

Meeting of Otago and Southland Regional Transport Committees

1 September 2015

Otago Regional Council Chambers
70 Stafford Street
Dunedin

10.30 am
morning tea available from 10.00 am

A G E N D A

1. Welcome
2. Apologies
3. Public Forum, Petitions and Deputations
4. Notification of Extraordinary and Urgent Business
 - 4.1 Supplementary Reports
 - 4.2 Other
5. Questions
6. Matters Arising from the Minutes of 13 April 2015 (copy attached – for Committee's information)
7. Chairman's Report
8. Staff Report -

Items 1 to 5
9. Extraordinary and Urgent Business
10. Public Excluded Business

The Chairmen of Regional Transport Committees

1 September 2015
10.30 am

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Fraser McRae
Director, Policy and Resource Planning



Russell Hawkes
Senior Policy Planner - Transport

Item 1 New Zealand Transport Agency Project Update **Compiled by Russell Hawkes, Senior Policy Planner (Transport) ES**

The following report has been prepared to update the Committees on a number of projects currently underway with the New Zealand Transport Agency (NZTA). The NZTA Regional Director will speak to this item at the meeting.

Project Update

➤ **Visiting Drivers Signature Project**

◆ **Governance Group Members**

- Jim Harland – (chair) NZTA
- Vanessa van Uden – Queenstown Lakes District Council
- Gary Tong – Southland District Council
- Ali Timms – Environment Southland
- Barry Kidd – Rental Vehicle Association
- Chris Roberts – Tourism Industry Association
- Deb Gray – Tourism NZ
- Tbc – Police
- Grant Webster – Tourism Holdings Ltd
- Mike Havill – Westland District Council
- Garry Howard – Buller District Council
- Tony Kokshoorn – Grey District Council
- Andrew Rob – West Coast Regional Council

◆ **Working Group Members**

- Jenny Dickinson – (chair) NZTA
- Joe Bourque – Southland District Council
- Denis Mander – Queenstown Lakes District Council
- Russell Hawkes – Environment Southland
- Paul Yeo – Tourism NZ
- Steve Hanrahan – Tourism Industry Association
- Katie Gaskell – Rental Vehicle Association
- Kate Meldrum – Tourism Holdings Limited
- Jeff Donaldson/Simon Douglas – AA
- Steve Larking – Police
- Leo Mortimer – Ministry of Transport
- Chris Bopp – Clutha District Council
- Peter Anderson – Westland District Council
- Steve Griffin – Buller District Council
- Karl Jackson – Grey District Council
- Ivan Wilson – Regional Road Safety Coordinator West Coast

◆ **Purpose**

The Visiting Drivers Signature Project was included in the Signature Programme as a way to improve the road safety of self-drive visitors and maintain New Zealand's reputation as a safe tourist destination. The purpose of the project is to improve road safety for all visiting drivers (domestic and international visitors) who are driving in and around Otago, Southland and the West Coast, as well as maintaining New Zealand's

reputation as an attractive and safe tourist destination. This will have the added benefit of improving road safety for local drivers too. This project is focused on a specific geographic area to allow sufficient agility to test, refine and demonstrate new and different approaches to improve road safety outcomes. Successful interventions arising from the project could be replicated throughout New Zealand.

◆ **Objectives**

The objectives of the Visiting Drivers Signature Project in Otago, Southland and the West Coast are:

- to improve road safety outcomes for all visiting drivers, both domestic and international, in Otago, Southland and the West Coast;
- to maintain our visitors experience of New Zealand as a safe, attractive and accessible destination; and
- to maintain the economic outcomes associated with tourism in Otago, Southland and the West Coast.

The Signature Project is separate to the Regional Land Transport Plan (RLTP) projects submitted for inclusion in the National Land Transport Programme (NLTP). However, business case development within the Signature Project will also inform decisions in progressing physical works in the regional projects that were included in the NLTP. The Southland Visiting Drivers Project has been included in the NLTP with \$2,800,000 allocated over the next three years. The Committee requested NZTA advance the Otago Visiting Drivers Project to align with that proposed for Southland. The NLTP did not include the Otago project in the 2015-2018 years.

➤ ***One Network Roads Classification Implementation***

◆ **Purpose**

The One Network Roads Classification (ONRC) system is designed to provide a nationally consistent framework for categorising roads based on the function they perform in the national network. It will assist local government and the Transport Agency to give effect to the Government Policy Statement on Land Transport, with its focus on economic growth and productivity, road safety outcomes and delivering value for money from transport spending. It is expected to help road controlling authorities operate, maintain and deliver good-quality local infrastructure that is efficient, effective and appropriate to present and future circumstances (as required by the Local Government Act).

Implementation of the ONRC system is in its early days with training and implementation workshops still taking place for Road Controlling Authority (RCA) staff. A more comprehensive report will be prepared for a future RTC meeting where RCA staff will have the opportunity to report on progress in their own areas.

➤ ***Draft South Island Freight Plan***

◆ **Purpose**

The purpose is to develop a common view of what everyone involved in the freight network should be doing now and into the future to improve the way freight is moved across the South Island and beyond.

Through the development of a common view of the challenges and opportunities ahead, a South Island Freight Plan can improve the movement of freight throughout the South Island.

◆ **Objectives**

- Maximise the value of infrastructure investments (both public and private).
- Better integrate freight transport and land use planning.
- Identify constraints and opportunities to improve network connections.
- Prepare for the growing freight task and future trends.
- Make better use of the existing freight network.
- Ensure freight is not overlooked in wider transport planning.

A full copy of the plan can be obtained on the following link:

<http://www.nzta.govt.nz/resources/draft-south-island-freight-plan/?audience=359&term=&sort=date&start=0>

The plan was released for comment at a function in Dunedin on 23 July 2015. The Committees' input on the role they may wish to have in implementing and maintaining the Plan is requested.

➤ ***Kawarau River Bridge – State Highway 6 Frankton***

Replacement of the Kawarau River Bridge was included as an improvement project in the Otago Regional Land Transport Plan. During development of the plan the Government committed to completion of the bridge with potential direct Crown funding. As a result, the project status changed to a committed project within the 2012-2015 NLTP. This update will provide the Committees with information on discussions and decisions made since release of the 2015-2018 NLTP.

Recommendation

It is recommended that each Regional Transport Committee resolve to note the report.

Item 2 RLTP/NLTP Comparison Maintenance and Operations, Renewals and Minor Works
Compiled by Russell Hawkes, Senior Policy Planner (Transport) ES

The following report has been prepared to provide the Committees with an update on the maintenance and operation, renewal and minor works allocations received by Otago and Southland Approved Organisations in the recently released 2015-2018 NLTP.

Maintenance and operation, renewal and minor works funding is the first allocation that takes place within the NLTP development. This funding is not prioritised by the Regional Transport Committees. The final figures are arrived at by negotiations that take place between NZTA and the affected organisation. Comparative figures are set out in the table below:

Southland					
Maintenance and Operations, Renewals and Minor Works – (Three Year Totals)					
Approved Organisation	RLTP Request (\$)	NLTP Approval (\$)	Variance (\$)	Variation (%)	Comments
Environment Southland	\$526,500	\$500,200	\$26,300	-5%	Reduction in funding for effluent dump site maintenance.
Gore District Council	\$11,277,827	\$11,197,269	\$80,588	-0.7%	Minor effect on programme delivery.
Invercargill City Council	\$32,914,454	\$32,199,371	\$715,083	-2.2%	Minor effect on programme delivery. Total includes Passenger Transport.
Southland District Council	\$79,383,023	\$74,904,475	\$4,478,548	-5.6%	Moderation of resurfacing and rehabilitation budgets. Impact offset by reduction in bitumen prices.
NZTA Southland	\$66,039,013	\$65,939,525	\$99,488	-0.15%	Maintenance and renewals reduced \$1,310,385. Minor improvements increased t\$1,210,897
Total	\$190,140,817	\$184,740,840	\$5,400,007	-2.8%	

Otago					
Maintenance and Operations, Renewals and Minor Works – (Three Year Totals)					
Approved Organisation	RLTP Request (\$)	NLTP Approval (\$)	Variance (\$)	Variation (%)	Comments
Central Otago District Council	\$21,682,502	\$21,399,886	\$282,616	-1.3%	Minor adjustment to work programme.
Clutha District Council	\$38,986,500	\$38,623,600	\$362,900	-1%	Minor adjustment to work programme.
Dunedin City Council	\$72,094,308	\$69,684,040	\$2,410,268	-3.3%	Variance caused by difference in the inflation adjustments.
NZTA Otago	\$90,347,154	\$88,888,838	\$1,458,316	-1.6%	Maintenance and renewals reduced \$2,121,583. Minor improvements increased \$663,267.
Otago Regional Council	\$40,225,651	\$37,424,897	\$2,800,754	-7%	All passenger transport for Dunedin City.
Queenstown Lakes District Council	\$47,523,970	\$34,691,723	\$12,382,247	-27%	Reseal and rehabilitations now match the Council Long-term Plan.
Waitaki District Council	\$30,906,269	\$28,835,944	\$2,070,325	-6.7%	Most activities 1-4% reduction. NZTA/WDC to discuss increase of budgets to make up shortfalls in Rural Resilience Project.
Total	\$341,766,354	\$319,548,928	\$22,217,426	-6.5%	

Based on comments from each of the approved organisations the reductions noted above will not have a significant detrimental effect on the network. All organisations received indicative maintenance and operations, renewal and minor improvements approvals prior to release of the NLTP and were able to make adjustments before the start of the 2015/16 year.

Recommendation

It is recommended that each Regional Transport Committee resolve to note the report.

Item 3 NLTP Improvement Projects Update
Compiled by Russell Hawkes, Senior Policy Planner (Transport) ES

The following report has been prepared to provide the Committees with an update on the current status of improvement projects included in the Otago and Southland Regional Land Transport Plans (in the programme sections). Improvement projects on both state highways and local roads were prioritised by the Committees during development of the RLTPs. These priorities were taken into account by NZTA during development of the NLTP when making decisions on whether a project would be carried through to the NLTP.

There are three possible status levels for projects included in the NLTP. Projects must progress through the NZTA business case process before having final construction funding approved. There are three approval stages within the NLTP dependent on the stage that business planning has reached and the extent of background information available when the NLTP was compiled. A project with a “Proposed” status is in the early stages of planning approval and will require significant additional work before final construction funding is approved. Projects rated at “Probable” are further through the business case development process and will require less work to progress to construction funding approval. The third and final approval stage is “Approved” when funding for the project becomes committed in the NLTP.

A small number of projects were not included in the NLTP. These projects were:

Project	Project Owner	RLTP Details	RTC Priority	NLTP Status
Mararoa River Bridge Replacement	SDC	\$1,046,000 2017/18	Three	Not included in NLTP
Falls Creek Bridge Widening	NZTA Southland	\$1,347,320 2015/16	One	Not included in NLTP
Wilson's Crossing Passing Lanes	NZTA Southland	\$2,315,000	Three	Not included in NLTP
River Training	WDC	\$170,000	Three	Not included in NLTP
Deborah Realignment	NZTA Otago	\$5,547,000 2015/16	Two	Not included in NLTP
Enhanced Network Resilience Otago	NZTA Otago	\$990,000 2015/16	Three	Not included in NLTP

Prioritised Improvement Projects included in the NLTP for commencement within the 2015-2018 NLTP are listed in the table below. As indicated in the table, all these projects have a “Proposed” or “Probable” current status. This indicates the business case development process for each project is at a different stage and there will be a substantial workload involved in completing business case development before they have final funding approval for construction to begin. Any delays in this process have the potential to put delivery of the projects at risk.

The current status of each project within the business case development process is shown below. As this table is updated at subsequent Committee meetings, progress to construction approval can be monitored.

Project Details					Business Case Development: Entry Point, Stage & Project Completion Dates				
Project	Project Owner	NLTP Details	RTC Priority	NLTP Status	Strategy Strategic Case	Programme Business Case	Indicative Business Case	Detailed Business Case	Implement The Project
Stock Effluent Facilities	ES	\$344,200 2015-2016	One	Probable	Entry point to be confirmed				
Pyramid Bridge Replacement	GDC	\$1,252,561 2015-2018	One	Probable	Complete	In progress			
Alternative Scenic Route Seal Extension	SDC	\$4,000,000 2015-2016	One	Proposed	Complete	Complete	Complete		
Edendale Realignment	NZTA Southland	\$6,560,000 2015-2018	One	Probable	N/A Project approval under old system			Investigation complete	
Elles Road Roundabout	NZTA Southland	\$1,123,560 2015-2017	One	Proposed	Entry point to be confirmed				
Invercargill Moto Rimu Safety Imp	NZTA Southland	\$450,000 2015-2017	Two	Proposed	Complete				
Longbush In'gill Safety Imp	NZTA Southland	\$473,000 2015-2017	Two	Proposed	Complete				
Mataura Intersection Improvements	NZTA Southland	\$500,000 2015-2017	Two	Proposed	Entry point to be confirmed	Entry point to be confirmed			
Milford Rockfall /Avalanche Protect	NZTA Southland	\$4,546,667 2015-2017	One	Probable	Complete				
Visiting Drivers Signature Project	NZTA Southland	\$2,800,000 2015-2017	One	Probable	Complete	Complete			
Seal Extension of The Nuggets Road	CDC	\$2,630,000 2015/16	One	Probable				Confirmed entry point and being progressed	

Project Details					Business Case Development: Entry Point, Stage & Project Completion Dates				
Project	Project Owner	NLTP Details	RTC Priority	NLTP Status	Strategy Strategic Case	Programme Business Case	Indicative Business Case	Detailed Business Case	Implement The Project
Central City Safety & Accessibility Upgrade	DCC	\$800,000 2015-2017	One	Proposed	Mostly complete, final revision underway	Mostly complete, final revision underway			
Eastern Bypass	DCC	\$2,500,000 2015-2017	One	Proposed	Complete	Mostly complete, final revision underway	Underway		
Peninsula Roding – Portabella Road	DCC	\$16,350,000 2015-2017	One	Probable				At implementation stage – very little required for funding to be approved	
Strategic Corridors; Warehouse Precinct	DCC	\$80,000 2017-2018	Two	Proposed	Entry point to be confirmed				
Street Light Renewal With LED	DCC	\$6,000,000 2016-2017	Two	Probable	Single stage BC, underway				
Stock Effluent Facilities	ORC	\$1,278,400 2015-2017	One	Probable					
Eastern Access Road	QLDC	\$10,873,415 2015/16	One	Proposed	N/A Project approval under old system				In detail design phase
Frankton Flats Programmes	QLDC	\$450,000 2015-2017	One	Proposed	Complete	Underway			
Queenstown TC Business Case Implementation	QLDC	\$450,000 2015-2017	Three	Proposed	Complete	Underway			

Project Details					Business Case Development: Entry Point, Stage & Project Completion Dates				
Project	Project Owner	NLTP Details	RTC Priority	NLTP Status	Strategy Strategic Case	Programme Business Case	Indicative Business Case	Detailed Business Case	Implement The Project
Wanaka Business Case Implementation	QLDC	\$450,000 2015-2017	Three	Proposed	Complete	Underway			
Street Light Upgrade 2016.18	WDC	\$500,000 2016-2017	Three	Probable	AMP	To be developed			
Central City and NEV Cycle Network	DCC	\$9,240,000 2015/17	One	Probable	Entry point to be confirmed				
Kataiki Erosion Mitigation	NZTA Otago	\$120,000 2015/16	Three	Proposed	Entry point to be confirmed				
Maheno Flood Mitigation	NZTA Otago	\$700,000 2015-2017	One	Proposed	Entry point to be confirmed				
Nevis Bluff Rockfall Protection	NZTA Otago	\$3,050,000 2015-2017	One	Proposed	Entry point to be confirmed				
Pine Hill /Great King Street Intersection Imp	NZTA Otago	\$2,240,000 2015-2017	One	Proposed	Complete				
Waikouaiti Flood Mitigation	NZTA Otago	\$1,500,000 2015-2017	One	Proposed	Entry point to be confirmed				
Beaumont Bridge Replacement	NZTA Otago	\$2,400,000 2016-2017	Three	Proposed	Entry point to be confirmed				
Big Kuri Creek Flood Mitigation	NZTA Otago	\$980,000 2016-2017	Three	Proposed	Entry point to be confirmed				

The current NLTP includes projects that have been in the planning stages for a number of years. These projects are not required to go through the whole business case approval process. However, new projects do require the various stages of business case to be developed although the actual entry point may well be different in each case.

The NZTA business case approach is “**a structured way of step-by-step working together to build up an investment story**” that has been adapted from NZ Treasury Better Business Case system. It requires a principle-based approach of:

- quality analysis;
- thinking not writing;
- fit for purpose effort;
- no surprises;
- aligned to other processes.

... Appendix A (attached) includes a Planning to Project Delivery Process that shows the various steps in building a complete business case for investment in a project. As this process is relatively new, it may be worthwhile running a combined RTC workshop and have NZTA explain the process in more detail. This would be arranged for a future meeting.

At the time of preparing this report the likely overall timing of business case development for most projects is unknown. However, the Committees will be able to monitor progress as the table is updated for future meetings. To deliver the full programme of works within the three year period will involve good co-operation between all parties and the Committees will have a part to play in this.

Recommendation

It is recommended that each Regional Transport Committee note the report and resolve to request all project owners provide details of their plans to complete the funding approval process to allow project monitoring during the next three years.

Item 4 Road Safety Update

Compiled by Russell Hawkes, Senior Policy Planner (Transport) ES

The following report has been prepared to provide the Committees with an update on the Safe System Approach to Road Safety and its implementation across the region's networks.

Mr James Newton, the Otago Southland Regional Road Safety Advisor with NZTA, will give a short presentation on the safe system principles and pillars.

The safe system approach aims to create a forgiving road system based on four principles:

- **People make mistakes** – we need to recognise that people make mistakes and some crashes are inevitable;
- **People are vulnerable** – our bodies have a limited ability to withstand crash forces without being seriously injured or killed;
- **We need to share responsibility** – system designers and people who use the roads must all share responsibility for creating a road system where crash forces do not result in death or serious injury;
- **We need to strengthen all parts of the system** – we need to improve the safety of all parts of the system - roads and roadsides and road use - so that if one part fails other parts will still protect the people involved.

The four pillars of the safe system approach are:

1. **Vehicles** - will increasingly have advanced safety features including electronic stability control, front and side curtain airbags and head restraints, collision avoidance systems and better maintenance of tyres and brakes;
2. **Roads and Roadsides** - will be safer because transport and urban planning and road design will accommodate errors. Surfaces will be improved and roadside hazards removed or barriers installed;
3. **Speed** - will be managed to safe levels through more appropriate limits and there will be smarter self-explaining roadsides that show people what a safe speed is;
4. **Road Users** - will be alert and aware of the risks and drive or ride to the conditions. There will be more in vehicle technologies to give drivers safety feedback, ensure alertness and reinforce compliance with the road rules.

How can the RTC influence the four pillars listed above:

1. **Vehicles** – the RTC has a limited opportunity to influence vehicles or people's choice of vehicles other than by advocacy. Education programmes around vehicle choice will assist. The RTC can have an influence over safe operation of vehicles particularly through enforcement by the Police.
2. **Roads and Roadsides** – are controlled by the road controlling authorities (RCAs), (City Councils, District Councils and NZTA) who all have representatives on the RTC. The RTC does therefore have the opportunity to influence the activities being undertaken on the regions' roads and roadsides. Issues with roads and roadsides should be identified the activity management plan for the RCA and held in a deficiency database to allow prioritisation of improvement works.

3. **Speed** – speed limits are set by the regions’ road controlling authorities within guidelines produced by NZTA. As with roads and roadsides, the RTC does have the opportunity to influence the regions’ speed limits should they wish to do so. Co-ordination between the RTC and RCAs with the Police to ensure enforcement of speed limits in high risk areas will assist in ensuring compliant road users;
4. **Road Users** - Activity Class 2 Road Safety in the NLTP is used to fund delivery of community based programmes specifically aimed at the road user. These programmes should be developed to address the road user issues identified in the NZTA Crash Database (CAS). Co-ordination with the Police and other organisations that have an interest in road safety, such as the Accident Compensation Corporation, will assist in delivery of consistent, aligned and appropriate messages being delivered across the regions.

Work under these pillars is currently underway across the two regions. The following tables have been produced to give the RTC an indication of this work and to provide a basis for further discussion and possible monitoring at future meetings.

Safe System Pillar - Vehicles		
Agency	Current Programmes	New Initiatives
NZTA	<ul style="list-style-type: none"> • Fleet Safety Programme run in conjunction with NZTA, Police and MBIE. • Safer vehicle website. 	
NZ Police	<ul style="list-style-type: none"> • Fleet Safety Programme run in conjunction with NZTA, Police and MBIE. 	
ACC	<ul style="list-style-type: none"> • Fleet Safe Project directed at industries. • Fleet Safety Programme run in conjunction with NZTA, Police and MBIE. 	
CODC	<ul style="list-style-type: none"> • Education on vehicle safety features and impacts of vehicle modifications at Young Diver Education Programme. • Promote use of right car website through community talks and displays • Dissemination of tread checker at public displays and presentations to community groups 	
DCC	<ul style="list-style-type: none"> • Distribution of bikes and helmets to participating school students who need them. • Bike maintenance instruction for secondary school students. 	
QLDC	<ul style="list-style-type: none"> • Bike maintenance as part of school travel planning (primary schools). 	

Safe System Pillar – Roads & Roadsides		
Agency	Current Programmes	New Initiatives
GDC	<ul style="list-style-type: none"> • Deficiency database guides minor work programme • Gore Streetscape Strategy 	

Safe System Pillar – Roads & Roadsides		
Agency	Current Programmes	New Initiatives
	<ul style="list-style-type: none"> implementation High Risk Intersection Guide utilized. 	
ICC	<ul style="list-style-type: none"> Focus on Intersections, High Risk Young Drivers and Management Systems. Improvements in Safety Planning (e.g. Safety Management Plan review). Identify opportunities for Culture Shift and improvements with engaging Contractors staff. 	
SDC	<ul style="list-style-type: none"> Build Deficiency database (Platform) for Safe System in Practice, Minor Works Programme tracking and Restricted Bridges. Hire Safe System Engineer. 100% Serious and Fatal Review with the Police. Trial Road Roid for Condition and Safety Risk. 100% SCRIM Data Acquired. 	<ul style="list-style-type: none"> Deficiency Database soon to be in place and optimised. Safe System Engineer in place and applying SSIP. Learning invaluable for Visiting Driver and Southern Scenic Route. Road Roid Deployed and working very well. Transferring SCRIM to new Deficiency DB.
CODC	<ul style="list-style-type: none"> Encourage contractors to imbed safe roads for motorcycles into their work. Promote newly adopted Roding Policy and Roding Bylaw Communicate the effects activities on and alongside roads have on road safety to rural community and contractors. Use of 2nd generation Pateye on high frequency ice sites. Daily road condition reports during winter. 	<ul style="list-style-type: none"> Additional funding for removal of trees within road reserve which shade or damage roads, and hit vehicles during 2015-2018.
CDC	<ul style="list-style-type: none"> Road Safety Action Plan 2015/16 Road Safety Deficiency Database (Minor Improvement priority list) 	
DCC	<ul style="list-style-type: none"> Minor Improvements Programme – safety improvements: <ul style="list-style-type: none"> around schools on high irks routes and intersections on rural roads to improve accessibility Strategic Cycle Network Central City Safety and Accessibility Upgrade Portobello Road Upgrade 	
NZTA	<ul style="list-style-type: none"> Road Safety Action Plan regionally delivered National roads and roadsides programme but regionally delivered. 	

Safe System Pillar – Roads & Roadsides		
Agency	Current Programmes	New Initiatives
QLDC	<ul style="list-style-type: none"> Minor improvements priority list 	<ul style="list-style-type: none"> Business case development for safety initiatives. Minor safety improvements (road signage and markings) to benefit visitor drivers.

Safe System Pillar – Speed		
Agency	Current Programmes	New Initiatives
GDC	<ul style="list-style-type: none"> Speed Limit Bylaw regular review 	
ICC	<ul style="list-style-type: none"> Speed Limit Bylaw regular review 	
SDC	<ul style="list-style-type: none"> Speed Limit Bylaw regular review 	<ul style="list-style-type: none"> Completed with changes in effect 1 July 2015. Road Roid Provides Speed Monitor and Condition Risk Analysis.
CODC	<ul style="list-style-type: none"> Awaiting Final Safe Speeds Management Guide and review of Setting of Speed Limits Rule before undertaking review of speed limits. Existing Bylaw is due for review in 2017. Promote Safer Journeys speed message to the community 	<ul style="list-style-type: none"> Variable speed warning signs installed at Ophir and Oturehua Communication of ONRC Optimal speed expectations on lower volume rural roads (60-80 km/h)
CDC	<ul style="list-style-type: none"> Speed Limit Bylaw regular review 	
DCC	<ul style="list-style-type: none"> Speed Limit Bylaw regular review Active feedback signs at various sites around Dunedin to remind drivers to stay with in speed limit. School warning signs activated during hours students going to and from school - ongoing School 40 kph zones put in place at various schools in March - ongoing 	
NZTA	<ul style="list-style-type: none"> Speed Limit Bylaw regular review 	<ul style="list-style-type: none"> National speed management framework about to be introduced
QLDC	<ul style="list-style-type: none"> Speed Limit Bylaw regular review 	<ul style="list-style-type: none"> Minor safety improvements (road signage and markings) to benefit visitor drivers Promotion of 20 kph past school buses (including trialing of signage)
WDC	<ul style="list-style-type: none"> Speed Limit Bylaw regular review 	
NZ Police	<ul style="list-style-type: none"> Regular speed enforcement campaigns 	<ul style="list-style-type: none"> Weekly mini operations on a Monday and Friday in Dunedin targeting the Fatal 5 category offences utilising road policing staff along with other police work groups

Safe System Pillar – Road Users		
Agency	Current Programmes	New Initiatives
GDC, ICC & SDC Shared Service Delivery	<ul style="list-style-type: none"> • Programme includes: • High Risk Drivers • Intersection Safety • Older Drivers • Rural roads • Safe Young Road users • High risk Young Drivers • Getting supporting evidence of effectiveness of programmes 	
CODC	<p>Programme includes:</p> <ul style="list-style-type: none"> • Impaired Drivers – work with Police and student groups and undertaken local promotions to raise awareness of effects and risks of impairment. • Intersections – work with NZTA to provide greater community and road user awareness of high risk intersections. • Young Drivers – annual education programme run by Community Groups in partnership with Council, Police, NZTA and Highlands Motorsport Park • Speed – raise awareness of the human vulnerability to speed in crashes, and communicate expectation/risks of level of service differences on lower classifications of road. • Motorcycles – facilitate and promote motorcycle skills training courses with trained instructors, work with Police during motorcycle rallies, publicity • Visiting drivers – supporting the signature project with awareness campaigns • Safe roads & roadsides - use new billboard sites on local roads to promote safe road user messages. 	
CDC	<ul style="list-style-type: none"> • Younger Drivers • Speed (including drive to the condition) 	<ul style="list-style-type: none"> • Alcohol & Drugs • Older Drivers
DCC	<ul style="list-style-type: none"> • Schools in the Dunedin area have been ranked – new assessment done to show the top 12 in need of help with students getting safely to school. This list shows which schools need to be worked with in priority order to ensure safety issues are addressed. • Trial of Pick Up and Drop Off and Safe2Meet map self-help package for 	

Safe System Pillar – Road Users		
Agency	Current Programmes	New Initiatives
	<p>schools;</p> <ul style="list-style-type: none"> • Data collection and analysis and planning of work with central city cluster of schools (Otago Boys and Girls, Kavanagh College and Arthur St and St Joseph’s Cathedral schools) • Distracted pedestrian campaign- adds in critic student magazine Aug, Sept, Oct Radio adds Sept- October • Cycling skills training, including on-road training at three primary schools, one intermediate and one secondary in South Dunedin. • Distribution of Share the Road messages for cyclists and motorists and back of bus advertising campaign; • Road Conditions-advertising to make public aware of winter road conditions- Bill boards adjoining State Highway, adds in ODT, Star, radio and Back of Bus, ice scrapers and information pamphlet given out at service stations, at DCC and Police using in traffic operations- July- Aug-Sept. • Distracted Drivers Campaign to help change drivers behavior- adds in ODT, Star, Back of bus planned for Sept- Oct. • Young Drivers programme- defensive driving courses for High School students - term 3 Sept- Oct. Milburn crash – alcohol and drugs education programme in high schools term 3. • Work with SADD students – support their safety initiatives at High Schools. • Red Light running Campaign -Coming up in November- Dec 	
NZTA	<ul style="list-style-type: none"> • National drug driving campaign • National safe speeds campaign • Visiting Drivers signature project • High risk user groups - motorcyclists 	
QLDC	<ul style="list-style-type: none"> • Visitor driver education (back of bus advertising, travel time/road safety message brochures • Drive to survive (Wakatipu High School/Mt Aspiring College) • School travel planning activities are presently underway in all but two of the districts primary schools (Glenorchy and Makarora) 	<ul style="list-style-type: none"> • Currently moving from co-ordinating individual agency responses to their own identified road safety issues, to coordinating a cross-agency response to transport safety issues identified using all agencies’ data. This approach was identified through Investment Logic Mapping workshops that will be the basis

Safe System Pillar – Road Users		
Agency	Current Programmes	New Initiatives
	<ul style="list-style-type: none"> Daily winter roads condition reports 	<ul style="list-style-type: none"> for QLDC’s transport safety strategic business case.
WDC	<ul style="list-style-type: none"> Drive 2 Survive expo for Y12 students. Older Driver ‘Staying Safe’ Programme Various advertising campaigns – newspaper and radio Fatigue Stops with Waitaki Road Safe Traveller’s Tips brochures Drink Driver intervention court programme 	<ul style="list-style-type: none"> 8 x 1 -2 minute winter road safety video clips on Facebook, produced alongside HITS radio station. Seeking executive permission to undertake interviews with individuals/families impacted by a fatal or serious crash. These interviews will be published in local media.
NZ Police	<ul style="list-style-type: none"> Seatbelt use complain in July Back to school campaigns at school term commencement. Winter Driving campaign Concentrating on demerit suspensions. Distractions and cellphone use 	<ul style="list-style-type: none"> New alcohol detection device procedures. Elderly driver education programme. Identification of forbidden drivers. New summer policing plan.
ACC	<ul style="list-style-type: none"> Training for motorcyclists Young Drivers – Promotion of practice 	

Information included in the table above is not designed to be a comprehensive list of activities but to illustrate the types of activities being carried out across the two regions. The Regional Advisory Group (RAG) discussed the various approaches to road safety planning at its meeting on 11 August 2015. The RAG confirmed a need for better across agency co-ordination and alignment to obtain the maximum value from the differing road safety approaches. NZTA now have a Regional Road Safety Advisor (James Newton) available to assist the RAG in development of cross boundary co-ordination and planning. Progress in this area will be reported to the next Committee meeting.

Recommendation

It is recommended that the Regional Transport Committee note the report.

Item 5 Next Meeting

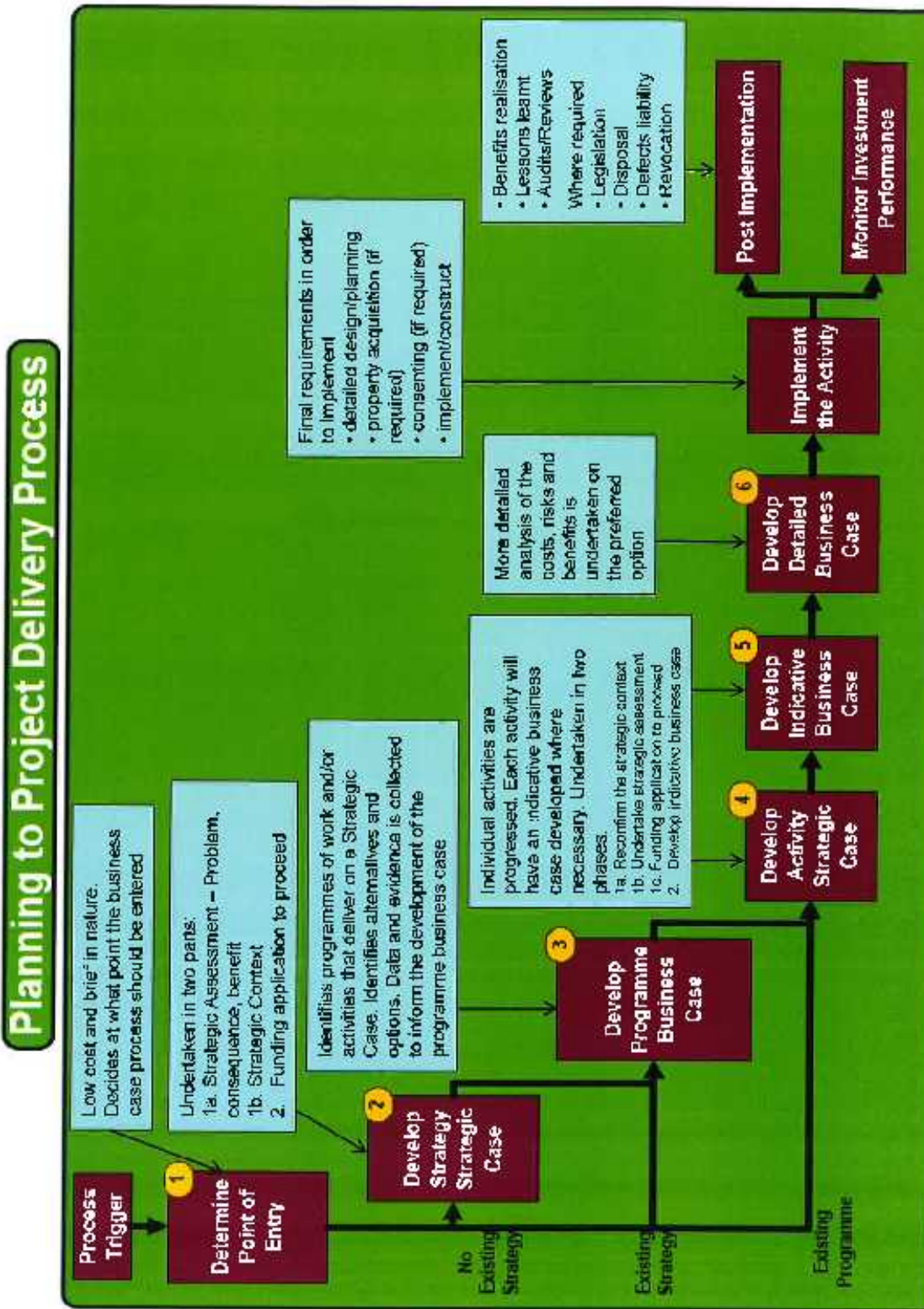
It is proposed to hold a meeting of the Otago and Southland Regional Transport Committees in Balclutha on 10 November 2015. Potential items for the agenda include:

- matters from the strategic front end of the RLTP (*separate attachment for information*);
- monitoring of progress on the NLTP particularly projects;
- One Network Roads classification implications;
- cycling.

Recommendation

It is recommended that the next meeting of the Regional Transport Committees be held as proposed on 10 November 2015 in Balclutha, or, if required, earlier at the discretion of the Committee Chairmen.

Appendix A



Minutes of a meeting of the Otago and Southland Regional Transport Committees held in the Central Otago District Council Chamber, 1 Dunorling Street, Alexandra on Monday 13 April 2015 commencing at 10.35 am

Present: Otago Regional Transport Committee

Cr Graeme Bell (ORC, Chair)
Cr Kate Wilson (DCC)
Cr Lyal Cocks (QLDC)
Cr Stephen Woodhead (ORC)
Mr Jim Harland (NZTA)

Southland Regional Transport Committee

Cr Ali Timms (ES)
Cr Peter Jones (ES)
Cr Lindsay Thomas (ICC)
Cr Brian Dillon (SDC)
Mr Jim Harland (NZTA)

Apologies:

Cr Trevor Kempton (ORC)
Cr Nicky Davis (GDC)
Cr Guy Percival (WDC)
Cr Hamish Anderson (CDC)
Cr Barrie Wills (CODC)
Cr Stuart Duncan (CODC)

The apologies were accepted on the motion of Crs Timms and Wilson.

In attendance: Mr Fraser McRae (ORC)
Dr Jane Turnbull (ORC)
Ms Anja McAlevey (ORC)
Ms Janet Favel (ORC, Committee Secretary)
Mr Russell Hawkes (ES)
Ms Kylie Huard (DCC)
Cr Alexa Forbes (QLDC)
Mr Dennis Mander (QLDC)
Mr Michael Voss (WDC)
Mr Chris Bopp (CDC)
Mr Tony Sizemore (NZTA)
Mr Joe Bourque (SDC)
Ms Julie Muir (CODC)

Confirmation of agenda

There were no changes to the agenda.

Minutes

The minutes of the Combined Otago Southland Regional Transport Committees meeting held on 26 January 2015 were circulated with the agenda. Cr Cocks noted that the spelling of his name needed to be corrected. The omission from the minutes of the discussion about road safety was raised, and it was pointed out that this issue had been discussed at the workshop on the same day, not the combined RTC meeting.

With the correction to the spelling of Cr Cocks's name, the minutes were accepted on the motion of Crs Cocks and Wilson.

Matters arising from minutes

There were no matters arising from the minutes.

Item 1

2015/0782

Otago and Southland Regional Land Transport Plans: hearing committee recommendations, lodgement of plans with ORC and ES. ORC and ES Transport staff, 31/3/15

The RLTP document as revised following hearings and deliberations was circulated for endorsement prior to presentation to the respective regional councils. The minutes of the hearings (Attachment 1), the hearing committee's recommendations (Attachment 2), and the revised Plan (Attachment 3) were circulated with the agenda.

Cr Timms as Hearing Panel Chair reported on the hearings of submissions on the RLTP. She noted that a total of 305 submissions were received. She considered that a very good process had been followed, and the submissions were useful. A lot of the Otago submissions related to the cycleway out to Port Chalmers, and most of the Southland submissions supported the sealing of the Haldane/Curio Bay Road. Cr Timms supported continuing the joint plan process.

Cr Cocks agreed that good process was followed, the majority of the submissions were useful, and positive comments were made on the Plan. He commented that it was good to see the signature driving programme and flood mitigation work on SH1 in North Otago linked through the regions.

Members commended the joint Otago Southland process, and agreed that it was useful to hear first hand from submitters.

Major changes to the Plan were listed in Section 3 of the report, and included changes to the description of the transport network, to the strategic framework, and to projects.

Mr Hawkes noted the following:

- the integrated public transport ticketing project was already completed in Southland;
- changes to programmes requested by QLDC, CDC, WDC and NZTA to better align with LTPs,
- a request from NZTA to allocate projects into appropriate activity classes, for example LED street lighting;
- the biggest change was the Kawarau Falls Bridge which was moved from priority 1 into the committed category.

The tables circulated to the meeting now reflected what would go into the final Plan. The request to bring forward the signature driver programme to align with Southland's work was noted. Mr Harland explained that a business case would need to be prepared. Mr Sizemore noted that the national programming team might bring this project forward.

Mr Sizemore explained that requests from RTCs to align projects with LTPs would be considered by NZTA and the national programme could be amended. He considered this was a logical request.

A separate page listing four proposed new projects not included in the RLTP was circulated. Mr Hawkes noted that all were improvement categories and needed to be prioritised.

1. Phase 4 Peninsula Roding – Harington Point Road (DCC)

Priority band 1 was requested. This fitted in with the existing DCC item, and aligned with the DCC LTP. Cr Wilson explained that Portobello Road work was being carried out now, and it would be appropriate to undertake the Harington Point Road work at the same time. It was unclear whether the \$2,010,000 project cost was included in the \$21m provided for the Peninsula Roding project. Staff were to follow this up.

2. Enhanced Network Resilience Otago (NZTA)

Mr Sizemore considered that this needed to appear as a capital item. The meeting agreed on priority band 3.

3. Street light renewal with LED (DCC) and

4. Street light upgrade 2016-18 (WDC)

Mr Hawkes explained that a split in the activity class meant this showed up as a separate item rather than being included in other works. These projects were already included in the Plan and the costs had not changed. Priority band 5 was agreed for both projects.

Dr Turnbull noted that RLTP was a snapshot in time and therefore there would not be exact alignment between LTPs and the RLTP. She suggested the addition of a fourth recommendation clarifying funding for the DCC's Phase 4 Peninsula Roding – Harington Point Road project.

Cr Timms moved
Cr Wilson seconded

1. *That an additional recommendation be added 'Subject to information from DCC confirming funding for the Peninsula Road works'.*

Motion carried

Cr Timms moved
Cr Wilson seconded

2. *That the committees adopt the recommendations of the hearing committee on submissions and changes to the RLTP document.*

Motion carried

Cr Wilson moved
Cr Dillon seconded

3. *That the committees make amendments to the RLTP document, as contained in Attachment 3, and as discussed today, and subject to information from DCC confirming funding for the Peninsula Road works.*

Motion carried

Cr Timms moved
Cr Cocks seconded

4. *That the committees lodge the RLTP document with ORC or ES, for approval.*

Motion carried

Cr Bell moved
Cr Woodhead seconded

That the Otago Regional Transport Committee recommend that Otago Regional Council adopt Recommendations 1 to 4.

Motion carried

Cr Dillon moved
Cr Timms seconded

That the Southland Regional Transport Committee recommend that Environment Southland adopt Recommendations 1 to 4.

Motion carried

Cr Wilson extended thanks to staff for their work in producing the draft RLTP.

Item 2

Update from NZTA

Mr Harland updated the meeting on the development of a South Island Freight Plan, and the Visiting Drivers Signature Project.

Visiting drivers

Mr Harland advised that a group comprising representatives from South Island regional and territorial councils, MoT, AA, the tourism industry, and RVA was analysing data from crashes on rural roads in which visiting drivers were involved. The group was discussing solutions to the situation including improvements to roads, provision of lookouts where drivers could pull off the road, signage, and education of visiting drivers. It was important to understand current tourism markets and where drivers are going, and classification of roading networks was encouraged to make a clear distinction between, for example, sealed national roads and unsealed local roads.

Mr Harland pointed out that different solutions were provided in different areas of the country, and it was important for the partners to work together. It was commented that GPS devices sometimes showed the most direct route to a destination which might not be the best road for a visiting driver to use.

Mr Harland advised that initiatives would be developed by the group and rolled out nationally.

South Island freight

Mr Harland commented on the tension between speed and efficiency, and he noted that most freight in New Zealand was carried by road. The connectivity between local roads and the national network was noted, and it was necessary for local and national stakeholders to work collaboratively. Mr Harland observed that between 2012 and 2042 freight was predicted to increase by 68%.

A collaborative approach involving stakeholders in a governance group, a working group, and workshops was being utilised to develop a draft South Island Freight Plan, and it was anticipated that this would be ready for discussion in May/June 2015.

Classification of roads, and peak usage periods, were noted in relation to heavy traffic. Mr Harland commented that busy times could be planned for, and the planned introduction of real time information would allow people to decide the optimal time for their travel.

Feedback to Mr Harland on issues related to transport of freight was invited.

The meeting adjourned at 12.33 pm and reconvened 1.10 pm.

Item 3 **Road Safety in Otago and Southland**

Drafts of three publications summarising the findings of an analysis of road safety statistics in Otago and Southland had been circulated prior to the meeting. Dr Turnbull explained that ORC intended to publish these as scientific publications but was presenting them first to the combined RTCs for information.

Dr Turnbull was to check the use of the term 'more severe' in the first scientific report in relation to crashes in the various speed zones within towns.

Comment was made that some of the information in the draft publication of findings for each district did not line up with the local perspective, and this was perspective was to be checked by the TLA concerned. It was suggested that local input should be sought before the document was made public; Dr Turnbull commented this had already been sought on several occasions.

Dr Turnbull advised that RAG members were already working through the information contained in the three draft publications.

Dr Turnbull also explained the framework to be used to collate the approaches to road safety being undertaken by road controlling authorities, NZTA, Police and regional councils was discussed.

Item 4 **Next meeting**

Cr Timms considered it would be valuable to continue the joint meetings, and she noted that two more joint meetings should be planned for the year.

Cr Woodhead commented favourably on the good progress made by the combined Committees, and encouraged ongoing collaboration.

Potential for the development of cycle trails as a form of transport for both recreation and commuting was noted. Cr Timms noted that at their presentation to the hearings panel Spokes had been encouraged to talk to this committee. RAG involvement in this work was discussed.

It was agreed that a further two meetings be held between now and Christmas. There was discussion about the venues (Gore and Alexandra), and the two RTC chairs were to discuss whether Dunedin should be considered as an additional venue.

The meeting closed at 1.50 pm

Chairperson

Matters arising from RLTP submissions and Hearing Panel Recommendations – for RAG and RTC to follow up

Submitter	Topic (in brief)	Region	Panel Recommendations (endorsed by RTC(s))
Waitaki District Council	Implementing safety measures for foreign drivers unused to our roads	Otago	<ul style="list-style-type: none"> Refer submission to the RAG group to action and report back to the RTC. RTC advocate to Government to deliver on the aspects of Safer Journeys which relate to visiting drivers.
The NZ Automobile Association Inc. (Doug Davidson)	Various	Otago Southland	<ul style="list-style-type: none"> Request Southland RCAs review their potential active transport projects for inclusion in the 2018 RLTP review Request NZTA advance the Otago Visiting Driver Project funding to align with Southland, Seek to better understand the AA comments regarding reduction to reliance on private motor vehicles. Work with the AA in the intervening period before the RLTP review, to better understand their concerns.
Southern District Health Board through Public Health South (Bridget Rodgers and Christine Quested)	Possibility of SDHB and local government working more closely on population health matters.	Otago Southland	<ul style="list-style-type: none"> Refer to the staff Regional Advisory Group (RAG) group for discussion with Public Health South.
Spokes Various	Cycle trail development	Otago Southland	<ul style="list-style-type: none"> RAG should think how to handle this. The RTC could have a session on cycleways, and ask Spokes along. RAG to talk to Trails Trusts.
Department of Conservation	There is a requirement for the Department of Conservation to develop robust asset management plans and the requirement for future funding to be included in the RLTP. Inclusion of DOC projects is dependant information to be provided by DOC and will most likely take place at the three yearly review as indicated in the RLTP.	Southland	<ul style="list-style-type: none"> Co-opt DoC onto the RAG on an “as needs” basis.

Ongoing work for the RTC, arising from the 2015-2021 RLTP

This document lists those policies from the RLTP that may require some work by the RTC. (Those RLTP policies that clearly require most work to be undertaken by an organisation other than the RTC have not been included in this list.)

Policies are grouped according to types of responses required.

Advocate

Transport funding

- P.2.16 Advocate for adequate funding mechanisms for those situations where major change to the transport system is needed to ensure community resilience (for example rebuilding roads damaged by storm events).
- P.2.22 Advocate for economic evaluation methodology that better recognises the benefits of walking, cycling, public transport, and new bridges.
- P.2.23 Advocate for public funding to be available for transport related changes with clearly substantive wider benefit (possible examples include increased walking and cycling, or getting more freight on rail).
- P.2.24 Advocate for more national public funds to be invested to keep infrastructure “fit for purpose” where there is clear wider benefit (e.g. economic productivity benefitting the whole country), and a low rating base.
- P.3.9 Advocate for funding streams to be amended so road and rail are funded from the same source, encouraging sensible strategic planning for transport, and wise use of resources.
- P.4.17 Advocate for funding criteria that;
 - recognises pedestrians and cyclists have the same rights to road space and to safe infrastructure as those travelling in motorised vehicles, and
 - places the same value on road users’ time, whether they are pedestrians, cyclists, or motorists.
- P.4.22 Advocate for improved Total Mobility funding in areas where essential services are limited or far away (for example Wakatipu).
- P.3.22 Advocate for alternative funding mechanisms, beyond development contributions, to ensure those directly benefiting from tourism-oriented facilities, infrastructure and services associated with transport, contribute fairly to their funding.

Other

- P.1.6 Advocate that speed limits are set to reflect the form and function of the road as defined by the One Network Road Classification system.
- P.2.5 Advocate for NZTA to review which roads are functioning as state highways, to determine whether any local or special purpose roads should be state highway, and vice versa.
- P.1.7 Advocate for cell phone coverage over the whole of Otago Southland to provide emergency coverage.
- P.2.8 Advocate for a national requirement that all trucks carrying stock have an effluent tank, that prevents any effluent discharge onto public roads, and provide adequate disposal facilities.
- P.2.18 Advocate for sufficient fuel storage and time being built into fuel deliveries so society can cope when a fuel supply interruption or oil shock hits.
- P.2.29 Advocate for new mechanisms to ensure land is available for critical future projects.
- P.4.6 Advocate for processes that increase the safe operation of mobility scooters (which may include such as compulsory driving training and licensing).
- P.4.7 Advocate to regional and territorial local authorities to protect existing rail corridors and the open space nature of ex-rail corridors through regional and district planning.
- P.3.11 Protect KiwiRail’s ability to continue operations (including maintenance) safely and efficiently, to create more sidings, increase train speed and numbers and grow freight transport.
- P.4.19 Recognise the merits of initiatives such as car clubs, car sharing, ride sharing, community transport services. Advocate for the minimisation of regulatory and administrative barriers for these initiatives, when they help communities to be self-reliant
- P.6.3 Support and advocate for the proper control of vehicle emissions through:
 - government rules on smoky vehicles, and emission standards for imported vehicles and fuels;
 - appropriate vehicle quality standards in the Requirements for Urban Buses, and the Regional Public Transport Plan;
 - consideration of public transport emissions in NZTA funding mechanisms.

Encourage

- P.1.5 Encourage businesses to innovate to improve road safety.
- P.2.6 Encourage realistic individual expectations about the availability of transport services and infrastructure, in the face of environmental, geographic and fiscal realities.
- P.3.10 Encourage industry to continue to use rail freight whenever practicable, and look for public private partnership opportunities to increase mode share by rail.

- P.4.4 Encourage all users of the transport system to take personal responsibility for their own behavior, and how it impacts on their own and others safety.
- P.4.18 Support and promote a growth in cycle and pedestrian trips.

Work together

- P.5.3 Key parties across Otago and Southland continue to work together to create a pan-regional, coordinated approach to transport
- P.5.4 Ensure crucial parties have the opportunity for strategic involvement in transport decision-making processes.

Research, develop and identify?

- P.1.4 Research methods for bringing about the social change needed to achieve a safer transport system.
- P.2.9 Develop an Otago Southland resilience plan which:
- identifies risks to key routes;
 - specifies management strategies for these risks (including minimising road closures, keeping overall disruptions to a minimum, and providing for adequate detour routes for critical connections);
 - sets up a system to continuously monitor, and improve as necessary, the resilience of the transport network.
- P.2.25 Identify a pan regional strategic transport network of routes that provides for existing and future transport requirements (based on land use and land use planning).
- P.2.26 Identify the functions of the strategic transport network that need to be considered when land use decisions are made, to help guide future integration of land use with the transport network.
- P.2.27 ORC and ES exercise regional leadership in:
- identifying the strategic transport network;
 - ensuring it functions efficiently across district, city and regional boundaries (through strategic planning);
 - ensuring it effectively accommodates changing transport demands (through strategic planning).
- P.3.2 Continue work to identify the strategic freight network – the routes that are critical for the transport of product in Otago Southland.
- P.3.6 Define, protect and improve the connection between the strategic freight network, and ports, airports and other hubs.
- P.3.3 Identify routes that can accommodate and High Productivity Motor Vehicles (including 50MAX) without significant expenditure on improvements.
- P.3.4 Identify barriers (e.g. substandard bridges) which restrict accessibility of 50MAX and High Productivity Motor Vehicles to productive land, and prioritise an improvement programme to address these.
- P.3.13 Continue work to identify the strategic visitor network – the routes that are critical for the transport of visitors to protect and develop our economy.