

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 (NZTA)

Southland

Cr Jeremy McPhail (ES, Chairman)

Cr Phil Morrison (ES, Deputy Chair)

Cr Christine Menzies (SDC)

Cr Ria Bond (ICC)

Cr Joe Stringer (GDC)

Mr James Caygill (NZTA)

Chairman Nicol Horrell (ES) – ex officio

Meeting of Otago and Southland Regional Transport Committees

3 March 2023

Clutha District Council Chambers

1 Rosebank Terrace, Balclutha
and via Zoom digital link

10.30 am

Morning tea from 10.00 am

A G E N D A Rarangi Take

1. Welcome | Haere mai
2. Apologies | Ngā Pa Pouri
3. Public Forum, Petitions and Deputations | He Huinga tuku korero
4. Confirmation of Minutes | Whakau korero– 15 July 2022 (attached)
5. Actions Arising from the Minutes of 15 July 2022
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 – 23/RTC/04

- Item 1 - Induction Briefing Otago Southland Regional Transport Committees.....
- Item 2 - Review of Combined RTCs Terms of Reference
- Item 3 - Mid-term Review of the 2021-2031 Regional Land Transport Plan.....
- Item 4 - Request for External Membership on the Regional Transport Committee
- Item 5 - Waka Kotahi NZ Transport Agency Update.....
- Item 6 - Next Meeting.....

10. Extraordinary and Urgent Business | Panui Autaia hei Totoia Pakihi

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

Gavin Palmer
General Manager, Operations

Lucy Hicks
General Manager, Policy & Government Reform

Confirmation of Minutes

- **Otago Southland Regional Transport Committees –
15 July 2022**

Actions arising from the Minutes

Item 1 Induction Briefing Otago Southland Regional Transport Committees

ES File No: A873360	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, ES and Doug Rodgers Manager Transport, ORC	Approved by: Lucy Hicks, General Manager, Policy & Government Reform, ES and Gavin Palmer, General Manager Operations, ORC
Executive Approval: Approved by: Lucy Hicks, General Manager, Policy & Government Reform, ES and Gavin Palmer, General Manager Operations, ORC	

Purpose

The purpose of this report is to provide the Combined Otago and Southland Regional Transport Committees with the information required to allow them to understand the requirements of Regional Transport Committees contained in the Land Transport Management Act.

Summary

The report provides details of the legislative requirements relating to the establishment of regional transport committees by a regional council. Membership will be the combined Otago Southland Regional Transport Committees and the supporting Technical Advisory Group. This report needs to be read in conjunction with Agenda Item 2 - Terms of Reference Review and Agenda Item 3 - Regional Land Transport Plan Development.

Recommendation

It is recommended that the Regional Transport Committees receive the report and provide comment or direction on further information or actions the Committees require.

Report

Background

The Land Transport Amendment Act 2013

The Land Transport Management Amendment Act 2013 sets the requirements for establishment of regional transport committees by regional councils. Section 105 of the Land Transport Amendment Act 2013 requires:

- (1) *As soon as practicable after each triennial election, every regional council must establish a regional transport committee under this section for its region.*
- (2) *Each regional council must appoint to its regional transport committee;*
 - (a) *2 persons to represent the regional council; and*
 - (b) *1 person from each territorial authority to represent that authority; and*
 - (c) *1 person to represent the Agency (NZTA)*
- (6) *Each regional council must appoint from its representatives the chair and deputy chair of the committee.*

- (7) *At any meeting of a regional transport committee, the chair, or any other person presiding at the meeting,*
- (a) *has a deliberative vote; and*
 - (b) *in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).*

Regional Transport Committee Functions

Section 106 of the Act sets out the core functions of a regional transport committee, as follows:

- (1) *The functions of each regional transport committee are;*
- (a) *to prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council; and*
 - (b) *to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.*
- (2) *Each regional transport committee, must adopt a policy that determines significance in respect of:*
- (a) *variations made to regional land transport plans under section 18D; and*
 - (b) *the activities that are included in the regional land transport plan under section 16.*

Agenda item2 provides additional detail on the core functions of a Regional Transport Committee and the development of the 2021-2031 Regional Land Transport Plan.

As indicated above, a major function of the Regional Transport Committee is to prepare a Regional Land Transport Plan (RLTP) on behalf of the Regional Council. The current RLTP was adopted by the respective Councils in April 2021 and covers the six-year period from July 2021 to June 2027. Regional Transport Committees are required to carry out a mid-term review of the RLTP and this review must be completed by April 2024.

During the past nine years the Otago and Southland Regional Transport Committees have met jointly and prepared a combined Otago Southland Regional Land Transport Plan. This process has been held up by the Waka Kotahi NZ Transport Agency as a model that should be used throughout the country. The current mid-term review was commenced by the Combined RTCs in September 2022 and is further reported on in Item 3 of this meeting agenda.

Southland Regional Transport Committee

At its meeting on 25 January 2023 Environment Southland confirmed establishment of the Southland Regional Transport Committee for the 2022-2025 triennium with the following membership:

- Cr Jeremy McPhail (RTC Chairman);
- Cr Phil Morrison (RTC Deputy Chairman);
- Deputy Mayor Christine Menzies to represent Southland District Council;
- Cr Joe Stringer to represent Gore District Council;
- Cr Ria Bond to represent Invercargill City Council;
- Mr James Caygill, to represent Waka Kotahi the New Zealand Transport Agency.

Otago Regional Transport Committee

At its meeting on 7 December 2022 the Otago Regional Council confirmed establishment of the Otago Regional Transport Committee for the 2022-2025 triennium with the following membership:

- Cr Kate Wilson representing Otago Regional Council (RTC Chair);
- Cr Alexa Forbes representing Otago Regional Council (RTC Deputy Chair);
- Central Otago District Council: Cr Stuart Duncan
- Clutha District Council: Cr Bruce Graham
- Dunedin City Council: Cr Jim O'Malley (Cr Kevin Gilbert, alternate)
- Queenstown Lakes District Council: Quintin Smith
- Waitaki District Council: Cr Jim Thomson (Cr Guy Percival, alternate)
- Waka Kotahi/NZTA: Mr James Caygill

Alternate Regional Transport Committee Representation

Formal written confirmation of alternate representation to the combined Otago Southland Regional Transport Committees was requested to allow an organisation to be represented on any occasion that the nominated representative cannot be present and has lodged an apology.

The legislation does not make provision for alternate membership of a Regional Transport Committee. However, since the Otago and Southland Committees began meeting jointly the advantages of having alternates available to attend and report back to their respective Councils was considered desirable by the two committees.

Alternate nomination received and advised to the regional councils are as follows:

Environment Southland

- Mayor Rob Scott to represent Southland District Council;
- Cr John Gardyne to represent Gore District Council;
- Cr Allan Arnold to represent Invercargill City Council;
- Mr Peter Brown to represent the Waka Kotahi the New Zealand Transport Agency.

Otago Regional Council

- Alternates were not considered by the Otago Regional Council;
- Mr Peter Brown to represent the Waka Kotahi the New Zealand Transport Agency.

Quorums

As the Otago and Southland Regional Transport Committees meet jointly and are not a single identity, two separate quorum requirements are required, as follows:

- **Southland** – a Southland Regional Transport Committee cannot proceed unless three members are present, at least one of who must be a representative of the regional council;
- **Otago** – an Otago Regional Transport Committee cannot proceed unless four members are present, at least one of who must be a representative of the regional council

Further details regarding Regional Transport Committees are included in Agenda Item 2 - Terms of Reference Review.

Technical Advisory Group

To assist the Regional Transport Committee a [Regional] Technical Advisory Group (TAG) comprising technical representatives of a number of transport related bodies provides advice and carries out investigation work on transport related matters for the Regional Transport Committee.

Organisations currently represented on the Otago Southland TAG are:

- Environment Southland;
- Invercargill City Council;
- Southland District Council;
- Gore District Council;
- Otago Regional Council;
- Queenstown Lakes District Council;
- Central Otago District Council;
- Waitaki District Council;
- Dunedin City Council;
- Clutha District Council;
- Waka Kotahi NZ Transport Agency;
- Accident Compensation Commission;
- New Zealand Police;
- KiwiRail (as required);
- Department of Conservation (as required).

Other specialist assistance is request from time-to-time for specific projects or when specialist advice is required.

The TAG meets, prior to and when requested to do so, to consider and make recommendations on any matter referred to it by the Regional Transport Committees.

Other Relevant Legislation

Although Regional Transport Committees are established under the Land Transport Management Act there are a number of other pieces of legislation that must be kept in mind when making transport related decisions, such as:

- **Resource Management Act 1991** - contains the statutory framework for land use planning. The purpose of the Act is to promote the sustainable management of natural and physical resources. Regional Policy Statements (RPS) are issued under this Act, and Regional Transport Committees must take the RPS into account when developing the RLTP;
- **Local Government Act 2002** - contains requirements local government must meet in planning and carrying out functions. The public consultation provisions are relevant to any consultation undertaken on changes to the RLTP.

Implications/Risks

There are no implications or risks associated with this report.

Views of affected parties

Regional Transport Committees are required under the Land Transport Management Act and the requirements are included in the Act. Relevant parties have been involved in the process required to establish the Committees by the regional councils.

Legal Implications

There are no legal implications contained in this report.

Attachments

None

Item 2 Review of Combined RTC Terms of Reference

ES File No: A873361	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, ES and Doug Rodgers Manager Transport, ORC	Approved by: Lucy Hicks, General Manager, Policy & Government Reform, ES and Gavin Palmer, General Manager, Operations, ORC
Executive Approval: Lucy Hicks, General Manager, Policy & Government Reform,, ES and Gavin Palmer, General Manager, Operations, ORC	

Purpose

The purpose of this report is to provide the combined Otago and Southland Regional Transport Committees with the opportunity to review and modify, as required, the current Terms of Reference for both the Regional Transport Committees and the associated Technical Advisory Group.

Summary

Terms of Reference for both the Regional Transport Committees and the Regional Technical Advisory Group have been in place since late 2016. With new Regional Transport Committees now being confirmed the opportunity to review the respective Terms of Reference can be taken by the Committees. The Committees are requested to provide comment on the Terms of Reference and any changes they see are required.

Recommendation

It is recommended that Committees resolve to receive the report and:

1. provide direction on changes or further development of the Regional Transport Committee Terms of Reference;
2. provide direction on changes or further development of the Technical Advisory Group Terms of Reference.

Report

Background

The combined Otago Southland Regional Transport Committees developed their current Terms of Reference in mid-2016. The Terms of Reference were reviewed in 2020 by the past RTCs and adopted by the respective Regional Councils. With new Regional Transport Committees now being convened by the respective regional councils conducting a review of both the Regional Transport Committee and Technical Advisory Group Terms of Reference is appropriate.

In developing the Terms of Reference, a common format and content was used for each committee, with the only differences being the name of the committee and membership. Following approval of the Terms of Reference by the Regional Transport Committees they will be referred to each regional council for adoption.

The committees have a Regional Technical Advisory Group (TAG) consisting of technical representatives from each of the organisations that sit on the Regional Transport Committee. Included within the committees Terms of Reference are the Terms of Reference for the Regional Technical Advisory Group.

The Committees are asked to provide comment or request changes be made to the Terms of Reference for both the RTCs and Tag Groups.

Implications/Risks

There are no implications or risks associated with this report.

Views of affected parties

Additional views on the Terms of Reference are being sort.

Legal Implications

There are no legal implications included in this report.

Attachments

1. Draft Terms of Reference including recommended changes or updates recommended by the Regional Technical Advisory Group.

Item 3 Mid-Term Review of the 2021-2031 Regional Land Transport Plan

Report to: Otago Southland RTCs	Meeting Date: 3 March 2023
ES File No: A873362	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, ES and Doug Rodgers Manager Transport, ORC	Approved by: Lucy Hicks, General Manager, Policy & Government Reform,, ES and Gavin Palmer, General Manager, Operations, ORC
Executive Approval: Lucy Hicks, General Manager, Policy & Government Reform,ES and Gavin Palmer, General Manager, Operations, ORC	

Purpose

To provide the Committees with details of the mid-term review of the 2021-2031 Otago Southland Regional land Transport Plan (RLTP) and the preparatory work commenced by the outgoing Committees in September 2022.

Summary

The mid-term review of the Otago Southland Regional Land Transport Plan has commenced with workshops being held by the outgoing Committees in September 2022.

This report provides details of the approach being recommended, the timetable for development and key changes that are likely to be required to the Regional Land Transport Plan.

Recommendation

It is recommended that the combined Regional Transport Committees note the report:

1. adopt the approach recommended for the Regional Land Transport Plan;
2. note the Regional Land Transport Plan development programme proposed.

Report

Background

Legislation

Preparation of a Regional Land Transport Plan is a primary function of Regional Transport Committees set out in the Land Transport Act. The Act describes the core components, form and content of the Plan. The Plan must include a statement of priorities for 10 years, a financial forecast of anticipated expenditure and revenue and regionally significant expenditure funded from sources other than the national land transport fund. Where funding is being sought from the national land transport fund the plan must contain details for the first six years, with the first three years to which the plan applies must be in detail. The plan is reviewed in the six months prior to the midpoint of the plan.

History of the Current Regional Land Transport Plan Development

Following completion of the 2015-2021 RLTP mid-term review Waka Kotahi NZ Transport Agency and the Regional Transport Special Interest Group (TSIG) held sessions on lessons learnt to identify opportunities for improvement. The Transport Special Interest Group (TSIG) consists of members of transport planning teams from each regional or unitary authority in the country and reports to the Regional CEOs Group under Local Government New Zealand.

On completion of the lessons learnt exercise, the Group concluded that the issues experienced were similar or the same as had been previously identified and that no real progress had been made in addressing the issues.

Four high level issues were identified:

1. There is no “Purpose” for an RLTP in the LTMA

- (a) The LTMA provides direction on what must be included in an RLTP but is silent on purpose.
- (b) With no purpose the RLTP as a planning document has little status as:
 - (i) RLTPs must take account of GPS;
 - (ii) NZTA must give effect to the GPS;
 - (iii) there is no requirement for RLTP long-term outcomes;
 - (iv) lack of understanding by stakeholders and the general public on the status of an RLTP.

2. The role of an RLTP and its relationship with other transport and land use documents and guidance material is confused resulting in:

- (a) the RLTP being undervalued or disregarded as a land transport planning tool;
- (b) lack of real local/regional “voice”;
- (c) dominance of national perspective in transport investment decisions;
- (d) confusion among stakeholders and the community;
- (e) poor use of transport sector resources and capacity;
- (f) inefficient processes and tools for development of RLTPs;
- (g) sub-optimal integration between regional transport planning and local land use planning.

3. Timing misalignment between planning cycles for the GPS, the NLTP, RLTPs, LTPs and Activity Management Plans lead to:

- (a) duplicated, premature and redundant work;
- (b) communication and engagement on material that is constantly changing and out-of-date;
- (c) lack of transparency and integrity around land transport investment decisions;
- (d) confusion and loss of trust among stakeholders and the public.

4. Concurrent development of strategic and programme sections of the RLTP do not allow strategy to direct or guide programme development resulting in:

- (a) programmes that do not align with regional outcomes;
- (b) confusion among stakeholders and the community;
- (c) lack of transparency and integrity around land transport investment decisions;
- (d) confusion and loss of trust among stakeholders and the public.

A TSIG sponsored Work Group that included Waka Kotahi, Ministry of Transport and Regional Transport members from the regional sector worked through the following two years and have now set in place actions to address the issues.

A new Regional Land Transport development guideline document has been produced and all Regional Land Transport Plans will be produced using this guidance document. The guidance is hosted on the Waka Kotahi website and includes recommendations that Regional land Transport Plans will:

- (a) have a common and agreed purpose;
- (b) have been produced using a consistent approach;
- (c) have a consistent approach to Objectives, Policies, Issues and Benefits;
- (d) have been developed in timely manner to achieve their purpose;
- (e) have a consistent format for programme tables;
- (f) have a consistent approach to project prioritisation.

Using the guidance will result in:

- (a) efficiency gains for regions developing RLTPs;
- (b) a consistent methodology used for prioritisation of projects;
- (c) make it easier for Waka Kotahi to incorporate into NLTP development and funding approval processes;
- (d) make it easier to and for stakeholders to engage;
- (e) improved and consistent content.

Work is still progressing on:

- (a) a revised common project prioritisation method – scheduled for completion by September 2023;
- (b) increasing and improving access to the Transport Investment Online (TIO) database to allow consistent reporting of progress on projects included in the Regional Land Transport Plan – scheduled for completion by September 2023.

Otago Southland Regional Land Transport Plan Format

The 2021-2031 Otago Southland Regional Land Transport Plan was developed to use the following format and ensure the issues identified in previous reviews have been addressed.

Section Heading	Definition/Guidance/Subheadings
RLTP Purpose	<p>The purpose of this RLTP is to be the primary document guiding integrated land transport planning and investment within the [insert region name].”</p> <p>The Regional Land Transport Plan:</p> <ul style="list-style-type: none"> • is owned collectively by the RTC comprising all TAs, NZTA and the regional council; • sets the strategic transport direction to guide transport activities in LTPs and identifies the agreed view of regional transport priorities to inform the NLTP; • sets the long-term vision and strategic direction for the region’s land transport system; • identifies the agreed regional transport priorities for investment in the short to medium term; • presents the activities of approved organisations in a single co-ordinated 3-6 year programme, which is consistent with the GPS, as a bid for funding from the NLTF; • addresses issues that cross regional boundaries;

Section Heading	Definition/Guidance/Subheadings
	<ul style="list-style-type: none"> provides the basis for communication of the region’s transport direction and priorities with stakeholders and the general public.
<p>Strategic Context Includes the current state & possible future scenarios</p>	<ul style="list-style-type: none"> Our Region Our People Our transport system The policy context – National, Regional & Local – all linked to the Ministry of Transport Outcomes Framework. Transport trends and issues – National, Regional & Local Future scenarios and Opportunities Overall this section will - tell the complete transport system story for the region including issues relating to activities that may be funded through sources other than the NLTF.
<p>Strategic Framework. 10 to 30 year outlook</p>	<ul style="list-style-type: none"> Vision Objectives – What is required to deliver the vision? Problem Statements – Core problems preventing objectives from being met. Benefits & Responses – Required to address the problem statements. Responses to the GPS – How the Regions will respond to the GPS requirements. Headline targets – Target that support the vision. Policies – Details of how the objectives will be achieved. Implementation areas – The key implementation areas that will respond to the objectives or policies.
<p>Transport Investment Priorities Ten year outlook</p>	<ul style="list-style-type: none"> Regions 10-year transport priorities Issues and benefits from Investment Logic Mapping exercise. Issue statements transparent into investment priorities to tell the investment story
<p>Programme and Funding Regional 3 and 6 year outlook</p>	<ul style="list-style-type: none"> Funding sources Activities proposed for funding from the National Land Transport Fund for three and six years. Significant activities in priority order. Inter-regionally significant activities. A 10 year forecast of funding requirements.
<p>Monitoring framework</p>	<ul style="list-style-type: none"> A framework of measures/indicators that will be used to monitor progress towards national outcomes, and have longevity over time so we can see meaningful trends
<p>Appendices Maybe included as links rather than in hard copy</p>	<ul style="list-style-type: none"> Significance policy. Section 14 assessments required by LTMA. Summary of consultation completed.

Otago Southland Regional Land Transport Plan Mid-term Review Timeframe

An indicative timetable was prepared for the mid-term review and includes the following major milestones:

- Review commenced – *July/August 2022*

- Problem Statements, Priorities and Responses Workshops – September 2022 – *Complete*
- Post Elections Confirmation of Workshop outcomes – *scheduled for workshop following RTC meeting*
- Draft RLTP strategic section presented to Regional Transport Committees – *September 2023*
- Programme and funding applications available from the Waka Kotahi database – *end of September 2023*
- Draft RLTP Programme and Funding section presented to Regional Transport Committees for project prioritisation – *mid-November 2023*
- Draft RLTP approved for consultation by the Regional Transport Committees – *early December 2023*
- Draft RLTP Consultation – *mid-December 2023 to mid-February 2024*
- Regional Transport Committee Hearings on submissions – *February/March 2024*
- Regional Land Transport Plan recommended to Council for adoption – *early April 2024*
- Regional Council approves submission of RLTP to Waka Kotahi – *by 30 April 2024*

Regional Land Transport Plans and the Government Policy Statement on Land Transport

The Government releases a Government Policy Statement on Land Transport (GPS) every three years. Waka Kotahi in preparing the National Land Transport Programme must give effect to the GPS. Regional Land Transport Plans must not be inconsistent with the GPS. That means the final Regional Land Transport Plan content is to some extent reliant on the release date of the GPS. The normal GPS release does not take place until after the RLTP has been consulted on resulting in potential for inconsistencies to arise. This has been the case in past years causing issues with development of the NLTP.

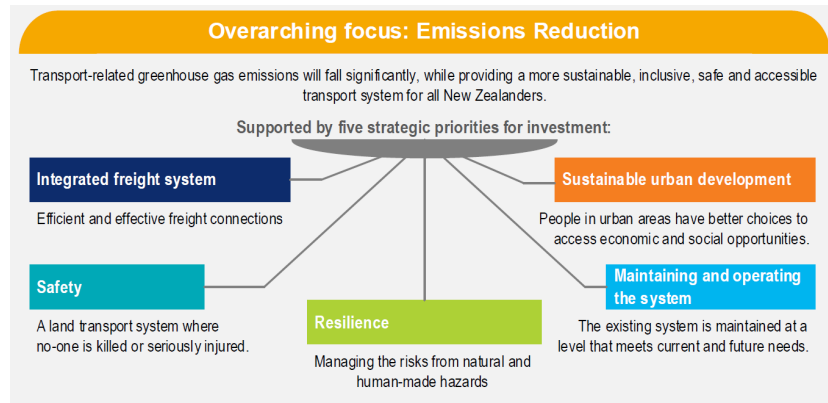
The Ministry of Transport has attempted to reduce this potential by releasing early GPS signal to the sector in late 2022. These signals are being taken into account in the current work to update the strategic section of the RLTP.

In early 2021 the Government also released several documents relating to Climate Change, Vehicle Kilometers Travelled (VKT) reduction and emissions reduction that were not incorporated into the current Regional Land Transport Plan. They were acknowledged in the plan with a note that they would be addressed in the mid-term review that is the focus of this report.

The indicative priorities signaled to date are:

- sustainable urban development
- safety
- integrated freight system
- maintaining and operating the system
- resilience.

The overall focus of the GPS is set out below:



Further signals are expected in the first quarter of 2024 and these will be reported on at a future RTC meeting.

The Committees are now asked to provide comment on the approach being taken, the draft development programme (attached) and the early signals on the GPS to guide the current strategic section review of the RLTP.

Views of Affected Parties

The draft RLTP will be approved by the Committees for consultation during the development period. Separate discussions are being held with stakeholders during the review period.

Legal Compliance

There are no legal issues identified within the report.

Consistency with Council's LTP/Annual Plan/Policy/Strategy

The contents of this report are consistent with Environment Southland's and Otago Regional Council's planning requirements.

Financial and Resource Implications

There are no current financial or resource implications for Environment Southland or Otago Regional Council contained in this report.

Attachments

1. RLTP development programme

Item 4 Request for External Membership on the Regional Transport Committees

ES File No: A873363	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, ES and Doug Rodgers Manager Transport, ORC	Approved by: Lucy Hicks, General Manager, Policy, Government & Reform, ES and Gavin Palmer, General Manager, Operations, ORC
Executive Approval: Lucy Hicks, General Manager, Policy, Government & Reform, ES and Gavin Palmer, General Manager, Operations, ORC	

Purpose

The purpose of this report is to place before the Regional Transport Committees a request received from Transporting NZ.

Summary

The legislation relating to the membership of a Regional Transport Committee is specific and only includes representatives from Waka Kotahi, the regional council and constituent territorial authorities.

This makes external appointments to the Committees difficult, and a more appropriate method of engagement may be through the Technical Advisory Groups that advises the Committees as required.

There is also the opportunity for any organisation to address and bring their issues to the table through the Public Forum section of every meeting.

The Committees are now asked to provide comment and direction on the request to allow a formal response to be prepared.

Recommendation

It is recommended that Committees resolve to receive the report and:

- provide direction to allow a formal response to the request to be prepared.**

Report

Background

A letter addressed to the Council Chair from Transporting NZ was received in early December 2022 requesting that Transporting NZ be represented on the Regional Transport Committee ([attached](#)).

An initial response was provided to Transporting NZ indicating the request would be placed before the first meeting of the new Regional Transport Committees in early 2023.

Legislative Framework

The Land Transport Management Act and subsequent amendments sets the requirements for the establishment and operation of Regional Transport Committees. The Act specifies the membership of a Regional Transport Committee and requires the Regional Council to establish a Regional Transport Committee as soon as practical after each triennial election.

- (1) Each regional council must appoint to its regional transport committee;*
 - (a) 2 persons to represent the regional council: and*
 - (b) 1 person from each territorial authority to represent that authority: and*
 - (c) 1 person to represent the Agency (Waka Kotahi NZ Transport Agency)*
- (6) Each regional council must appoint from its representatives the chair and deputy chair of the committee.*

Given the legislation is quite specific in relation to membership of the Committee any external appointments would need to be both recommended by the Regional Transport Committee and approved by the Regional Council.

The current Term of Reference for the combined Regional Transport Committees is also specific regarding membership of the committee based on the legislation.

Not being a member of the Regional Transport Committee does not preclude an organisation from speaking in the Public Forum section of every Committee meeting held. It has the opportunity to raise any issues it may have with information or items contained on the agenda or others it may wish to raise.

The Technical Advisory Group (TAG) also has a Term of Reference that specifies its membership but includes the potential for other organisation to be represented on a case-by-case basis, or where additional technical advice is required within working groups set up by the TAG.

The last Regional Transport Committee received a request from the Otago Automobile Association for similar membership. This was rejected by the Committees with the note that they were happy to receive representations within the Public Forum section of any meeting and therefore formal membership was not required.

The Regional Transport Committees are now requested to provide comment on the request to allow a formal response to be prepared.

Implications/Risks

There are no implications or risks associated with this report.

Views of affected parties

No other parties have been consulted on the content of this report.

Legal Implications

There are no legal implications included in this report.

Attachments

1. Letter from Transporting NZ – Request for membership of the Regional Transport Committees.

Item 5 Waka Kotahi NZ Transport Agency Update

Report to: Otago Southland RTCs	Meeting Date: 3 March 2023
ES File No: A873364	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, ES and Doug Rodgers Manager Transport, ORC	Approved by: Lucy Hicks, Policy & Government Reform, ES and Gavin Palmer, General Manager, Operations, ORC
Executive Approval: Lucy Hicks, Policy & Government Reform, ES and Gavin Palmer, General Manager, Operations, ORC	

Purpose

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

Summary

Waka Kotahi will provide a presentation and verbal update on the activities currently being undertaken by the Transport Agency. The topics will include an update on State Highway Projects along with Speed Management proposals.

Recommendation

It is recommended that Regional Transport Committees resolve to note the report and provide any feedback to the Waka Kotahi NZ Transport Agency on the topics included in the presentation.

Report

Background

Waka Kotahi wishes to update the Committees on several of the topics it is currently working on. This will be a verbal update, with additional information included in a presentation provided on the day.

Topics expected to be covered in the presentation are:

- Matura Intersection update;
- State Highway Programme update;
- State Highway Speed Management 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

Current budget

There are no budget implications included in this report.

Future implications

There are no future financial implications included in this report.

Legal implications

There are no legal implications contained in this report.

Attachments

None

Item 6 Next Meeting

It is proposed to hold the next meeting of the Otago and Southland Regional Transport Committees on 12 May 2023.

Recommendation

It is recommended that the next meeting of the Regional Transport Committees be held on 12 May 2023, with a venue to be confirmed, or, if required, earlier at the discretion of the Committee Chairmen.