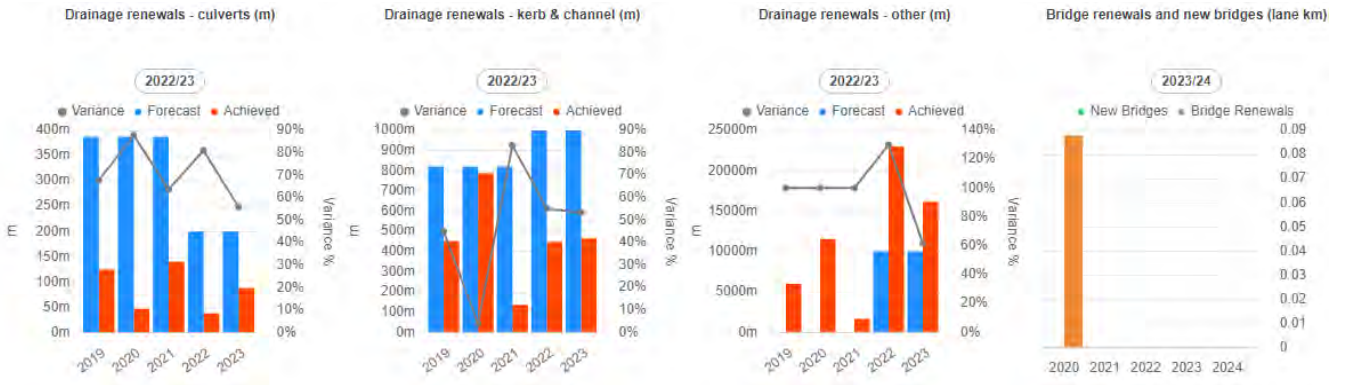


Dunedin City Council

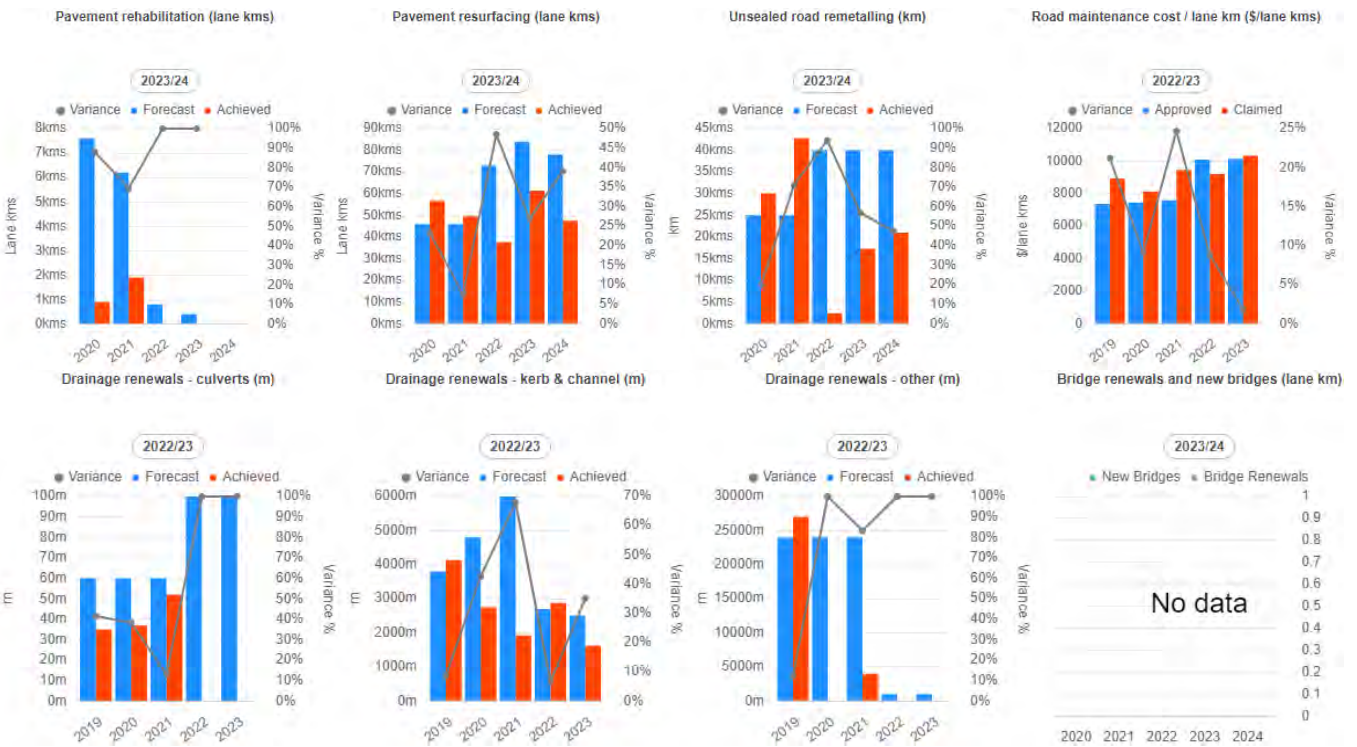


Gore District Council

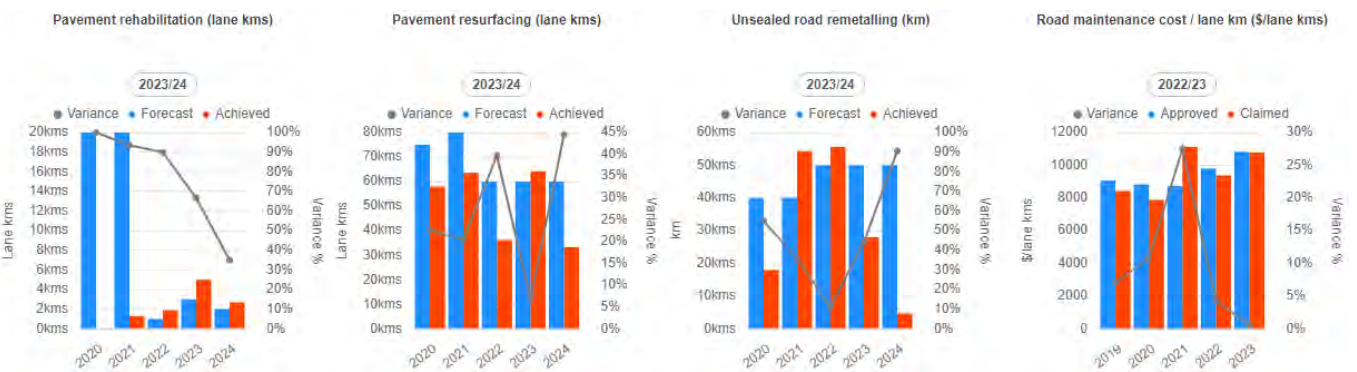


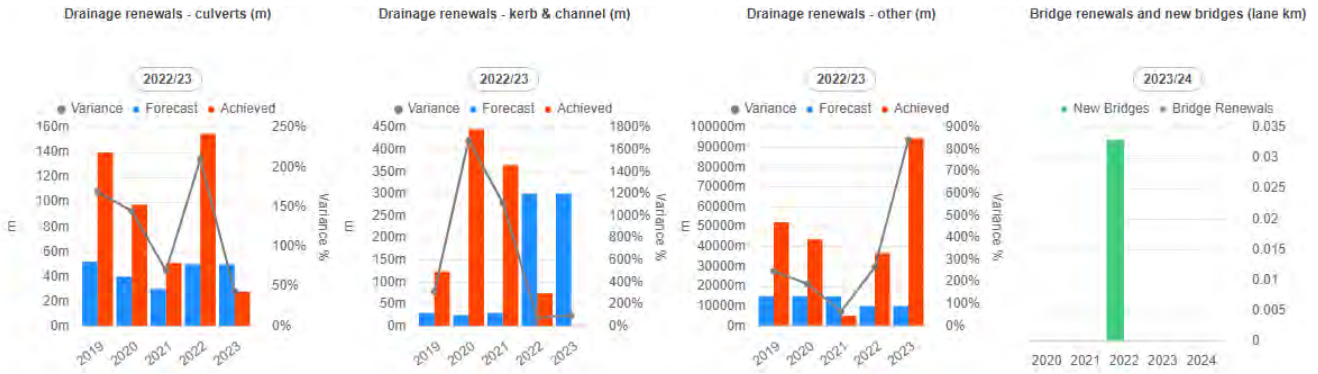


Invercargill City Council

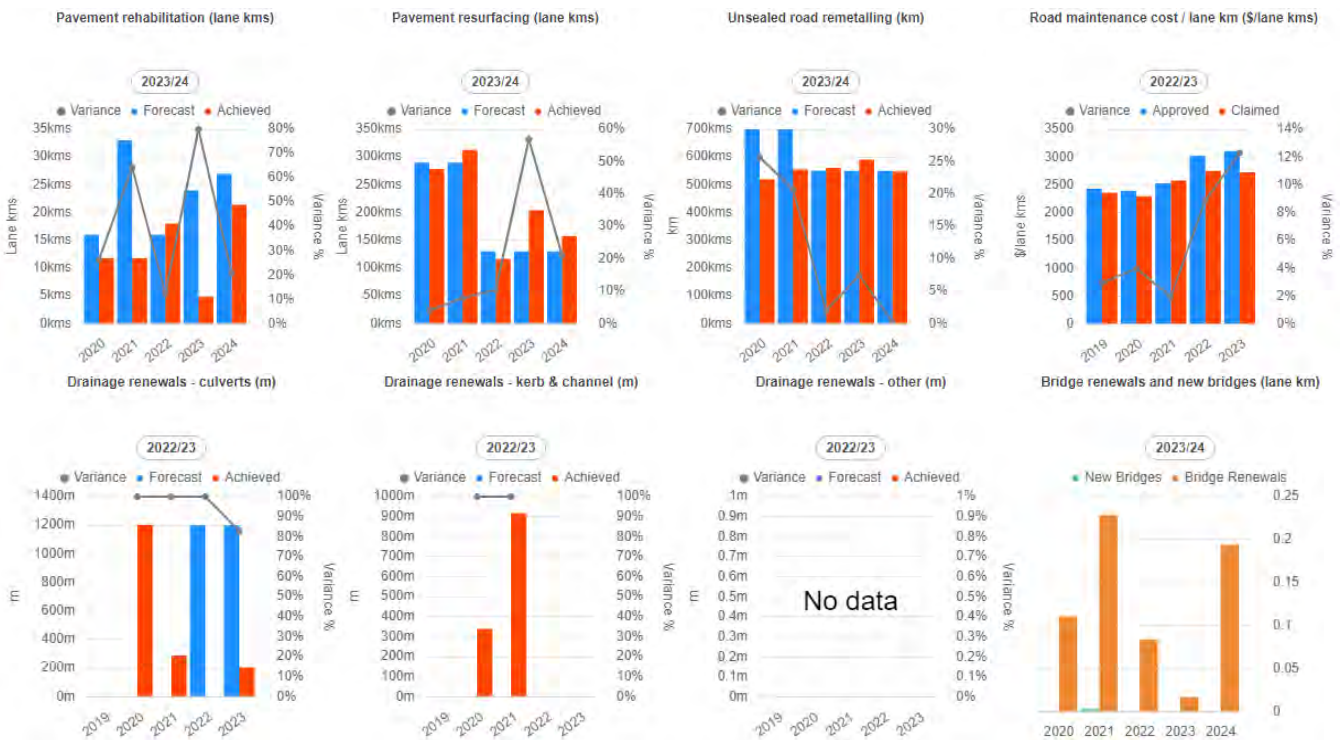


Queenstown Lakes District Council

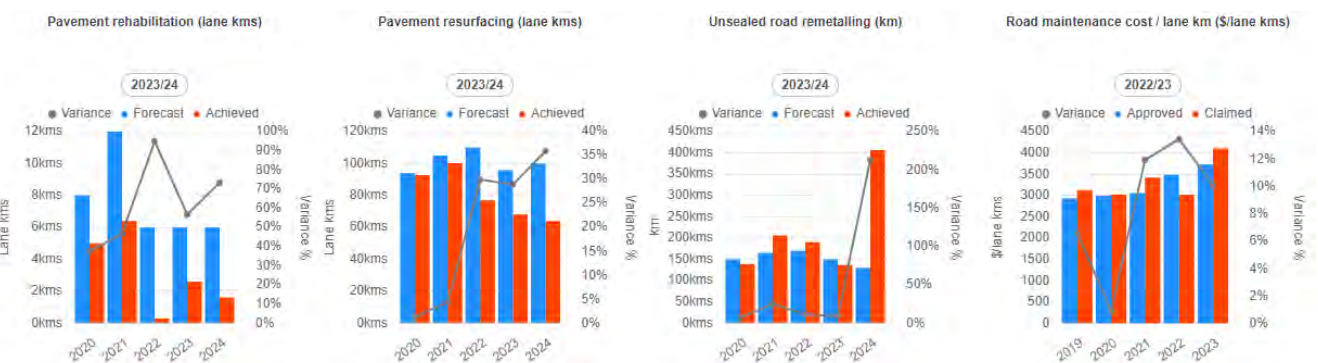


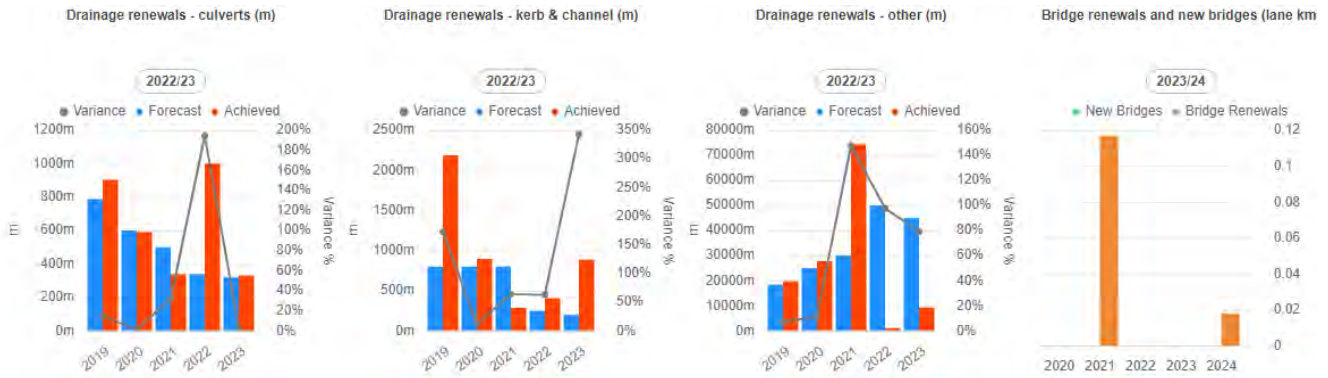


Southland District Council



Waitaki District Council





Otago & Southland State Highways

Data for state highways is in the process of being incorporated into the Transport Insights reporting tool and cannot be shown in the above graph format.

State Highways Achievements 2021-2025		NZTA (Otago)	NZTA (Southland)
Area of water - cutting	m ²	Forecast	80,000
		Actual	0
Resurfacing - total	lane-km	Forecast	491
		Actual	505
Resurfacing - thin asphalt surfacings	lane-km	Forecast	22
		Actual	33
Resurfacing - total	m ²	Forecast	2,020,050
		Actual	2,305,650
Resurfacing - thin asphalt surfacings	m ²	Forecast	118,122
		Actual	169,101
Resurfacing - chip seals	m ²	Forecast	1,901,928
		Actual	2,136,549
Drainage renewals - Length culverts	m	Forecast	384
		Actual	983
Drainage renewals - Length kerb and channel	m	Forecast	0
		Actual	678
Drainage renewals - Length other drainage renewals	m	Forecast	4,032
		Actual	4,712
Pavement rehabilitation - total	lane-km	Forecast	43
		Actual	16
Pavement rehabilitation - structural AC	lane-km	Forecast	2
		Actual	0
Pavement rehabilitation - granular	lane-km	Forecast	41
		Actual	0
Pavement rehabilitation - total	m ²	Forecast	192,722
		Actual	72,068
Pavement rehabilitation - structural AC rehabilitation	m ²	Forecast	10,318
		Actual	0
Pavement rehabilitation - granular	m ²	Forecast	182,404
		Actual	0

Low-Cost / Low-Risk Deliverables

Only three RCAs responded with an indication of projects from Low-Cost / Low-Risk above \$450k. These details are shown below.

Dunedin City Council

Forbury Road traffic calming	\$1,622,000	2022/23-2023/24
Painted roundabouts	\$300,000	2021/22
Main South Rd roundabout and raised crossing safety improvements	\$1,550,000	2021/22
Road side barriers – Harrington Road	\$600,000	2022/23
Road side barriers – Highcliffe Road	\$3,500,000	2021/22-2022/23
Roslyn/Maori Hill safer schools streets	\$1,500,000	2022/23-2023/24
Rural intersections	\$705,000	2021/22-2023/24
South Dunedin safer schools streets	\$1,500,000	2023/24
Trial roundabouts made permanent	\$1,500,000	2022/23
Urban priority intersections	\$1,482,000	2021/22- 2023/24
George St cycle lanes	\$250,000	2022/23 -2023/24
Rural speed management	\$250,000	2021/22- 2023/24
Urban speed management	\$500,000	2021/22- 2023/24
Other LC/LR activities under \$250,000 (includes footpath improvements, signalised intersection monitoring and safety, cycleway designs and safety trials.	\$789,000	

Note: This list includes work that was funded as part of the Transport Choices programme, and design work for which construction has not taken place

Waitaki District Council

Streetlight upgrades & coastal protection	\$575,024
Intersection improvements	\$1,854,898
Seal widening	\$1,054,476
Shared cycleways	\$664,317
Speed management plan, project overheads & associated improvements	\$424,957
Ainges, Ben Omar Roads and Kakanui Point design	\$711,958
Total LC/LR Improvements 2021-24	\$4,573,672

State Highways

Otago		
Partial Intersection Closure, Left in only	Complete	\$171,526
Speed Management Programme		\$71,003
Speed Management Programme		\$36,260
3 new roadside barriers, Swiftburn, west of the Bungy Bridge east of the Bungy Bridge at Chard Road	Complete	\$574,465
These funds were reprioritised to part fund the Taieri River Bridge Guardrail project	Funding Re-Prioritised	\$7,689
	Funding Re-Prioritised	\$10,673
Cumberland St and Castle St Raised Safety Platforms, failed to align with Govt GPS	Funding Re-Prioritised	\$160,224
Traffic Study to determine possible options for SH1 Pinehill Rd/Great King Street intersection	Complete	\$7,500
2 new Roadside Crash Barriers Lindis Valley	Complete	\$542,292
Combination of new Barriers, Signage, Markings and ATP treatments	Complete	\$877,987
Signage, Markings and ATP treatments	Complete	\$278,174
Intersection civil works complete, ISZ treatment to follow once the Rule has been met (Setting of Speed Limits Rule 2024)	Practical Completion	\$858,076
New Roadside Barrier at Nevis Bluff	Complete	\$76,202
Speed management	Funding Re-Prioritised	\$27,337

New Speed feedback sign, northern end Waitaki Bridge	Complete	\$30,043
New Crash Barrier system to replace superseded Handrail which had suffered multiple strikes	Complete	\$1,910,806
RH Turn Bay to LINZ reserve SH8	Complete	\$560,030
Signage, Markings and ATP treatments	Complete	\$246,356
Corridor Study	Complete	\$9,902
Corridor Study	Complete	\$10,893
Combination of new 3x Barriers, Signage, Markings and ATP treatments	Complete	\$1,152,651
New School Bus route signage SH6	Complete	\$1,855
	Total Otago Road 2 Zero	\$7,621,944
Southland		
Stock Underpass Subsidy, Ram Hill SH6 Josephville	Complete	\$67,915
	Funding Re-Prioritised	\$38,784
	Funding Re-Prioritised	\$44,257
Speed Management Milford	Complete	\$280,199
North and Southbound RH Turn Bays	Complete	\$466,366
Intersection civil works complete	Complete	\$123,556
Design 98% complete	Pre-Implementation	\$295,043
Reconfiguration of Intersection signs and markings	Complete	\$5,633
Signage, Markings and ATP treatments	Complete	\$554,779
Reconfiguration of Intersection signs and markings	Complete	\$4,476
Extension of existing Roadside barrier	Complete	\$22,119
New crossing treatment	Complete	\$27,233
Reconfiguration of Intersection signs and markings	Complete	\$1,450
	Total Southland Road 2 Zero	\$1,931,810
Otago		
Corridor Study to better understand how to mitigate flood flows on SH1 and SH83	Complete	\$121,500
Improvement to side drains to protect coastal embankments	Complete	\$269,545
De-scaling, minor bolting and mesh draping on known Geotech feature.	Complete	\$527,146
Construction of a new cross Highway culvert to prevent ongoing damming and inundation of upstream properties.	Post Implementation	\$1,004,500
Replacement of both Golf Course Creek culvert and Blackjacks Creek culverts on SH8 at Roxburgh	Complete	\$1,619,296
	Total Otago State Highway Improvements	\$3,564,824
	No Southland State Highway Improvements	

The State Highway Low-Cost / Low-Risk programme for 2024/27 is still being finalised within the budget constraints of the GPS.

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 Update on Approvals for Activities in the 2024/27 NLTP Transport Programme

Report to: Otago Southland RTCs	Meeting Date: 25 November 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 a comparison between the continuous programme figures included in the Regional Land Transport Plan and the National Land Transport Plan for 2024/27.

Summary

At the September Regional Transport Committee meeting a comparison report that showed the differences between the final funding request from the regions Road Controlling Authorities and the National Land Transport Plan. Staff were asked to provide more detail on the differences between the initial requests for funding as included in the Regional Land Transport Plan and the finally approved figures.

Changes in the Government Policy Statement that occurred between the Regional Land Transport Plan being developed and the National Land Transport Plan being developed mean that direct comparisons are not possible in some areas. The tables below provide additional information but also highlight where comparisons cannot be made.

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

Based on the original timeline for development of the Regional Land Transport Plan the Road Controlling Authorities were required to submit their initial bids for continuous programme funding in October 2023. The figures submitted at that time were carried through to the draft Regional Land Transport Plan that was consulted on in February 2024.

Between submission of the bids and the National Land Transport Programme being released in late August 2024 the New Zealand Transport Agency held discussions with each Authority regarding their bids for funding. During this time there was a change of Government and subsequent Government Policy Statement. A significant change in direction for transport funding was signalled along with changes to the

various activity classes that funding is allocated from. This has made producing a direct comparison of the figures included in the Regional Land Transport Plan and those approved in the National Land Transport Plan almost impossible.

Updated and revised figures were arrived at between the Road Controlling Authority and the NZ Transport Agency, and these were reported on as a comparison to the final National Land Transport Programme approvals. The Committees request further information to provide an indication of the difference between the Regional Land Transport Plan and the National Land Transport Plan approvals.

The table below include the Regional Land Transport Plan figures alongside the revised requested allocations and the final approved allocations. In some cases, the differences to activity class between the two plans means that direct comparison is not possible. For example, the Regional Land Transport Plan was developed based on a draft Government Policy Statement that included a significant emphasis on walking and cycling. The National Land Transport Plan was developed based on the final Government Policy Statement that removed almost all walking and cycling funding. Likewise the projects and funding for improvements in the low-cost low-risk activity were also significantly reduced and focused on bridge replacement.

Bridge replacements were also included as a maintenance and renewal item in the Regional Land Transport Plan. The Government Policy Statement moved these into the improvements activity class and in most cases were the only approvals included in the low-cost low-risk area of improvements as they are under \$2m in value.

Southland Comparison Tables

Approved Organisation – Gore District Council					
Activity Class	RLTP Request 2024/27	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference RLTP Request to Approved
Local Road Operations	21,766,500	5,854,000	5,023,999	4,275,488	-3,485,501
Local Road Pothole Prevention		13,257,000	13,257,000	11,263,777	
Walking & Cycling Improvements	450,000	860,000	310,000	600,402	No Comparison due to activity class changes
Low-Cost Low Risk / LRI Bridge & Structure Renewals	1,270,000 excluded Bridge Renewals	1,795,500 Included bridge renewals	1,125,000	128,338	No Comparison due to activity class changes
Total		21,766,500	19,715,999	18,268,005	

Approved Organisation – Invercargill City Council					
Activity Class	RLTP Request 2024/27	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference RLTP Request to Approved
Local Road Operations	62,035,878	12,117,800	10,850,001	8,954,489	-15,995,878
Local Road Pothole Prevention		38,237,000	35,189,997	23,539,837	

Walking & Cycling Improvements	450,000	9,461,490	2,160,000	4,213,316	No Comparison due to activity class changes
Low-Cost Low Risk / LRI Bridge & Structure Renewals	9,705,000 excluded Bridge Renewals	0	0	0	No Comparison due to activity class changes
Total		59,816,290	48,199,998	36,707,652	-

Approved Organisation – Southland District Council					
Activity Class	RLTP Request 2024/27	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference RLTP Request to Approved
Local Road Operations	171,036,384	28,077,556	24,056,099	20,313,112	-61,726,285
Local Road Pothole Prevention		94,578,432	85,254,000	61,753,679	
Walking & Cycling Improvements	No comparison due to activity class changes	3,604,285	720,000	1,230,684	No Comparison due to activity class changes
Low-Cost Low Risk / LRI Bridge & Structure Renewals	3,696,819 excluded Bridge Renewals	16,849,030	15,000,000	8,479,542	No Comparison due to activity class changes
Total		140,109,303	125,030,899	91,777,017	

Approved Organisation – Southland State Highways					
Activity Class	RLTP Request 2024/27	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference RLTP Request to Approved
State Highways Operations	152,613,482	61,089,848	61,936,690	63,618,060	-11,360,043
State Highways Pothole Prevention		72,909,772	79,316,749	46,359,203	
Walking & Cycling Improvements	849,999	299,951	203,672	0	No Comparison due to activity class changes
Low-Cost Low Risk / LRI Bridge & Structure Renewals		0	0	0	No Comparison due to activity class changes
Total		134,375,947	141,457,111	109,977,263	

Otago Comparison Tables

Approved Organisation – Central Otago District Council					
Activity Class	RLTP Request 2024/27	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference Requested to Approved

Local Road Operations	46,570,319	21,449,517	17,839,999	10,742,292	-7,660,318
Local Road Pothole Prevention		21,625,795	21,070,002	16,054,172	
Walking & Cycling Improvements	4,685,000	1,481,217	504,000	975,744	No Comparison due to activity class changes
LRI Bridge & Structure Renewals	5,253,000 excluded Bridge Renewals	3,171,395	1,599,999	102,477	No Comparison due to activity class changes
Total		47,727,824	41,014,000	27,874,685	

Approved Organisation - Clutha District Council					
Activity Class	RLTP Request 2024/27	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference Requested to Approved
Local Road Operations	63,182,000	12,958,000	12,221,997	10,830,923	-11,095,106
Local Road Pothole Prevention		40,190,000	39,894,897	28,465,568	
Walking & Cycling Improvements	1,099,000	2,618,000	720,000	1,926,594	No Comparison due to activity class changes
LRI Bridge & Structure Renewals	1,593,000 excluded Bridge Renewals	7,416,000	6,800,001	5,244,061	No Comparison due to activity class changes
Total		63,182,000	59,636,995	46,467,146	

Approved Organisation – Dunedin City Council					
Activity Class	RLTP Request 2024/27	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference Requested to Approved
Local Road Operations	157,985,856	48,193,511	47,366,001	37,736,309	-25,619,856
Local Road Pothole Prevention		91,080,519	84,999,999	58,342,351	
Walking & Cycling Improvements	71,154,000	17,711,826	4,320,000	12,228,075	No Comparison due to activity class changes
LRI Bridge & Structure Renewals	54,707,990 excluded Bridge Renewals	0	0	0	No Comparison due to activity class changes
Total		157,985,856	136,686,000	108,306,735	

Approved Organisation – Queenstown Lakes District Council					
Activity Class	RLTP Request 2024/27	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference Requested to Approved

Local Road Operations	68,756,198	28,285,574	25,065,000	24,170,592	-6,428,198
Local Road Pothole Prevention		38,124,609	37,263,000	24,881,882	
Walking & Cycling Improvements	3,205,358	1,746,015	450,000	726,483	No Comparison due to activity class changes
LRI Bridge & Structure Renewals	32,268,061 excluded Bridge Renewals	0	0	0	No Comparison due to activity class changes
Total		68,156,198	62,778,000	49,778,957	

Approved Organisation – Otago Regional Council					
Activity Class	RLTP Request 2024/27	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference Requested to Approved
Public Transport Operations	138,839,421	98,857,504	94,764,726	61,947,712	-44,074,695
Public Transport Infrastructure Existing	59,095,197	1,958,923	1,958,923	957,602	-57,136,274
Public Transport Total		100,816,923	96,723,649	62,905,314	

Approved Organisation – Otago State Highways					
Activity Class	RLTP Request 2024/27	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference Requested to Approved
State Highways Operations	227,699,924	85,422,225	97,186,477	109,658,964	3,206,267
State Highways Pothole Prevention		123,264,196	133,719,714	69,056,307	
Walking & Cycling Improvements	2,499,999	122,085	122,086	82,387	No Comparison due to activity class changes
SH Bridge & Structure Renewals	28,172,514 excluded Bridge Renewals	114,518	0	0	No Comparison due to activity class changes
Total		208,923,024	231,028,277	178,787,658	

Approved Organisation - Waitaki District Council					
Activity Class	RLTP Request 2024/27	Final Requested Allocation 2024/27	NLTP Approved Allocation 2024/27	3 Year Approved Allocation 2021/24	Difference Requested to Approved
Local Road Operations	58,618,357	13,660,081	12,386,001	10,387,689	-14,446,358
Local Road Pothole Prevention		35,299,303	31,785,998	23,390,836	

Walking & Cycling Improvements	2,240,775	3,342,068	900,000	2,072,456	No Comparison due to activity class changes
LRI Bridge & Structure Renewals	6,654,273 excluded Bridge Renewals	9,372,374	9,372,000	403,856	No Comparison due to activity class changes
Total		61,673,826	54,443,999	36,254,837	

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

There are no attachments to this report.

Item 3 Current Bridge Replacements Planned & Forecast

Report to: Otago Southland RTCs	Meeting Date: 25 November 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 with an update on the planned bridge replacement works for 2024/27.

Summary

At the September Committee meeting staff were asked to provide details of the planned bridge replacement works for the 2024/27 National Land Transport Plan period. There are no major bridge projects planned for the period. However as reported below some smaller bridges are planned for replacement notably by the Southland District Council.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. note the report.

Report

Background

At the September Regional Transport Committee meeting staff were asked to provide information on the proposed bridge replacement programmes that have been funding included in the National Land Transport Plan.

A change in the Government Policy Statement moved bridge replacements from the continuous programmes into the improvements activity class. This has made any comparison between years difficult to show.

Each Road Controlling Authorities Activity Management Plan includes comment and indications of the likely bridge replacement programme. They generally do not get down to the level of detail that identifies when any particular small bridge will be replaced. The Activity Management Plan indicates the level of funding to meet minor bridge replacements rather than a specific bridge replacement programme. Major bridges above \$2m not included in the Low-Cost Low-Risk programme are separately itemised as they come due for potential replacement.

The following comment is based on the details provided by those Authorities who proposed replacing one or more bridges in the 2024/27 period.

State Highways

Southland State Highway data includes details on 314 large culverts along with small and large bridges. They range in age from 1901 for the original Otepunui Creek culvert to 2022 for the Ramhill Stream Culvert on SH6.

The longest bridge was built in 1955 and is over the Oreti River.

Otago State Highway data includes details on 384 large culverts, small and large bridges. They range in age from the late 1800 to 2018 when the Kawarau Falls Bridge was built and 2024 the Mill Dam Bridge was replaced.

The longest bridge over the Waitaki River was built in 1956.

There are currently no structures in Otago or Southland in the NZTA *Condition End of Life* Replacement Programme. NZTA are working through the development of our 10 year programme at present, so at this stage can't provide any further information on future replacements out to 10 years. Otago/Southland structures are relatively stable and the only structure that has currently been flagged to be investigated for replacement through our Lifecycle Management Plans in the next 10 years is Aparima River Bridge in Southland.

NZTA currently have an activity included in the 2024-27 NLTP to do planning/Single Stage Business Case for some upgrades to bridges/structures in Otago i.e. SH6 Albert Burn Bridge, SH8 Lindis River Crossing and SH8 Dip Creek. The Albert Town Bridge may also be able to be included within the scope of this activity.

Southland District Council

Southland District Council included 22 bridges in their bid for funding from the National Land Transport Fund. The National Land Transport Plan approval supported 16 of these although approval to uplift these funds has not yet been received.

Dunedin City Council

DCC bridge renewals

Total Bridges - 251 (includes pedestrian, excludes Crown, and other DCC departments)

Replacements completed (excluding new installs) in FY 01/07/2020 – 30/06/2024:

- Stevenson Ave pedestrian bridge 11/07/2022
- Gladfield Rd pedestrian bridge 16/07/2021
- Dundas St bridge culvert (by ORC as part of water of Leith works) 01/09/2020

New installs in same FYs:

- Blanket Bay boardwalk 01/10/2023 (Port Chalmers Shared path)
- Raynbirds Bay boardwalk 18/06/2021 (Peninsula Shared path)
- Portobello Rd boardwalk 31/08/2020 (Peninsula Shared path)

Planned replacements for 24/27:

Replacement of ford #707 on Silverstream-Waitati Valley Rd, with a box culvert. This is **not committed** and is in draft design stage.

Waitaki District Council

Bridges works included in the 2024/27 period include.

Kakanui Point bridge design & procurement.

Kakanui Point Bridge Construction 2025/27.

Clutha District Council

CDC has approved funding to replace 10 bridges over the LTP period. The majority being driven by the need to allow HPMV & 50 Max vehicles greater access across the district. Most are single lane, single span bridges.

	1	2	3
Year	2024/25	2025/26	2026/27
WC216 Bridge # (50MAX)	\$ 515,000	\$ 925,000	\$ 395,000
WC216 Bridge # (50MAX)	\$ 645,000	\$ 645,000	\$ 495,000
WC216 Bridge # (50MAX)	\$ 515,000	\$ 595,000	
WC216 Bridge #			\$ 495,000
WC216 Bridge #			\$ 445,000

Although the funding is approved Clutha District Council are going through the final approval process to release the funding with NZTA.

The first three bridges are being delivered via a Design/Build contract to expedite the 2024/25 construction. The remaining seven bridges will be tendered after being designed by our consultant. The total number of bridges to be renewed in the LTP period may depend on the tender box outcomes and NZTA approval of the works or additional funding.

The remaining Authorities do not have bridges planned for replacement in the 2024/27 period.

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 Speed Limit Setting Rule Update

Report to: Otago Southland RTCs	Meeting Date: 25 November 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 Regional Transport Committees on the Land Transport Rule: Setting of Speed Limits 2024, which replaces the Setting of Speed Limits Rule 2022.

Summary

Road controlling authorities (RCAs) set speed limits for roads under their control. The NZ Transport Agency is the RCA for state highways, and local councils are RCAs for local roads. The Land Transport Rule: Setting of Speed Limits sets the framework for how RCAs plan for, consult on, and implement speed limit changes on their roads. On 28 September 2024, the Minister of Transport signed the new Land Transport Rule: Setting of Speed Limits 2024 (new Rule), replacing the 2022 Rule. Under the new Rule, Regional Speed Management Plans are no longer required. RCAs may continue to develop speed management plans.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. **Note the report.**
2. **Note that a Regional Speed Management Plan (RSMP) is no longer required under the new Rule and agree to discontinue work on the Otago/Southland RSMP.**
3. **Note that RCAs may continue to develop speed management plans.**

Report

Background

As per the Land Transport Rule: Setting of Speed Limits Rule 2022, Regional Transport Committees were required to develop RSMPs with the RCAs. A draft Otago/Southland RSMP (draft Plan) was prepared and circulated to TAG members for feedback, which was incorporated. The draft Plan was presented to the Regional Transport Committees on 1 September 2022 for comment. This draft Plan would serve as a base document for RCAs progressing with individual Speed Management Plans.

In December 2023, the Minister of Transport confirmed that work was underway to develop a new Land Transport Rule for setting speed limits. RCAs were advised that work was being undertaken on a new Rule. The Land Transport Rule: Setting of Speed Limits Amendment 2023 removed the mandatory requirement to prepare speed management plans.

Consultation on the draft Land Transport Rule Setting of Speed Limits 2024 (draft Rule) opened 13 Jun 2024 and closed 11 Jul 2024. In the draft Rule, Section 3 Planning for Speed Management, Subclause 3.1 states: “The Agency (as RCA), each territorial authority and each regional transport committee may prepare a speed management plan in accordance with this Section 3.”

The new Rule was notified in the Gazette on 30 September 2024 and came into force on 30 October 2024. In the new Rule, Section 3 Planning for Speed Management, Subclause 3.1 states: “The Agency (as RCA) and each territorial authority may prepare a speed management plan in accordance with this Section 3.” References to Regional Transport Committees have been removed.

A letter was sent out by the NZ Transport Agency on 1 October 2024, which outlined the new Rule:

- requires speed limit reductions on certain types of roads made since 1 January 2020 to be reversed by 1 July 2025, with certain exceptions.
- requires variable speed limits on roads outside school gates during drop-off and pick-up times by 1 July 2026 (with some exceptions) and allows schools with electronic variable speed limit signs to put them on for up to 10 minutes at other times when there is significant activity outside their school.
- strengthens consultation requirements, with an associated requirement to include a cost-benefit disclosure statement for each proposed speed limit change.
- sets a new binding speed limit classification schedule, specifying speed limits for each road type.
- enables speed limits of 110km/h and 120km/h on expressways built and which will be maintained to safely support this speed.
- makes speed management plans optional and removes regional speed management plans.

Therefore, there is no longer a role for the Regional Transport Committees concerning Regional Speed Management Plans under the new Rule, other than a requirement to retain information that had been prepared under the Land Transport Rule: Setting of Speed Limits 2022. RCAs may continue to develop speed management plans.

RCAs are currently in different stages of developing their individual speed management plans. Some RCAs have incurred significant costs in developing and implementing Speed Management Plans aimed at improving road safety. The new Rule's changes will further strain local councils financially.

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 New Zealand Transport Agency Update

Report to: Otago Southland RTCs	Meeting Date: 25 November 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.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. receives the verbal update from the New Zealand Transport Agency Waka Kotahi.
2. provide any feedback to the New Zealand Transport Agency on the items presented.

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.

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 South Island RTC Chairs Activities Update

Report to: Otago Southland RTCs	Meeting Date: 25 November 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 on the 11 November 2024 in Christchurch. The main topics on the agenda are commented on in the report. A copy of the South Island Freight Study stage 1 is attached for the Committees information.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. note the report.
2. provide 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 on the 11 November 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.

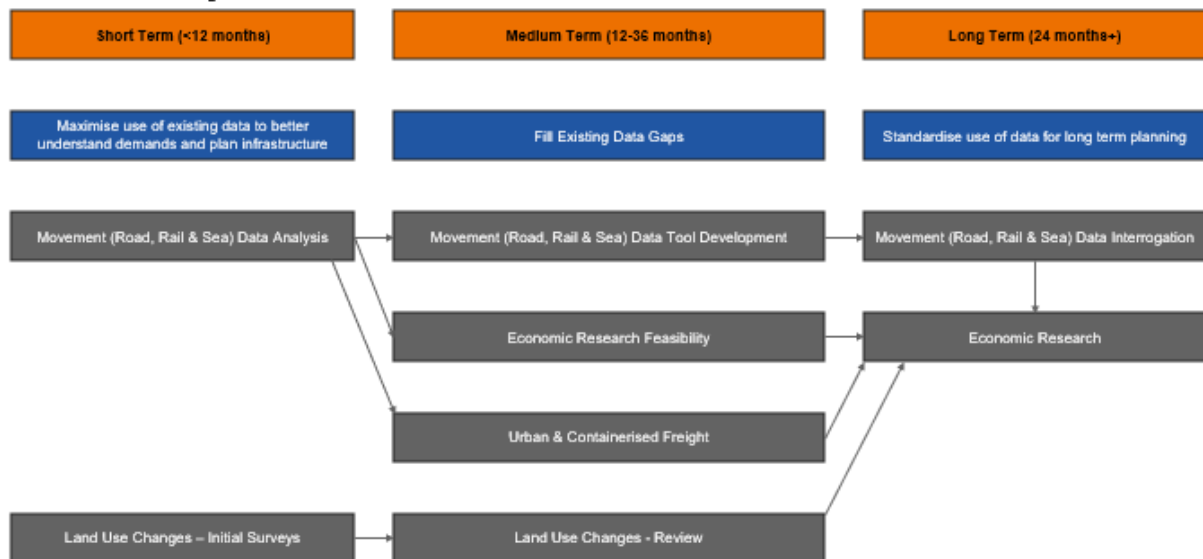
The main items on the agenda included,

- A verbal update from each RTC Chair on their own region.
- An update from the New Zealand Transport Agency.
- The final draft report on the South Island Freight Study.
- Initial discussions on a possible Inter-regional public transport project.
- A progress report on a South Island Transport story project
- A presentation from the Te Waihangā, New Zealand Infrastructure Commission
- Presentation from the Department of Conservation of their work programme priorities - **Appendix 2**

The final draft South Island Freight Study report presented the finding from the study and set out a suggested series of next steps. Major findings of the study are:

- There is limited guidance / assistance on how to plan, develop, support freight networks
- We don't always have a strong grasp on the trip generation of various land use activities
- New, and disruptive technology is a fast changing and developing area
- The knowledge of goods and their economic contribution on each journey leg is variable
- Relative inefficiencies of different parts of the freight task (to compare scale of problem) is not well understood across the system, including modal change penalties
- Efficiency disruption knowledge and planning is limited – for example detour planning

The next steps were approved by the Chairs Group with draft project development and potential contracts to be available for the next Chairs meeting in early 2025. The project will be based on the following action plan.



A copy of the final study results is included in the appendix.

The South Island Transport Story. The Chairs Group have asked staff to prepare a South Island Transport Story on a page. The key themes for this were agreed as.

- Bridging the South Island
- Efficient Freight movements
- A resilient well maintained transport network
- Tourist network requirements.

A draft of the transport story is to be presented to the next South Island RTC Chairs meeting in early 2025.

A copy of the minutes from the 11 November meeting will be provided to the Committee when they are available.

The date for the next meeting of the group has not been set but will be in the first quarter of 2025.

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

South Island Freight Study Report **Appendix 3**



SI Freight
Powerpoint - Final F

Item 7 Next Meeting

It is proposed the next meeting of the Otago and Southland Regional Transport Committees be held on a date to be confirmed following the initial RLTP Development Workshop currently planned for the 5 May 2025.

Recommendation

It is recommended that the next meeting of the Otago and Southland Regional Transport Committees be held on a date to be confirmed following the initial RLTP Development Workshop currently planned for the 5 May 2025, or, if required, earlier at the discretion of the respective Committee Chairs.