



Meeting of the Otago and Southland Regional Transport Committees

17 February 2017

Clutha District Council Chambers
1 Rosebank Terrace
Balclutha

10:30am
RTC Workshop to follow

A G E N D A

Membership: Otago Regional Transport Committee:

Cr Trevor Kempton (ORC, Chair)
Cr Graeme Bell (ORC, Deputy Chair)
Cr Bruce Graham (CDC)
Cr Barrie Wills (CODC)
Cr Kate Wilson (DCC)
Cr Alexa Forbes (QLDC)
Cr Guy Percival (WDC)
Mr Jim Harland (NZTA)

Southland Regional Transport Committee:

Cr Eric Roy (ES, Chair)
Cr Jeremy McPhail (ES, Deputy Chair)
Cr Brian Dillon (SDC)
Cr Lindsay Thomas (ICC)
Cr Nicola Davis (GDC)
Mr Jim Harland (NZTA)

Meeting chair: Cr Trevor Kempton (ORC)

1. Welcome
2. Apologies
3. Public Forum, Petitions and Deputations
4. Notification of Extraordinary and Urgent Business
 - 4.1 Supplementary Reports
 - 4.2 Other



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5. Questions

6. The Minutes of the combined Otago and Southland RTC meeting held on 1 December 2016, having been circulated, with the following corrections to be noted:

- In attendance - Mr Michael Voss (WDC) to be included as an attendee.
- Apologies were received from Cr MacPherson and Cr Percival
- Item 9 – the mover of the resolution being Cr Kingan (not Cr Wills)
- Action item – QLDC to present a 30 minute snapshot of the Queenstown transport issues

7. Matters Arising from the Minutes of 1 December 2016 (copy attached – for Committee’s information)



- RTC Action List - 1 December 2016
- NZTA letter to WDC re SH1 Moeraki Intersection

8. Staff Report –

- Item 1 – Update on the delivery of the 2015-18 Otago and Southland Regional Land Transport Programmes17
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 - Attachment A – Southland/Otago RLTP ILM - January 2017
 - Attachment B – Goal Tree – logic diagram
 - Attachment C – Regional Summary Otago
 - Attachment D – Regional Summary Southland
- Item 6 - Next Meeting

9. Extraordinary and Urgent Business

10. Public Excluded Business

 Fraser McRae Director, Policy and Resource Planning	 Russell Hawkes Senior Policy Planner - Transport
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**Minutes of the Otago and Southland Regional Transport
Committees Meeting,
held in Clutha District Council Chambers, Balclutha, on
Tuesday, 1 December 2016 at 10.30 am**

Present:	Southland Regional Transport Committee
	Cr J McPhail Environment Southland
	Cr B Dillon Southland District Council
	Cr L Thomas Invercargill City Council (<i>until 2.25 pm</i>)
	Mr J Harland NZ Transport Agency
	Otago Regional Transport Committee
	Cr T Kempton Otago Regional Council (<i>Chair</i>)
	Cr G Bell Otago Regional Council
	Cr B Wills Central Otago District Council
	Cr B Graham Clutha District Council
	Cr K Wilson Dunedin City Council
	Cr A Forbes Queenstown Lakes District Council
	Cr B Kingan Waitaki District Council
	Mr J Harland NZ Transport Agency
In Attendance:	Mr R Hawkes Environment Southland
	Cr K Arnold Invercargill City Council (<i>until 2.25 pm</i>)
	Cr A Crackett Invercargill City Council (<i>until 2.25 pm</i>)
	Cr Cliff Bolger Gore District Council
	Cr J O'Malley Dunedin City Council (<i>from 10.55 am</i>)
	Mr R Hawkes Environment Southland
	Dr J Turnbull Otago Regional Council
	Mr R Pearson Invercargill City Council
	Mr J Bourque Southland District Council
	Mr T Sizemore NZ Transport Agency
	Mr T Rickard Queenstown Lakes District Council
	Mr G Hall NZ Transport Agency
	Ms A McAlevey Dunedin City Council
	Mr R Saunders Dunedin City Council
	Mr F McRae Otago Regional Council
	Mr M Hasler Central Otago District Council
	Mr C Bopp Clutha District Council
	Mr P Standring Gore District Council
	Mrs K Harper Environment Southland (<i>Minutes</i>)

1 Welcome

Cr Kempton welcomed everyone to today's meeting. A round of introductions was conducted.

The order of today's agenda was to facilitate and cement activities going into the new triennium. New Councillors to the Committee were welcomed.

2 Apologies

Apologies for absence were noted on behalf of Mr G Percival (Waitaki District Council), Cr Roy (Environment Southland) and Cr N Davis (Gore District Council).

3 Public Forums, Petitions and Deputations

There were no public forum, petitions or deputations presented to the Committee.

4 Notification of Extraordinary and Urgent Business

Cr Wilson asked the Committee to consider writing a letter stating that they support the urgency in the NZTA addressing concerns of Waitaki District Council. This would be discussed in Item 9.

4.1 Supplementary Report

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

4.2 Other

There were no other items of business raised for inclusion in the agenda.

5 Questions

There were no questions raised at this time.

6 Matters Arising from the Minutes of 11 August 2016

Cr Dillon noted an amendment on page 9 of the minutes.

Resolved:

Moved Cr Wills, seconded Cr Dillon that the minutes of the meeting of the Regional Transport Committee on 11 August 2016 be confirmed as a true and correct record.

Carried

7 Chairman's Report

Cr Kempton gave a brief report to the Committee.

8 Staff Report

⇒ Item 1 – RLTP Programme Update

Mr Hawkes commented on the Nuggets Project which in the Clutha District Council. He said this was able to be progressed as a result of the Committees being linked. Mr Hawkes noted this was the first project that had progressed through the planning system to construction and the first seal had now been laid.. He reported that the Southern Scenic Route would go out to construction tender in the not too distant future.

Cr Forbes commented regarding the Queenstown Integrated Transport Strategy and asked how this would move into implementation funding. Dr Turnbull advised that a request to vary the RLTP, to provide for upgraded public transport in Queenstown is anticipated for the RTC meeting in March 2017. Cr Kempton noted that QLDC would have to acknowledge that they were in a position to be able to push projects through to the next stage.

In response to a question around the stock effluent consultation, Dr Turnbull advised that ORC engineers were hoping to finish planning and design by the end of this financial year, which pushed out construction to the next financial year. The 2014 data received from the RTA would be reviewed to see if stock movements had changed since then and to work out the location for this stock truck effluent disposal facility and the next one(s).

Discussion was held on maintenance of roads of stock effluent and its place in the Annual Plan, and whether maintenance should be a regional or local responsibility. Cr Wilson noted that the RTC should ask the ORC to include this matter for consultation in their Draft Annual Plan, that maintenance costs be set in regional rates. Dr Turnbull commented that the RTC should bear in mind that the maintenance costs were relatively low and if the committee chose to move to a regional rate there would be transaction costs to “un-do” the funding policies of four Councils (DCC, Waitaki, CDC and ORC) and create the new policy. Discussion was held around this. Cr Kempton felt there was enough interest for the Committee to consider a strategy and the Committee agreed to ask ORC to consider changing the rating.

Resolved:

Moved Cr Wills, seconded Cr Bolger that the Regional Transport Committees write a letter to the Otago Regional Council requesting a pan-regional approach to funding maintenance and operations of STEDS, along the lines of a regional model of rating be included in the Draft Annual Plan.

Carried

A brief update was provided regarding the Katiki Beach erosion issues and access to resilience funding to bring this forward.

An update regarding the State Highway 88 cycle trail was also provided. The consenting process was still underway and funding was still being sought.

Resolved:

Moved Cr Bell, seconded Cr Wills that the Regional Transport Committees note the report and provide direction on any actions they require based on the information provided.

Carried

⇒ Item 2 – Reviewing the Otago and Southland Regional Land Transport Plans: Process and Timeline

The Committees need to complete their review of the Otago and Southland Regional Land Transport Plans 2015-2021, and obtain their regional council's approval of changes to the plans by the end of April 2018. Because of the bulk of this work Dr Turnbull advised of a proposed meeting schedule to help with meeting these deadlines.

NZTA expected the review to be in two parts, being:

1. A review of the common strategic front-end of the two plans, applying business case principles and;
2. An update of the 2018/2021 part of the programme of activities seeking funding from the NLTF funding as part of the 2018/2021 NLTP.

Discussion was held around the Terms of Reference providing for a pan-regional Technical Advisory Group from approved organisations. Dr Turnbull advised that TAG were recommending a series of roadshows to take place in late February/March 2017 with each of the TAs for the committees to set out their expectations and what should be in the programme part of the plans to deliver on the strategic front-end and to receive input from the TAs.

Resolved:

Moved Cr Dillon, seconded Cr Thomas that the Regional Transport Committees:

1. undertake the review of the Otago and Southland Regional Land Transport Plans 2015-2021 together, retaining a common strategic front-end to the plans;
2. note that both Committees' Terms of Reference provide for a single, pan-regional Otago Southland Technical Advisory Group (TAG) of technical transport officers from the approved organisations likely to be seeking NLTF funding, to assist the Committees in developing the RLTPs;
3. ask the Otago Southland Technical Advisory Group to advise and support the Committees throughout the review of the Otago and Southland Regional Land Transport Plans 2015-2021;

4. note the likely timeline for the components of the RLTP review set out in Table 1 of this report, adopt the schedule for RTC meetings listed in the table, and proceed with the review of the strategic front-end of the document;
5. agree to the inclusion of a common South Island issues section at the front of the reviewed RLTPs;
6. ask the Otago Southland Technical Advisory Group to organise three rounds of consultation during the review of the RLTPs, as follows:
 - (a) a series of roadshows with the Mayors, Chief Executives and Infrastructure Group Managers of each of the Otago and Southland territorial authorities, to be undertaken in the period 22 February to 8 March 2017 inclusive, in order to communicate and discuss:
 - (i) the proposed strategy for land transport in the two regions; and
 - (ii) the RTC's expectations concerning projects and activities that need to be put forward to deliver the desired outcomes for Otago and Southland;
 - (b) a series of consultation forums or meetings in Otago and Southland in April 2017 with land transport user groups/organisations, to discuss the proposed content of the strategic front-end of the RLTPs, including key priorities and objectives; and
 - (c) use of the special consultative procedure in November 2017, to consult on the revised RLTPs, including the programme of activities being recommended for funding in the 2018/2021 NZLTP.

Carried

Lunch adjournment 12.35-1.15

⇒ **Item 3 – Reviewing the Strategic Front-end of the Otago and Southland Regional Land Transport Plans**

The report and business case approach principle requirements were appended to the agenda and outlined the business case principle requirements as follows:

- Accurately identify a problem and its consequences
- State of the benefits associated with addressing the identified problem(s)
- Explore alternatives and options and then build the case for a particular response with clear logic and evidence to support it
- Have informed discussion by the relevant parties throughout the development process

Dr Turnbull noted that the whole process of developing the programme of activities and the Committee deciding what they wanted in the reviewed RLTP needed to be considered. The Committee worked through Table 3 in the agenda,

reviewing the strategic front-end of the Otago and Southland RLTPs' key priorities, problems and benefits, and objectives.

Dr Turnbull advised that a major update was needed to the new Land Transport Management Programme and the bids that approved organisations put in as they were largely centred on the first three years of the programme. She noted that as the BCA was used and outcomes defined, the Committee would need to develop a way of monitoring whether desired outcomes were being achieved.

Cr Kempton asked that the Committee go through Table 3 to discuss that the information in the table represented what the Committee wanted to achieve. Dr Turnbull advised that once the Queenstown Programme Business Case Definition of Problems and Benefits was settled, that would be included in the RTC BCA. Lengthy discussion was held around the BCA.

Discussion was held around fatal and serious crash rates of overseas and domestic visiting being too high in Otago and Southland. Cr Arnold asked Mr Harland for clarification. Mr Harland advised that NZTA had identified that high visitor driver expectations on the road network could lead to an underestimation in the demand of driving in New Zealand and a subsequent increase in risk. He said the benefit of addressing this was that safer tourist routes were identified which reduced fatal and serious crash rates and helped enhance New Zealand's reputation as a safe touring destination. Further discussion was held around this including

- What are the solutions, what are the interventions, what are the programmes the RIC have been bidding up to NZTA to deal with this issue
- A sign might give the number of kilometres to a destination but it might not say how long that trip might take, for the benefit of tourists so they can gauge when they need to stop and take a break
- Mr Harland noted that the goal was to promote the problems and issues listed in Table 3, up to the NZTA level. For example congestion, infrastructure and funding
- Cr Kempton commented that a way forward could be to identify the real problem then how these were reconciled
- Fit for purpose infrastructure and services including topography, alternative routes and detours, rail for heavy bulk transport and cycle ways. Dr Turnbull that it was still unclear what the problem statement was but looking at those issues as a whole, discussion should be had around what the higher level problem statement was
- Aging infrastructure was only a problem if it was no longer fit for purpose. What was the evidence as to whether there were problems that may affect travel and economic travel?. The TAG would be able to provide technical evidence around this
- Discussion was held around flood protection and maintenance and in the case of road closures through maintenance, how would the network be kept running

Cr Kempton commented that

- We can see the problems that need addressed with regards to the use of rail for bulk transport
- What problems were being addressed in providing for modal choice for example cycle ways?
- Reducing reliance on cars – do we need to?
- Resilience is something that potentially responds to risk analysis

Mr Bourque commented that the quicker the hot points were identified the faster the TAG and RTC could respond. He said the TAG was working with key operators such as Fonterra to anticipate the future and try to meet those requirements in looking towards what the issues were tomorrow not just at what the issues were today.

Cr Kempton asked for feedback around facilitating work on each of the problem statements to determine any overlap between them. Cr Forbes asked if some of the objectives were actually pointing to solutions for problems for example future freight needs and opening rail networks for heavy freight. Cr Kempton explained that this was an example of redefining things as objectives and problems and identifying the real baseline issue.

Discussion was held and Cr Kempton commented that the problem statements may not necessarily reflect the core of the problem. Mr Harland and Cr Arnold recommended that an external ILM facilitator be brought in to get the process right the first time, it would be a good investment and a good learning tool. Mr Hawkes agreed and noted it would be beneficial for a facilitator to look at the wording of the problem statements and rework as necessary and this could start off a workshop to discuss, perhaps towards the end of January 2017. Cr Kempton asked that staff organise a facilitator and provide them with the necessary material and advise the RTC.

Cr Forbes commented that the RTC appeared to have two ways of working. The first was identifying problems and creating solutions. The other was provided by objectives and was envisaging what the desired future state was and working towards it. She felt these contradicted each other. Dr Turnbull noted this and said part of the task was to find a way of marrying the two. Discussion was held on this and what the future state might be. The Committee agreed on holding the two workshops. It was noted that, considering there were new members to the Committee who did not have the background knowledge, it could be beneficial to have a facilitator conducting a workshop with Southland and with Otago separately then bringing everyone together for one collaborative workshop. The Committee discussed this.

Recommendation 1 as recorded in the agenda was removed as it was covered under Item 2.

Resolved:**Moved Cr Forbes, seconded Cr Wills that the Regional Transport Committees**

1. note that the NZTA requires principles of the Business Case Approach (BCA) be applied in the review of the Otago and Southland RLTPs;
2. participate in a joint, facilitated session to further develop the main priorities and problems that the plans will address, along with objectives and desired outcomes;
3. ask the TAG to further advance the development of the strategic front-end of the RLTPs and report back to the RTCs' February meeting.

Carried
⇒ Item 4 – Regional Governance and Support for Cycle Trails

Dr Turnbull asked for the Committees' views on the governance of cycling, particularly the cycle trails and any on-road rights and that there was a strong recognition that, along with regional co-ordination and regional support, there should be some regional leadership and strategy set around the vision for the network as a whole for Southern New Zealand. She noted that as well as regional governance there would need to be a working group to support that work such as a 'Cycle TAG', which would include people from cycle trail organisations. Discussion was as follows:

- Rather than the RTCs' making the final decision today it would be useful for each of the Territorial Authority Members to enquire from their Councils whether there was any support for the RTCs to take on any regional governance responsibilities. Cr Forbes supported the formation of a Cycle TAG.

Mr Hawkes advised that he had been involved in the later stages of the development of the Southland Cycling Strategy and one of the things that came out of that was the idea of governance and how the strategy would be implemented. The strategy was being taken to individual councils and one of the recommendations was that the Governance Group would consist of members of relevant cycling organisations and be similar in structure to the RTC to include a political component. This project was still in progress and Mr Hawkes noted that the RTC should keep this in the back of their minds. He said it was unclear what the solution would be at this stage.

Mr Hasler advised that ICC had asked him to pass on the following comments

- There were a number of components of the cycling activity that were off road that were governed by other bodies
- ICC questioned whether the RTC was the right vehicle for governance of cycling

Cr Kempton advised that at a previous workshop regarding cycle trails that was held in July, discussion was held around the variability in the manner in which some of these tracks that would form part of the network were being constructed, managed and funded. Discussion was held.

Resolved:

Moved Cr Bolger, seconded Cr Wills that the Regional Transport Committees agree to keep a watching brief on the development of a governance group in Southland before taking further action, and review at a future meeting.

Carried

⇒ **Item 5 – Next Meeting**

The next meeting of the Regional Transport Committee would be held on 17 February 2017.

Cr Kempton advised that the RTC would be advised of any workshop dates for January 2017. Future meetings would be held at the Clutha District Council Chambers, in Balclutha

9 Extraordinary and Urgent Business

Discussion was held regarding the point raised by Cr Wilson in Item 4. Mr Harland advised there was a safety alliance that was looking at \$600,000 of safety improvements on the network over the next couple of years and the highway between Oamaru and Dunedin had been looked at. Speed control was one of the issues being looked at.

Cr Kempton noted the motion that Cr Wilson had proposed and after discussion the following was agreed:

Resolved:

Moved Cr Wills, seconded Cr Bell that the Regional Transport Committees: support urgency in NZTA addressing concerns of the Waitaki District Council in relation to State Highway 1 near Moeraki township, Moeraki Boulders and the Hamden area.

Carried

Termination

There being no further business, the meeting closed at 2.50 pm.

Action list
Combined Otago and Southland Regional Transport Committees

Item	Item source	Minutes Item	Action	Person Responsible	Date Due	Status
1	RTCs March 2016	8	Upload progress 'traffic lights' tables to ES and ORC websites on the RLTP, after each RTC meeting	Russell Hawkes	Ongoing	1 Dec 2016 done
2	RTCs 8 March 2016	8	Mr Hawkes to consider extending Table 1 to allow for information on the inclusion of emergency works in the projects.	Russell Hawkes	Ongoing	Done for 17 Feb
3	RTCs August 2016		Southern Road safety Influencing group to report regularly to RTCs	Russell Hawkes	Ongoing	On agenda 17 Feb
4	RTCs 1 Dec 2016	1	RTC write a letter to the Otago Regional Council requesting a pan-regional approach to funding maintenance and operations of STEDS, along the lines of a regional model of rating be included in the Annual Plan.	Russell Hawkes and Jane Turnbull	ASAP	Done
5	RTCs 1 Dec 2016	2	QLDC, NZTA and ORC to cooperate in making a 30 minute presentation to the RTCs' 17 February meeting to explain the Queenstown issues to the committees.	Cr Alexa Forbes	17 February RTC meeting	On agenda 17 Feb
6	RTCs 1 Dec 2016	4	RTC to keep a watching brief on the development of a governance group in Southland regarding cycle networks, before taking further action.	RTC		

Item	Item source	Minutes Item	Action	Person Responsible	Date Due	Status
7	RTCs 1 Dec 2016	9	Advise NZTA that that the Regional Transport Committees: support urgency in NZTA addressing concerns of the Waitaki District Council in relation to State Highway 1 near Moeraki township, Moeraki Boulders and the Hamden area.	Jane Turnbull	ASAP	Done
8	RTCs 1 Dec 2016		Road show to present information on the role of the RTCs to Councils.	Jane Turnbull/ Russell Hawkes	Feb/March 2017	Being organised



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14 December 2016

Mayor Gary Kircher
Waitaki District Council
Private Bag 50058
Oamaru 9444

Dear Gary

RE State Highway 1 – Moeraki Intersections

Thank you for your letter of 30 November 2016, requesting that the New Zealand Transport Agency give urgent attention to improving safety on the Moeraki section of State Highway. I also thank you for taking the time to speak by phone (7 Dec 2016) with me on this matter, last week.

The NZ Transport Agency takes the matter of the recent crashes and the crash history on this section of Highway very seriously. The NZ Transport Agency has various measures either en-train, or it proposes to undertake, in regard to the Moeraki Boulders intersection as well as wider safety initiatives for State Highway 1 and visitor driver travel.

In undertaking our own review of the Moeraki Boulders intersection, a number of minor improvements have been identified that we can implement quickly. These are:

1. Improving driver awareness of the intersection by bringing:
 - a. The advance directive sign (brown tourist sign) closer to the intersection – from 500m out to 300m out;
 - b. The directive sign at the intersection (brown tourist sign) will be repositioned to better define the intersection (and point of turn).
2. Re-fresh the pavement markings, particularly the right and left turning lanes; and also application of a widened Give-Way limit line and additional 'keep left' arrows either side of the intersection.
3. Increasing size of the Give Way sign.

Our suppliers have already been given work instructions for the above measures and we expect items under 1 and 2 to be implemented prior to Christmas. Upsizing of the Give Way sign will follow early in January (due to time requirement for sign manufacture/delivery).

In the New Year, we will also be consulting with your Council, Police, and other road safety stakeholders, on a proposal to install Rural Intersection Advanced Warning Signs (RIAWS) at this intersection. This RIAWS is a comprehensive intersection safety system, where the arrival of a vehicle wishing to turn onto the highway triggers the display (and legal imposition) of a temporary 70km/h speed limit for highway traffic, as well as providing enhanced warning of the intersection.

To expedite installation, the planning and design of this system has already been commissioned; although implementation and activation can only come into effect once consultative and statutory processes around the use of this form of speed limit have been satisfied. Our aim is therefore to have

this system in place for April next year – pending consultative support, and I look forward to liaison with your Council in this regard.

From a broader perspective, the Transport Agency is about to progress a Detailed Business Case specifically focused on achieving an improved ‘road and roadside’ corridor, of State Highway 1 between Oamaru (Waitaki bridge) and Dunedin. Funding for this is presently being sought, and completion of both the business case and follow-up design phases, will be delivered through the Transport Agency’s ‘Safe Roads Alliance’ (see <http://www.nzta.govt.nz/safety/our-vision-vision-of-a-safe-road-system/safe-roads-alliance/>)

The range of safety improvements expected to be considered under this context include, road side barriers, improved delineation (signs, markings), shoulder widening, and rural intersection improvements. In some situations, more substantive works may be needed. We will similarly be looking to work closely with Waitaki District as a key stakeholder as we develop options from this work.

As the detailed business case will take some time to work through, we will also look to the use of “high-crash area” signs as an interim measure.

You will be aware of the work that the Transport Agency has been doing with key stakeholders in regard to the Visiting Driver’s project. Otago is a project region and we have benefited from increased application of raised edge lines and centrelines, keep left arrows on the road and safety messaging on billboards. We have also implemented an education campaign this summer that includes posters, digital advertising and social media.

Lastly, I intend to meet before Christmas with Road Policing Manager Tania Baron and our Senior Safety Engineer, to seek their commitment for increased visible road policing of this section of highway over the busy summer period.

In the meantime if you have any further questions on the above please don’t hesitate to contact me.

Yours sincerely



Ian Duncan
Southern Business Unit Manager
Dunedin/Christchurch

Item 1 Update on delivery of the RLTPs Programmes

MORF ID: A310202	Strategic Direction: ES - Transport
Report by: Russell Hawkes, Senior Policy Planner (Transport), ES	Approved by:
Executive Approval:	

Purpose

To update the Regional Transport Committees on progress, to 30 January 2017, on planning and implementation of improvement projects included in the Otago and Southland Regional Land Transport Plans (RLTPs) and National Land Transport Programme (NLTP) for 2015-2018.

Summary

To help check whether the long-term goal and the objectives of the Otago and Southland RLTPs are being met, the RTCs regularly review the progress of various projects and identify any items they see as needing to be addressed.

The tables provided below include information to allow the Committees to monitor progress on improvement projects for the 2015 to 2018 period. A table detailing emergency works approvals within the local roads sector has been included, as requested by the RTCs.

Recommendation

It is recommended that the Regional Transport Committees note the report and provide direction on any actions they require, based on the information provided.

Report

Background

The Committees have requested a schedule of improvement projects be prepared to allow them to monitor progress on projects from approval in the RLTP through to final implementation and construction. The schedule includes a traffic light indicator where green puts the project on target for final construction, as set out in the RLTP. A delay to the plan is indicated by an orange or red light and some assistance from the Committee may be required to return the project to an 'on plan' status. To assist in identifying projects that are not being progressed an additional column has been added that shows the traffic light from status from the last update provided to the committee.

In addition, the Committees requested a further schedule be prepared to monitor emergency works approval over the current NLTP period. These approvals are of interest, as maintenance and renewal budgets are capped for the three years of the NLTP. Table 2 provides the Committees with a schedule of emergency works approvals for the current NLTP period. Emergency works payments are for works over and above the maintenance and renewals allocations within the NLTP.

Improvement Project Status Report – 30 January 2017

Table 1 provides basic project details, the project owner's priority for advancing the project, the stage of the business case or funding approval that the project has reached, the expected time when it will achieve funding approval, its current status, plus comments on variances, where relevant.

Significant changes since the last report include:

- **SDC - *alternative Southern Scenic Route seal extension*** – Tenders close on Friday 10 February for this project.
- **NZTA - *Longbush Invercargill Safety Improvements*** – not being progressed as an improvement project. Was to be delivered under the State Highway Minor Improvements Programme block allocation. Latest update as project on hold and red light as does not meet current funding criteria.
- **NZTA – *Moto Rimu Safety Improvements*** - Will not be delivered this period as does not meet current funding criteria. Now red flagged.
- **NZTA – *Mataura Intersection Improvements*** – Now orange flagged and construction is likely to be delayed.
- **NZTA – *Visiting Drivers Project Otago & Southland*** - The programme of works on the state highway network for 2016/17 is being designed, contracted and scheduled. Once some of the physical works start it is likely that new Associate Transport Minister David Bennett will want to do a media release about this.
- **CDC - *the Nuggets seal extension*** – Construction and sealing progressing well and on programme.
- **CDC – *Potential Streetlight project*** – Clutha considering LED streetlight programme due to current favourable NZTA FAR. Project would be in 2017/18.
- **DCC – *Eastern Bypass*** - Council are reassessing the delivery timeframes for this project. Potential construction in 2019-2022.
- **QLDC - *Eastern Access Road*** – On track for completion December 2017.
- **NZTA – *State Highway 88 Shared Path*** – project added to RLTP Programme but may be delayed due to funding constraints.
- **NZTA – *Oamaru Dunedin Safety Improvements*** – Added to the Improvements Programme to start 2 years earlier.
- **NZTA - *Dunedin Fairfield Safety Improvements*** – Added to the Improvements programme to start 3 years earlier.
- **NZTA – *Dunedin Port Chalmers Safety Improvements*** – New project included in Improvements Programme that was not considered in the RLTP.

Emergency Works Status Report – 30 January 2017

Table 2 provides details of emergency works approvals for the current NLTP period. Emergency works payments are for works over and above the maintenance and renewals allocations within the NLTP. To 30 January 2017, \$3,120,605 has been approved within the Local Roads sector for emergency works. All claims to date have been approved.

State Highways emergency works approvals are not included, as the figures are not available on a regional basis.

Views of Affected Parties

There are no matters in this report which require consideration under this heading.

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 financial or resource implications for Environment Southland or Otago Regional Council contained in this report.















Table 1: Monitoring progress of project items in Otago Southland RLTPs

Project Details					Project Development & Status					
Project	Project Owner	NLTP Details	RTC Priority	Current NLTP Status	Business Case Development	When Physical Work Is Anticipated	Project On Schedule To Be Completed As Per RLTP	Current Status	Current Risk Of Non-delivery	Status Last Report
Stock Effluent Facilities	ES	\$344,200 2015-2016	One	Approved	N/A	Late 2016	Yes		Final Site confirmation. Risk Low	
Pyramid Bridge Replacement	GDC	\$1,750,000 2015-2018	One	Probable	The Combined BC is before GDC, SDC and NZTA at the moment.	2017/18	Yes		Risks (consenting, funding, land acquisition) have been identified through business case process. Risk medium	
Alternative Scenic Route Seal Extension	SDC	\$7,150,00 2015-2016	One	Approved	Business cases completed. Tenders for construction close 10 February 2017.	Mid 2017.	Project scope increased and construction 1 year later than RLTP.		Low	
Edendale Realignment	NZTA Southland	\$6,560,000 2015-2018	One	Probable	Design Underway	Mid 2017	Yes		Risk - Low	
Elles Road Roundabout	NZTA Southland	\$1,123,560 2015-2017	One	Proposed	Detailed Business Case underway	2017/18	No, construction starting 1 year later		Risk - Low	
Invercargill Moto Rimu Safety Imp	NZTA Southland	\$450,000 2015-2017	Two	Proposed	Design complete	N/A	No		Will not be delivered this period as does not meet current funding criteria	

Project Details					Project Development & Status					
Project	Project Owner	NLTP Details	RTC Priority	Current NLTP Status	Business Case Development	When Physical Work Is Anticipated	Project On Schedule To Be Completed As Per RLTP	Current Status	Current Risk Of Non-delivery	Status Last Report
Longbush In'gill Safety Imp	NZTA Southland	\$473,000 2015-2017	Two	Proposed	Not a Capital Project	2017/18	No		On hold as does not meet current funding criteria	
Mataura Intersection Improvements	NZTA Southland	\$500,000 2015-2017	Two	Proposed	Not a Capital Project	2016/17	No, construction likely to be delayed		Minor improvement. Risk – Moderate due to cost of shifting rail.	
Milford Rockfall /Avalanche Protect	NZTA Southland	\$4,546,667 2015-2017	One	Probable	Strategic Case Complete	2018	No, construction starting 1 year later		Appropriate level of intervention to be determined. Risk - Low	
Visiting Drivers Signature Project	NZTA Southland	\$2,800,000 2015-2017	One	Probable	Design underway	2017	No, construction starting 1 year earlier		Nil	
Seal Extension of The Nuggets Road	CDC	\$1,900,000 2015/16 \$855,000 2016/17	One	Approved	NA	April 2016	Construction and sealing progressing well and on programme.		Low	
Central City Safety & Accessibility Upgrade	DCC	\$800,000 2015-2017	One	Proposed	PBC approved. Programme Manager being appointed.	Commencing 2018/19	Yes		Low	
Eastern Bypass	DCC	\$2,500,000 2015-2017	One	Proposed	PBC completed. Next stage to be confirmed.	2019/20 – 2021/22	No, Council are reassessing the delivery timeframes for this.		Low	

Project Details					Project Development & Status					
Project	Project Owner	NLTP Details	RTC Priority	Current NLTP Status	Business Case Development	When Physical Work Is Anticipated	Project On Schedule To Be Completed As Per RLTP	Current Status	Current Risk Of Non-delivery	Status Last Report
Peninsula Roding –Portabella Road	DCC	\$16,350,000 2015-2017	One	Probable	Concept/detailed design	2017/18 – 2018/19	Yes		Low	
Strategic Corridors; Warehouse Precinct	DCC	\$80,000 2017-2018	Two	Proposed	PBC completed. Next stage to be confirmed.	Project not yet started. Is in 2021/22 – 2022/23 in RLTP	tbc		Medium	
Street Light Renewal With LED	DCC	\$6,000,000 2016-2017	Two	Probable	Underway 75% complete (single stage)	2017/18 – 2018/19	No, project delayed by 1 year		Low	
Central City and NEV Cycle Network	DCC	\$9,240,000 2015/17	One	Probable	IBC/DBC in progress	2017/18 – 2018/19	No will go into next NLTP period		Low	
Stock Effluent Facilities	ORC	\$1,278,400 2015-2017	One	Probable	Entry point to be confirmed; still need to establish site locations	First new STED to be started towards end of 2016/17	No, commencement has been delayed		Low	
Eastern Access Road	QLDC	\$10,873,415 2015/16	One	Proposed	Completed	Completed by December 2017	Yes		Low	
Queenstown Integrated Transport Strategy	QLDC	\$450,000 2015-2017	One	Proposed	PBC underway	Aspects ongoing until 2017/18	Yes		Low	
Queenstown TC Business Case Implementation	QLDC	\$450,000 2015-2017	Three	Proposed	SC and PBC approved by NZTA	Works in progress.	Yes		Low	
Wanaka Business Case Implementation	QLDC	\$450,000 2015-2017	Three	Proposed	SC to be reviewed February 2017	Minor works in progress.	No		Low	

Project Details					Project Development & Status					
Project	Project Owner	NLTP Details	RTC Priority	Current NLTP Status	Business Case Development	When Physical Work Is Anticipated	Project On Schedule To Be Completed As Per RLTP	Current Status	Current Risk Of Non-delivery	Status Last Report
Street Light Upgrade 2016.18	WDC	\$500,000 2016-2017	Three	Probable	Tenders received & evaluation completed. 2 suppliers selected and orders of 300 each completed. Southland DC to confirm order. WDC collaborating with NZTA Otago for LED streetlight upgrade. Offer of Service for cat V design accepted. WDC also approached by Clutha DC and Invercargill DC for supply.	2016/17	Yes		Low	
Kataiki Erosion Mitigation	NZTA Otago	\$120,000 2015/16	Three	Proposed	Stage 1 construction about to commence	2016/17	No, construction starting 3 years earlier		Stage 1 Risk - Nil	
Maheno Flood Mitigation	NZTA Otago	\$700,000 2015-2017	One	Proposed	Programme Business Case Underway	2017/18	No, construction starting 3 years earlier		Risk - low	

Project Details					Project Development & Status					
Project	Project Owner	NLTP Details	RTC Priority	Current NLTP Status	Business Case Development	When Physical Work Is Anticipated	Project On Schedule To Be Completed As Per RLTP	Current Status	Current Risk Of Non-delivery	Status Last Report
Nevis Bluff Rockfall Protection	NZTA Otago	\$3,050,000 2015-2017	One	Proposed	Entry point to be confirmed	2017/18	No, behind schedule		Appropriate level of intervention to be determined. Risk - Low	
Pine Hill /Great King Street Intersection Imp	NZTA Otago	\$2,240,000 2015-2017	One	Proposed	Strategic Case underway	Late 2017/18	No, behind schedule		Could be difficult to develop and effective and affordable solution Risk - moderate	
Waikouaiti Flood Mitigation	NZTA Otago	\$1,500,000 2015-2017	One	Proposed	Programme Business Case Complete	2017/18	No, construction starting 3 years earlier		Risk - low	
Beaumont Bridge Replacement	NZTA Otago	\$2,400,000 2016-2017	Three	Proposed	IBC/DBC underway	2018/19	No, construction starting 2 years earlier		Risk - low	
Big Kuri Creek Flood Mitigation	NZTA Otago	\$980,000 2016-2017	Three	Proposed	Not a Capital Project	2017/18	No, construction starting 3 years earlier		Risk – low Note this will be undertaken as an M&O activity, NOT a capital project	
Grant Rd to KF Bridge Improvements	NZTA Otago	\$6,000,000 2015-2017	One	Proposed	Stage 1 construction underway. Stage 2 DBC underway	Stage 1 2016/17 Stage 2 2019/20	No, construction starting 3 years earlier		Risk - low	
Dunedin One Way Pair Cycle Lanes	NZTA Otago	\$4,544,000 2015-2017	One	Proposed	Design underway	2017	Yes		Risk - low	








Project Details					Project Development & Status					
Project	Project Owner	NLTP Details	RTC Priority	Current NLTP Status	Business Case Development	When Physical Work Is Anticipated	Project On Schedule To Be Completed As Per RLTP	Current Status	Current Risk Of Non-delivery	Status Last Report
Visiting Drivers Signature Project	NZTA Otago	\$2,800,000 2015-2017	One	Probable	Design underway	2017	No, construction starting 5 years earlier		Nil	
State Highway 88 Shared Path	NZTA Otago	\$16,800,000 2016-2018	N.A. Program Variation		Design underway	2017/18	Yes		Risk – moderate due to funding constraints	
Oamaru – Dunedin Safety Improvements	NZTA Otago	\$682,000 2016-2018	Three	Approved	DBC underway	2018/19	No, construction starting 2 years earlier		Risk - low	New Item
Dunedin Fairfield Safety Improvements	NZTA Otago	\$4,239,000 2015-2017	Two	Approved	Design underway	2017/18	No, construction starting 3 years earlier		Risk - low	New Item
Dunedin – Port Chalmers Safety Improvements	NZTA Otago	\$2,462,000 2016-2018	N/A Program Variation	Approved	Design underway	2017/18	N/A Program Variation		Risk - low	New Item

Table 2: Emergency Works Approvals – 2015-2018 as requested by RTC 8 March 2016*Figures based on RCA submitted claims to date*

Road Controlling Authority	Approved 1 July 2015 to 30 June 2016	Approved 2016/17	Claimed but Not Approved 2016/17	Total To Date 2015/18 RLTP
Gore District Council	\$0.00	\$0.00	\$0.00	\$0.00
Invercargill City Council	\$0.00	\$0.00	\$0.00	\$0.00
Southland District Council	\$97,528.00	\$347,259.00	\$0.00	\$444,787.00
Southland State Highway Network Operations	Not available	Not available	Not available	Not available
Central Otago District Council	\$12,389.00	\$25,659.00	\$0.00	\$25,659.00
Clutha District Council	\$0.00	\$0.00	\$0.00	\$0.00
Dunedin City Council	\$815,622.00	\$1,803,084.00	\$0.00	\$2,618,706.00
Queenstown Lakes District Council	\$35,801.00	\$15,652.00	\$0.00	\$31,453.00
Waitaki District Council	\$0.00	\$0.00	\$0.00	\$0.00
Otago State Highway Network Operations	Not available	Not available	Not available	Not available

Item 2. Stock truck effluent

ID: A978519	Strategic Direction: N/A
Report by: Jane Turnbull, Manager Strategic and Transport Planning, ORC	Approved by:

Purpose

To update the Regional Transport Committees on ORC's consideration of the funding of stock truck effluent disposal, following the resolution at the last meeting that the Regional Transport Committees write a letter to ORC. The resolution asked for ORC to look at a pan-regional approach to funding maintenance and operations of stock truck effluent disposal facilities (STEDS), along the lines of a regional model of rating, be included in the Draft Annual Plan.

Summary

A copy of the letter written to ORC and the reply received is attached to this report, for the Committees' information. Also attached are the results of a recent survey of the mechanisms that the various regional and unitary councils use to fund the maintenance and operations of stock truck effluent disposal. This survey has shown that, around New Zealand, there are several different approaches to funding; these approaches extend beyond the option of either territorial local authorities funding STED maintenance and operations (as in Otago at present), or a regional council doing so (as in Southland at present).

Recommendation

It is recommended that the Regional Transport Committees note the report and provide direction on any actions they require.

Report

The interim reply from ORC explains that ORC council staff have begun considering the implications of adopting a pan-regional approach to the funding of STED maintenance and operations; the outcomes and recommendations expected to be reported next month (March) to Council.

Meanwhile, regional councils have been collating information about how stock truck effluent is managed in New Zealand. The attached collation of information concerning the mechanisms being used to fund STED maintenance and operations was compiled as part of this survey, and is included in this report, for the Committees' information. This information has also been given to ORC staff considering the implications of a pan-regional approach to funding STED maintenance and operations.

Both Waikato Regional Council and Ecan use mechanisms in which the Committees may be interested. (Note, NZTA provides co-funding of STED operations and maintenance in all regions with these facilities.)

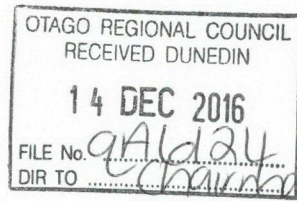
In Canterbury, there is a clearing house mechanism based on a written agreement whereby all territorial local authorities (TLAs) in Canterbury (apart from one) share the costs of maintenance. Each TLA initially pays for operations and maintenance of STEDS in its area, then invoices Ecan for these costs. Ecan adds all these invoices and applies a formula based on length of roading and population (rating) to calculate the relative payment for each TLA, then invoices the adjustments. Under this system, Christchurch City (with no STED facility) pays a large proportion of the cost because it has the largest population base.

Waikato Regional Council, which manages that region's stock truck effluent programme, is assisting three TLAs with their annual maintenance and operations bills. The Regional Council has agreed to fund a capped total of \$15,000 for the local share of annual maintenance per site (i.e. if the maintenance local share exceeds the \$15K cap then the TLA must pay the difference).



12 December 2016

The Chairman
Otago Regional Council
Private Bag 1954
Dunedin 9054
Attn: Stephen Woodhead



Our Reference: A300872

ref mss
mes



Dear Sir

Combined Otago Southland Regional Transport Matters: Stock Truck Effluent

At their combined meeting on 1 December 2016, the Otago and Southland Regional Transport Committees (the RTCs) expressed their concern regarding the apparent delay in planning and construction of the stock truck effluent disposal facility in Central Otago included in Otago Regional Council's current Annual Plan. Otago Regional Council (ORC) now anticipates this project commencing in 2017/18.

The RTCs request that ORC proceed urgently to confirm the site location and obtain final planning and funding approvals from the New Zealand Transport Agency. Any further delay is likely to result in construction not commencing until mid-2017 at the earliest.

The RTCs also resolved to request that ORC adopt, in its 2017/18 Annual Plan, a pan-regional approach to funding the maintenance and operation of public stock truck effluent disposal facilities. Adopting the regional rating model to which Environment Southland is moving towards was considered appropriate by the Committees. The RTCs did, however, recognise that, in designing a funding policy along these lines, ORC would need to examine the issue of equity when deciding who should be paying for maintaining and operating these facilities.

The RTCs have also asked staff to investigate how to move to a "user pays" approach in the longer term, but note that this would almost certainly require legislative change, which is not likely to happen quickly.

Yours sincerely

Vin Smith
**Director of Policy, Planning &
Regulatory Services
Environment Southland**

Fraser McRae
**Director, Policy and
Resource Planning
Otago Regional Council**

cc: Mr Peter Bodeker, Chief Executive, Otago Regional Council

Our Ref: A972867

20 January 2017

Otago Regional Transport Committee
C/- Otago Regional Council
Private Bag 1954
DUNEDIN 9054

Attention: Fraser McRae

Dear Fraser

Combined Otago Southland Regional Transport Matters – Stock Truck Effluent

Thank you for your letter dated 12 December 2016 on behalf of the “Combined” Otago/Southland Regional Transport Committee(s) requesting Council proceed urgently with planning and construction of the new stock truck effluent disposal facility in Central Otago, and suggesting Council consider adopting a “pan-regional” approach to funding the maintenance and operation of public stock truck effluent disposal facilities in Otago.

I can confirm that work has commenced on the planning and construction of a new stock truck effluent disposal facility in Central Otago. Progress will be reported back to the Regional Transport Committee in due course.

Council staff have also begun work on considering the implications of adopting a pan-regional approach to funding the maintenance and operation of public stock truck effluent disposal facilities as part of its annual plan preparation. This work is in its infancy, but the outcome and associated recommendations will be reported to Council in March 2017.

Yours sincerely



Ian McCabe
Executive Officer

Regional Council responses to survey on stock truck effluent disposal facilities operations and maintenance funding mechanisms (undertaken via email 2016/17)

Question	Northland RC	Southland RC	Otago RC	Environment Canterbury	Waikato RC	West Coast RC	Horizons RC	Bay of Plenty RC	Greater Wellington RC	Taranaki Regional Council	Nelson City Council (unitary)	Marlborough District Council (unitary)	Tasman District Council (unitary)
Who funds the maintenance and operations of STE disposal facilities in your region (eg TLA, regional council or other)?	The TLAs	Environment Southland funds the operations and maintenance of STEDS in Southland.	TLAs fund the operations and maintenance of all bar one of the STEDS in Otago. ORC funds the remaining one because that TLA refused to take over responsibility for it. All receive NZTA co-funding (which for the Central Otago site is obtained by the TLA and passed onto ORC (although there are moves to organize ORC receiving this directly from NZTA next year).	There is a written agreement whereby all TLAs in Canterbury (apart from one) share the costs of maintenance. To this end, Ecan administer a clearinghouse. Each TLA initially pays for operations and maintenance of STEDS in its area, then invoices Environment Canterbury for these costs. Ecan adds all these invoices and applies a formula based on km of roading and population (rating) base to calculate the relative payment for each TLA and invoices them back.) Christchurch City (with no STED facility) therefore pays a large proportion of the cost because it has the largest population base	Waikato RC manages the region's STE programme and is assisting three TLAs with their annual maintenance and operations bills. WRC has agreed to fund a capped total of \$15K for the local share of annual maintenance per site. NZTA co-funds this. If the maintenance local share exceeds the \$15K cap then the TLA must pay the difference.	The TLAs	Horizons TLAs undertake the operation and maintenance of STEDS but the regional council funds this as it is able to attract NZTA subsidy. The TLAs invoice The regional council which then claims via TIO	For the one STED in Bay of Plenty, the regional council funds the local share	The TLAs	Taranaki TLAs fund maintenance and ops of STEDS. (The regional council oversees STE matters through a regional strategy, and convenes a regional working group.)	Nelson CC has one STED (which is located just outside its boundary), which it operates and maintains; it funds the local share and NZTA co-funds.	Marlborough DC has one STED, which it contract Marlborough Roads to operate and maintain; it funds the local share and NZTA co-funds.	Tasman DC has one STED, which it operates and maintains; it funds the local share and NZTA co-funds.
If a regional council funds maintenance & ops, what funding model and policy (i.e. who pays, and through what mechanism)?	N/A	Until this year a substantial proportion was funded from a special Dairy Rate Council had in place. From 2017/18 funding will be from across the Council in the general rate funding.	ORC rates ratepayers in that TLA area to fund maintenance and ops for this one STED	Apart from administration, operating the clearinghouse is a zero-cost exercise for Ecan.	To fund WDC's local share of construction maintenance and operations costs, WRC has proposed a regional rate split between general and targeted rates: a rural/urban differential rate based on capital value : 67% from properties 2 hectares in area and above (rural) and 33% from properties less than 2 hectares in area (urban).	N/A	N/A	BoP RC funds the maintenance and ops local share through general funds (general rates and investment income)	N/A	N/A	NCC funds the local share from the general rate.	MDC funds the local share from the general rate.	TDC funds the local share from the general rate.

Queenstown Growth Presentation QLDC / ORC / NZTA

MORF ID:	Strategic Direction:
Report by: Tony Pickard, Principal Planner Infrastructure, QLDC	Approved by:

Purpose

To update the Regional Transport Committees on the effects of continued high levels of growth in Queenstown and its immediate surrounds, as requested at the Regional Transport Committees' meeting on the 01 December 2016.

Summary

Officers from QLDC, NZTA and ORC have compiled an overview of the various growth elements in the subject area, which they will present to the RTCs at their meeting on 17 February. This briefly covers population, development and associated traffic growth.

Recommendation

It is recommended that the Regional Transport Committees:

1. note the report, and,
2. state their support for the proactive investment of transport infrastructure, including active travel, in the high growth areas of Queenstown Lakes District, and,
3. support and prioritise those activities that are aimed at relieving some of the current pressures in Queenstown, when submitted for the RLTP.

Report

Background

The Regional Transport Committees are in the process of reviewing the Regional Land Transport Plans. Queenstown is specifically mentioned in the probable front end of the document which is also being validated through the Investment Logic Mapping (ILM) process. To begin to provide some justification for this specific attention, it is prudent to outline the considerable growth that has occurred and is predicted to continue, in order to be able to give appropriate weight to investment objectives.

The growth elements are intrinsically linked. The accompanying presentation outlines the various growth statistics and their expansion into associated effects. As the resident (and transient) population grows, development also grows and traffic increases. Traffic volumes are increasing on major routes, to the point where all vehicles are slowed, reducing the reliability of travel.

Concurrently, local knowledge provides the opportunities for rat runs to become established, which potentially lead to unsafe practices and dissatisfied residents.

Demand for public parking has already grown to the point that in the search for spaces, traffic queues back up and affect other users. The need to park does not currently disappear once the available spaces are full, it is just displaced. More incidences are occurring of 'illegal' or unwanted parking, and these include dedicated turnarounds, footpaths, verges and reserves.

Alternatives to the private car are currently not well catered for, for a number of reasons. Public transport is seen as the panacea to the traffic issues but is unlikely to achieve final solutions on its own. Active travel networks are not clearly identified or planned at this time and innovation, mooted by many, is in its infancy in the town. The choice of mode is therefore limited and investment will need to be significant to improve the situation. Community feedback identifies a strong preference for alternative modes over the private car.

Several workstream are already ongoing to address the issues, such as the Queenstown Town Centre Transport Strategy, Queenstown Master Plan (including Inner Links, public transport hub and new parking facilities) and the Queenstown Integrated Transport Strategy (Programme Business Case). The two latter items are due for completion within the next few months and will identify new activities that will appear in the draft programme of the updated RLTP.

ATTACH PRESENTAION TO AGENDA

Item 4 Southern Road Safety Influencing Group Update

MORF ID: A310531	Strategic Direction: ES Transport
Report by: Russell Hawkes, Senior Policy Planner (Transport), ES	Approved by:

Purpose

To update the Regional Transport Committees on progress the Southern Road Safety Influencing Group is making and the projects that the Group are involved in.

Summary

The Southern Road Safety Influencing Group has held two meetings since the last RTCs update. NZTA asked the Influencing Group to consider combining its proposed community engagement project with an existing NZTA community conversations project and to focus the combined project on gaining an understanding of our community's attitude to road safety and risk on our roads. The Influencing Group agreed to NZTA arranging the base work and the Influencing Group fronting the project. The Influencing Group has set up a steering group to develop a full project proposal and timeline for outcomes in conjunction with NZTA.

Further updates for the Regional Transport Committee will be provided following each Influencing Group meeting and as the *Changing the Road Safety Conversation* project is finalised and progresses.

Recommendation

It is recommended that the Regional Transport Committees note the report and provide direction on any actions they require.

Report

Background

The Southern Road Safety Implementation Group has held two meetings since the Regional Transport Committee Meeting on the 11 August 2016. The first meeting held on the 18 August 2016 focused on confirming the outputs from the initial setup workshops and considering the initial work plan. A Working Group was suggested to take the project development to the next stage.

The first of the major projects being considered by the Group was related to community research and influencing of attitudes. This project was to obtain information of the Otago and Southland Regions communities in relation to road safety, safety on our roads and how to make a difference to the current fatal and serious injury statistics for the Regions. At that stage the Influencing Group had an idea of what they wanted to do but not a clear way of taking the project to the next stage.

Following this meeting the Influencing Group received an approach from the New Zealand Transport Agency through James Newton indicating that NZTA may have a significant interest in partnering with the Southern Road Safety Influencing Group in a community conversations project in relation to road risk.

An exploratory meeting between NZTA, ES and ICC staff took place on the 9 September 2016. Diane Gamble NZTA National Manager Strategic Communications and Performance and Tracey Bridges from SenateSHJ the consultants assisting NZTA with a project in the Waikato Region presented some ideas on extending the Waikato project into the Otago and Southland Regions.

At this meeting, general agreement was reached that the NZTA project and the project proposed by the Southern Road Safety Influencing Group had similar desired outcomes, required similar inputs and provided the Influencing Group with a methodology for progressing their project. Another major advantage of the proposed partnership was based on the Waikato Project already having an approved business case and the Otago Southland Project would be an extension of the already approved project. Agreement was reached that NZTA would develop a proposal to take back to the full Influencing Group.

On the 28 October 2016 Diane Gamble and John Harvey (SenateSHJ) meet with the Southern Road Safety Influencing Group and presented their proposal for a combined project to be fronted by the Influencing Group with NZTA and Senate carrying out the background and analysis work and developing a communications plan to implement the outcomes. The project will build on research already obtained as part of the Waikato project and will hopefully provide learnings that can be taken to the rest of New Zealand. The project will be called *Changing the Road Safety Conversation* and will be focussed on gaining an understanding of our communities tolerance for conversation based on road risk rather than the traditional speed, alcohol messages that do not seem to be working.

The Influencing Group agreed to form a Steering or Governance Group to further develop the project in conjunction with NZTA. An initial steering group took part in a workshop with NZTA and SenateSJH staff on the 2 February to where discussion focused on:

The Road Risk Picture

- The facts we know about current road risks
- Statistical facts on Otago / Southland from previous conversations
- Anything else we currently know

National Speed Research

What success would look like

- Creating a social movement
- Other specific goals

How we may get there

Based on the workshop outputs NZTA are now finalising a full proposal and methodology for the Influencing Group to consider. Subject to final agreement the project would commence with survey work involving a number of different methods. This work will be undertaken by SenateSJH and funded by NZTA with a potential start date in April 2017. A timeline for outcomes and project milestones is being developed as part of the project proposal.

The final proposal will be considered by the Influencing Group and further reported to the RTCs once all details are known. This project proposal has already attracted the interest of the CEO of NZTA and the Minister of Transport. The project has the potential to provide a new way of conducting road safety conversations in New Zealand.

The Influencing Group is also developing a second project which aims to give us a single source of the truth regarding road trauma by drawing on all relevant data sets.

Views of Affected Parties

There are no matters in this report which require consideration under his heading

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 additional financial or resource implications for Environment Southland or Otago Regional Council contained in this report (this may need to be considered once the full project proposal is received).

Review of Otago and Southland RLTPs

ID: A978550	Strategic Direction:
Report by: Jane Turnbull, Manager Strategic and Transport Planning, ORC	Approved by:

Purpose

This report presents key information for discussion, to enable the Committees to advance their review of the common strategic front-end of the Otago and Southland Regional Land Transport Plans (RLTPs).

Summary

The attached documents, all recently prepared, will help inform the Committees' review of the common strategic front-end of their RLTPs:

- the results of the Committees' recent Investment Logic Mapping (ILM) workshop;
- NZTA's strategic long-term view document; and
- background contextual information on each region summarised by NZTA as part of developing the State Highway Investment proposal (SHIP).

Note, there will be a workshop at the conclusion of the RTCs meeting, to consider sections of the current RLTP strategic front-end and any changes needed to make them fit-for-purpose.

Recommendation

It is recommended that the Regional Transport Committees:

1. review the investment logic map in Attachment A and logic diagram in Attachment B;
2. agree that the problem and benefit statements in the final investment logic map as should form the basis for discussions with TLAs at the Roadshows scheduled for February/March;
3. note NZTA's strategic long-term view document in Attachment C and the background contextual information on each region summarised by NZTA as part of developing the State Highway Investment proposal (SHIP) (attachment D)

Report

NZTA's strategic long-term view

This document was not available at the time the agenda was prepared and will be circulated separately to RTC members.

NZTA's Regional Summaries

NZTA has prepared background contextual information on each region summarised by NZTA as part of developing its SHIP. These summaries, one for Otago and one for Southland, are attached for the RTCs' information, at this early stage of the RLTP review.

Note that the problem and benefit statements included in these summaries are copied from the RTCs' ILM. The RTCs may like to consider the suggested focus areas (at the bottom of Box 1) and the statements of likely investment (at the bottom of Box 3) and provide feedback on these to NZTA.

NZTA intends to populate the sections concerning specific activities once the State Highway programme has been finalised. RTC members may wish to consider how preparation of the State Highway programme will mesh with the process of reviewing the RLTPs.

The RTCs may also wish to identify projects they would like to see included in the State Highway investment programme, (rather than waiting and considering only those projects that NZTA submits for inclusion in the RLTPs).

ILM workshop

At its last meeting the RTCs undertook to hold an ILM workshop to identify the key transport problems facing Otago and Southland and the benefits that could be expected from investing in addressing these problems. Mark Young facilitated this ILM workshop, held on January 20, and attended by 20 people a mix of staff and committee members. Attachment A shows the workshop results.

The key problems identified as needing to be addressed in order to improve the Otago Southland Regions' strategic transport planning for the RLTP 2018-2021 and beyond were:

Attitudes and behaviour together with inconsistent quality of routes in the region results in fatal and serious injury crashes (40% weighting)

Inability to assess and fund rapidly changing transport user demands in a timely way results in some poor investment prioritisation and decisions (40% weighting)

Sections of the network are increasingly vulnerable to closure from adverse events, resulting in economic and social disruptions (20% weighting)

The benefits that were identified as likely to result from investing in addressing these problems were:

Reduced social impact of fatalities and injuries (30% weighting)

Improved community connectivity and wellbeing (30% weighting)

Improved network performance and capability (30% weighting)

Value for money (10% weighting)

As well as identifying the key problems requiring investment, and the benefits expected to arise from that investment, the Committees also need to be clear on what on what 'good' would look like. Committee members have considered this question previously, and the result of that discussion being shown diagrammatically in Attachment B – the goal and yellow boxes.

The three problem statements and the four benefits identified in the ILM workshop are also shown on the left hand side of this diagram in Attachment B (the benefit statements are shown as areas we must focus on delivering). The committee needs to be sufficiently sure that focusing on these problems and benefits will move us adequately towards the desired goal of a transport

system that provides adequately for mobility, economic activity and productivity in Otago and Southland regions; this is the assumption inherent in the ILM results, which the RTCs need to test.

The next steps is to discuss these matters with TLAs at the coming Roadshows.

Roadshows

Dates for the Otago Roadshows have been set and Southland are being arranged.

TLA	Date
Central Otago DC	22 February
Clutha DC	23 February
Queenstown Lakes DC	6 March
Dunedin CC	7 March
Waitaki DC	8 March

These Roadshows will cover the following topics:

- Purpose of a Regional Transport Committee
- Explanation of where the Regional Land Transport Plan fits in TLA work
- The planning cycle
- Four key points of strategy - seeking alignment on what the desired outcomes are
- Dialogue concerning: what this means for the TLAs programme; and what the TLA would expect to see in the SHIP.

Otago/Southland Regional Land Transport Plan

INVESTMENT LOGIC MAP Programme

Title							
<i>Improve the Otago/Southland Regions Strategic Transport Planning for the RLTP - 2018 to 2021 and Beyond</i>							
Date:	Friday 20 January 2017 (10.15am to 3.30pm) @ Otago Regional Council Offices (70 Stafford Street, Dunedin)						
Objectives:	To deliver an Investment Logic Map with strategic problem and benefit statements that will inform the 2018 review of the Otago/Southland RLTP.						
Organisers:	Russell Hawkes (Southland), Jane Turnbull (Otago)						
Agenda:	<table border="1"> <thead> <tr> <th>10.15 Part One (Problem Definition)</th> <th>13.15 Part Two (Benefit Definition)</th> </tr> </thead> <tbody> <tr> <td> Workshop Open & Introductions (MY) Strategic Context (Cr Trevor K) Discuss Title (ALL) Brainstorm Issues (Round Table) Issue Themes (ALL) Problem Cause/Consequences (ALL) </td> <td> Recap Problem Statements (ALL) Draft Benefit Statements (ALL) Draft Benefit Map (ALL) <ul style="list-style-type: none"> Investment KPI Measure Confirm Next Steps & Close (MY) </td> </tr> <tr> <td colspan="2">12.15 : LUNCH</td> </tr> </tbody> </table>	10.15 Part One (Problem Definition)	13.15 Part Two (Benefit Definition)	Workshop Open & Introductions (MY) Strategic Context (Cr Trevor K) Discuss Title (ALL) Brainstorm Issues (Round Table) Issue Themes (ALL) Problem Cause/Consequences (ALL)	Recap Problem Statements (ALL) Draft Benefit Statements (ALL) Draft Benefit Map (ALL) <ul style="list-style-type: none"> Investment KPI Measure Confirm Next Steps & Close (MY)	12.15 : LUNCH	
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Attendees:	<table border="1"> <tbody> <tr> <td> Chris Bopp (CODC) Cr Barrie Wills (ODC) Cr Graeme Bell (ORC) Cr Guy Percival (WDC) Cr Jeremy McPhail (SRC) Cr Kate Wilson (DCC) Cr Trevor Kempton (ORC) Dylan Rabbidge (SDC) Fraser McRae (ORC) Gary Woock (WDC) </td> <td> Graeme Hall (NZTA) Hartley Hare (SDC) Jane Turnbull (ORC) Jim Harland (NZTA) Michael Voss (WDC) Peter Standring (GDC) Richard Saunders (DCC) Russell Hawkes (SRC) Russell Pearson (ICC) Tony Sizemore (NZTA) </td> </tr> </tbody> </table>	Chris Bopp (CODC) Cr Barrie Wills (ODC) Cr Graeme Bell (ORC) Cr Guy Percival (WDC) Cr Jeremy McPhail (SRC) Cr Kate Wilson (DCC) Cr Trevor Kempton (ORC) Dylan Rabbidge (SDC) Fraser McRae (ORC) Gary Woock (WDC)	Graeme Hall (NZTA) Hartley Hare (SDC) Jane Turnbull (ORC) Jim Harland (NZTA) Michael Voss (WDC) Peter Standring (GDC) Richard Saunders (DCC) Russell Hawkes (SRC) Russell Pearson (ICC) Tony Sizemore (NZTA)				
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Apologies:	Cr Brian Dillon (SDC), Cr Alexa Forbes (QLDC), Cr Eric Roy (ES), Cr Lindsay Thomas (ICC), Cr Nicola Davis (GDC), Cr Bill Kingan (WDC), Ian Duncan (NZTA), Cr Calum MacLeod (QLDC), Murray Hasler (CODC), Tony Pickard (QLDC), Cr Bruce Graham (CODC)						
Facilitator:	Mark Young (Coverpoint)						

Otago/Southland Regional Land Transport Plan

INVESTMENT LOGIC MAP
Programme

*Improve the Otago/Southland Regions Strategic Transport Planning
for the RLTP - 2018 to 2021 and beyond*

Workshop Part One (Strategic Context)

Strategic Context

The RLTP provides the strategic overview to Road Controlling Authorities (including NZTA State Highways) in development of their Roothing Activity Management Plans. The RLTP is a Regional Land Transport Plan that has a much wider focus than just roading networks and their potential funding through the National Land Transport Programme.

This ILM workshop is intended to provide the top issue statements and benefits for the Otago Southland Regions. The outputs will form the basis for future Business Case development for maintenance, renewal and improvement projects currently being developed by the Road Controlling Authorities.

The outputs are intended to provide a more concise and focused strategic front section to the 2018 review of the RLTP to be developed.

Otago/Southland Regional Land Transport Plan

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Programme

*Improve the Otago/Southland Regions Strategic Transport Planning
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Workshop Part One (The Title)

Improve the Otago/Southland Regions Strategic Transport Planning for the RLTP - 2018 to 2021 and beyond

There was significant discussion regarding the title words to ensure everyone was on the same page in terms of the scope of the discussion. This was broken down as follows:

Otago/Southland Region

- All territorial local authorities within region (see map)

Strategic Transport Planning RLTP

- All mobility (car, bus, pedestrians, cyclists, heavy vehicles)
- All access
- All physical transport networks
- Consideration to rail, ports, airports

2018-2021 & Beyond

- Focus on 10 years (2018-2028)



Otago/Southland Regional Land Transport Plan

 INVESTMENT LOGIC MAP
Programme

*Improve the Otago/Southland Regions Strategic Transport Planning
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Workshop Part One (Roundtable Brainstorm)



Issues/Opportunities Brainstorm

Issues

- Rapid change in network requirements i.e. land use changes, different type of mobility, visitor growth eg Queenstown
- Reliance on other networks
- Network resilience...natural disasters (low freq/high impact)
- Affordability...network size vs population
- Maintain/increase access (tourism, freight etc.)
- Ageing population and ageing network
- Electric cars
- Level of bureaucracy (investments, speedlimits etc.)
- Timing of costs incurred vs benefit realisation
- Effluent...network funding issue
- Long lead time to make any changes
- Ability to allow for land use changes
- Climate change
- Access to DOC estate
- Cycle trail integration
- Safety...big issue...safe system approach
- Ensure infrastructure to support community
- Changing demographic...static/declining rural & Qtown growth
- Meet demand in sustainable way
- Asset life...depreciating faster than we can maintain
- Ability of contractors to do job eg metal supply costs
- Ability of suppliers to do job
- Risk of applying old solutions to new problems
- Tourism demands not being met
- Slow tractors on fast roads
- Lack of priority to other modes
- Freedom camping (roadside issues)
- Visiting drivers (a lot of work done in this area)
- Network lighting
- Network design and response to demand
- Expectations of different customer groups...do we know ?
- Funding priorities...not clear
- Enhanced FAR to access Visiting Drivers Project
- Lack of 'one-network' road plan on the web for access that outlines the key points of interest and suitable roads for travel modes

Opportunities

- Access to DOC reserves
- Tourism dollar
- Simplify business case approach
- Queenstown growth
- Smarter re-investment
- Supplier alliances
- Dedicated freight paths
- Involve Kiwirail
- More transport mode choice
- More lay-bys for tourists
- Autonomous vehicles (safety)
- Marketing campaigns (safety)
- Raising parts of network (climate change)
- Risk based approach
- Various safety initiatives

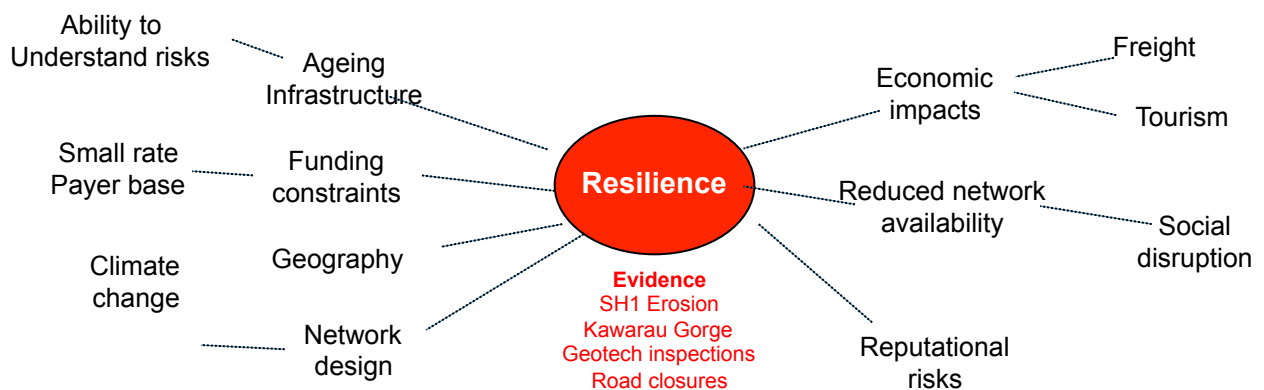
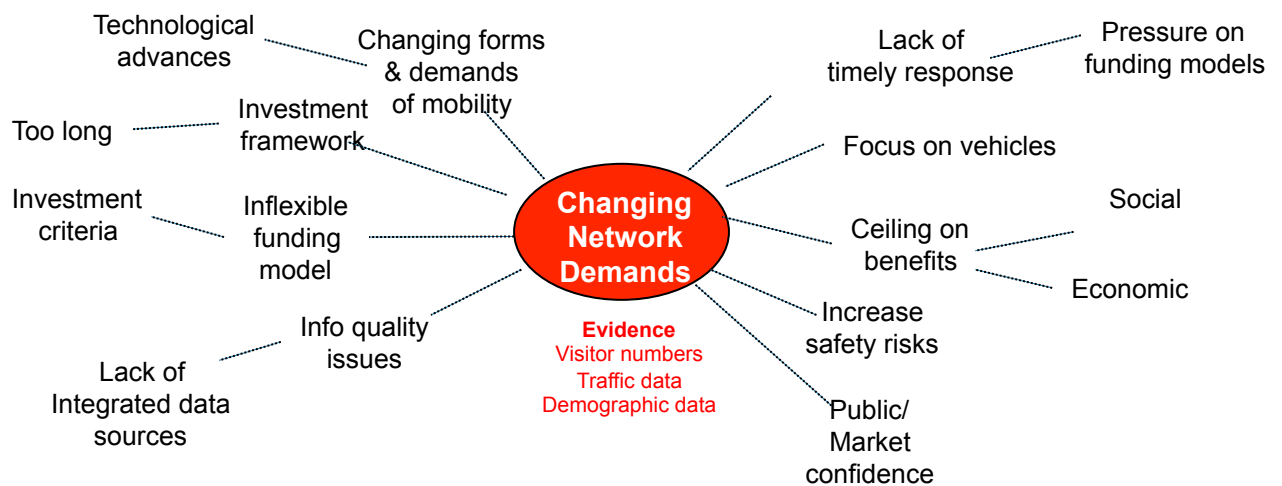
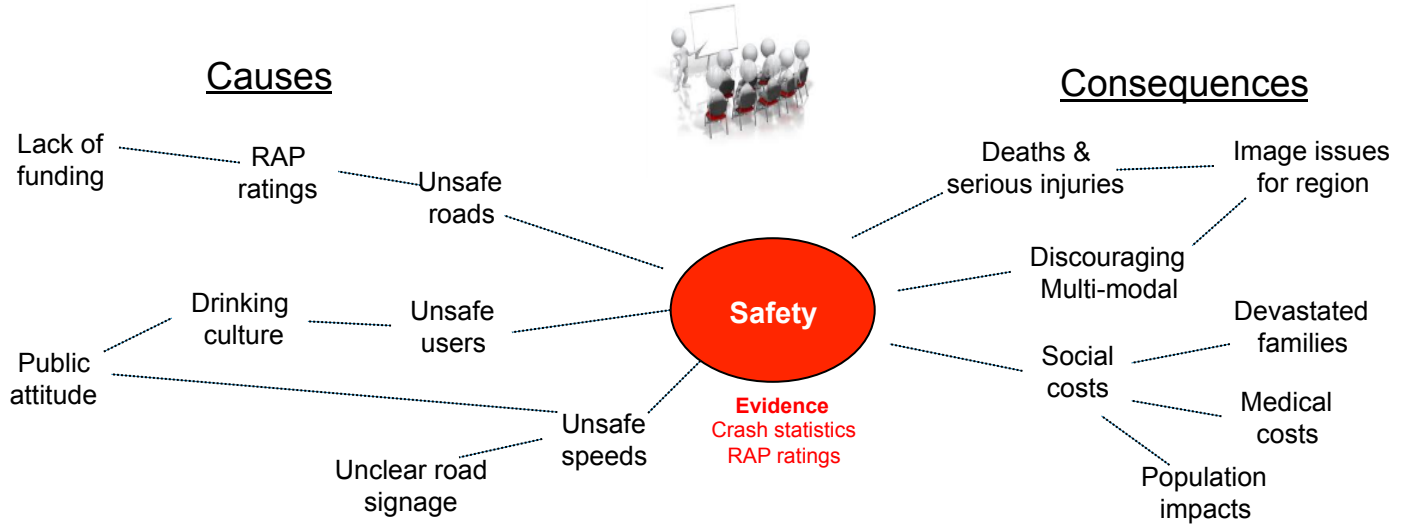
3 Key Themes were identified around Safety, Changing Network Demands & Resilience

Otago/Southland Regional Land Transport Plan

INVESTMENT LOGIC MAP Programme

Improve the Otago/Southland Regions Strategic Transport Planning for the RLTP - 2018 to 2021 and beyond

Workshop Part Two (Key Theme Analysis)



Otago/Southland Regional Land Transport Plan

INVESTMENT LOGIC MAP Programme

Improve the Otago/Southland Regions Strategic Transport Planning for the RLTP - 2018 to 2021 and beyond

PROBLEM

BENEFIT

Safety (40%)

Attitudes and behaviour together with inconsistent quality of routes in the region **results in** fatal and serious injury crashes

Reduced Social Impact of Fatalities & Injuries (30%)

KPI1: Reduced deaths & serious injuries
KPI2: Zero harm progress
KPI3: Increased road safety assessment rating

Resilience (20%)

Sections of the network are increasingly vulnerable to closure from adverse events **resulting in** economic and social disruptions

Improved Community Connectivity & Wellbeing (30%)

KPI1: Increased multi-modal access & usage
KPI2 : Increased community & visitor satisfaction

Improved Network Performance & Capability (30%)

KPI1: Increased throughput by mode
KPI2 : Increased reliability
KPI3: Increased community & visitor satisfaction

Changing Network Demands (40%)

Inability to assess, plan and fund rapidly changing transport user demands in a timely way **results in** some poor investment prioritisation and decisions

Value for Money (10%)

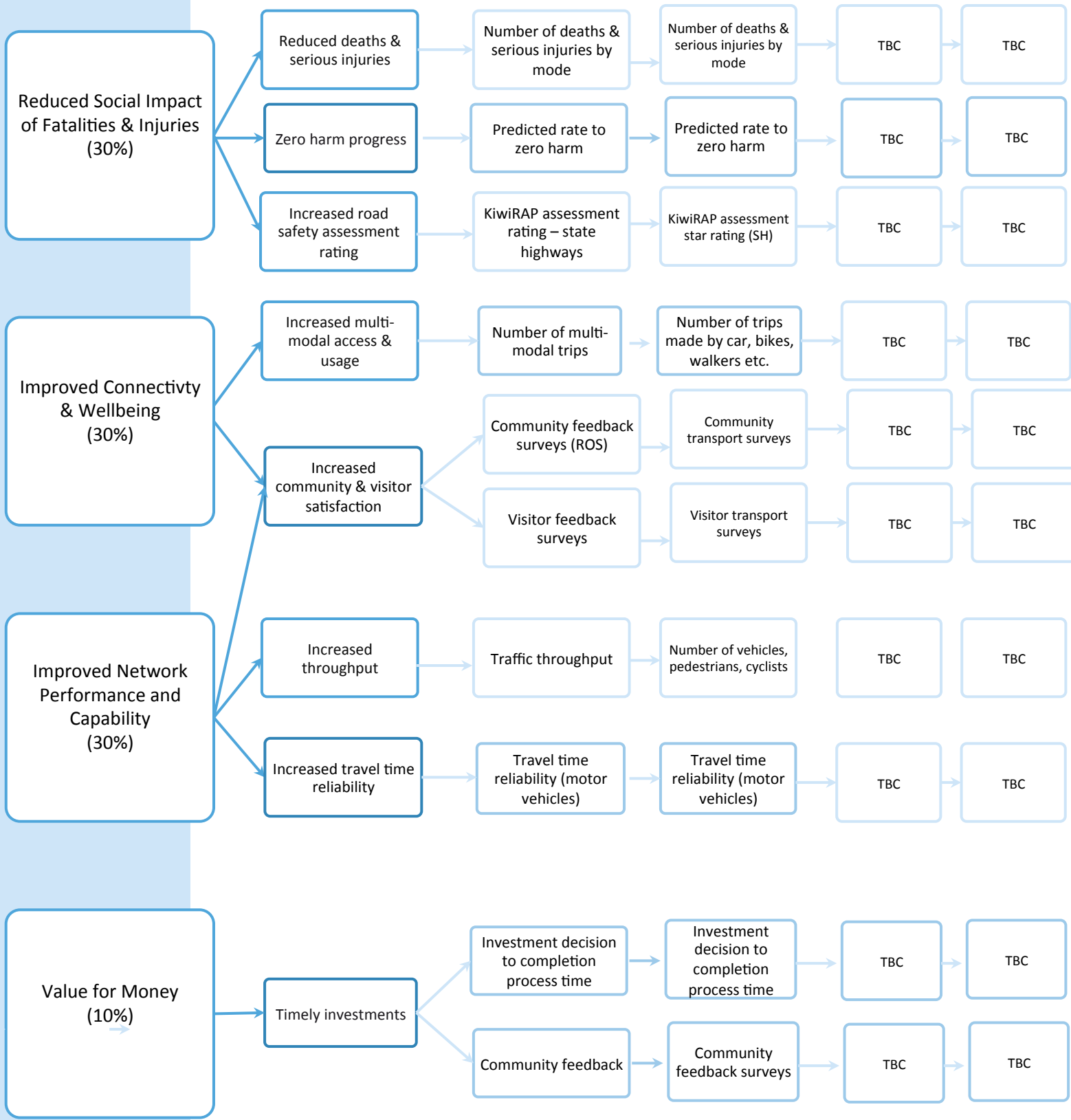
KPI1: Timely investments

Otago/Southland Regional Land Transport Plan

INVESTMENT LOGIC MAP Programme

Improve the Otago/Southland Regions Strategic Transport Planning for the RLTP - 2018 to 2021 and beyond

Benefit ▶ **Investment KPI** ▶ **Measure** ▶ **Description** ▶ **Baseline** ▶ **Target**

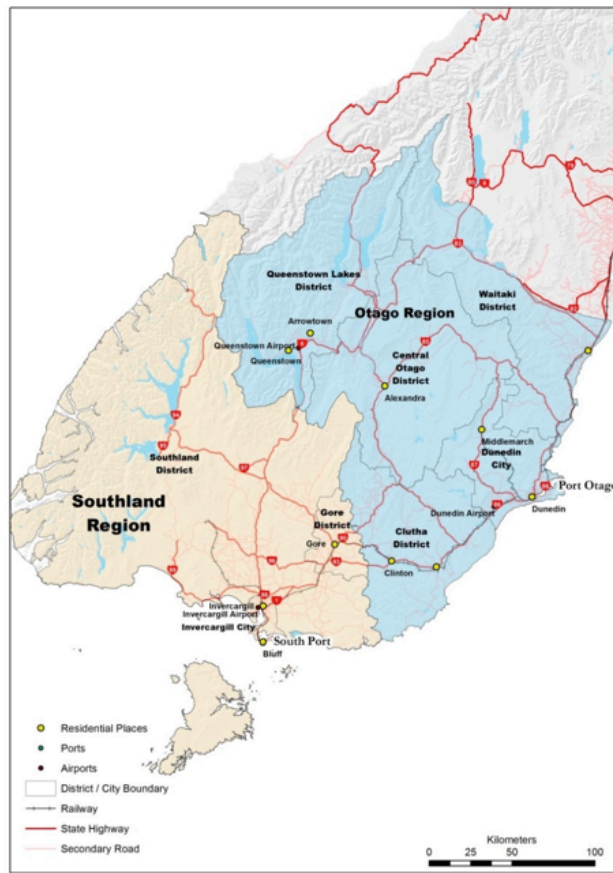


Otago/Southland Regional Land Transport Plan

 INVESTMENT LOGIC MAP
Programme

 Improve the Otago/Southland Regions Strategic Transport Planning
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Investment Story in a Nutshell



The Problem (WHY)...

The Otago and Southland region covers almost half of the roads of the South Island servicing a relatively sparse population. However, there is significant freight traffic and visitor numbers are increasing especially in places like Queenstown.

The key problems facing the region are a relatively high crash rate, increasing vulnerability of roads to closure due to adverse events and difficulties keeping up with the changing mobility demands on the network (in areas of population growth & decline).

These problems have social and economic impacts on the region and road user expectations are increasingly not being met.

The Benefits (WHAT)...

Any investment to address these problems over the next 10 years would improve road user safety and performance of the network. It would also improve community connectivity and provide greater value for money.

The Strategic Responses (HOW)...

To be confirmed but investment between 2018 and 2028 likely to include:

- Maintenance and renewal of existing infrastructure
- Improvements to address safety issues
- Improvements to address resilience issues
- Improvements to provide more nimble & timely responses

Any questions please contact...

Mark Young

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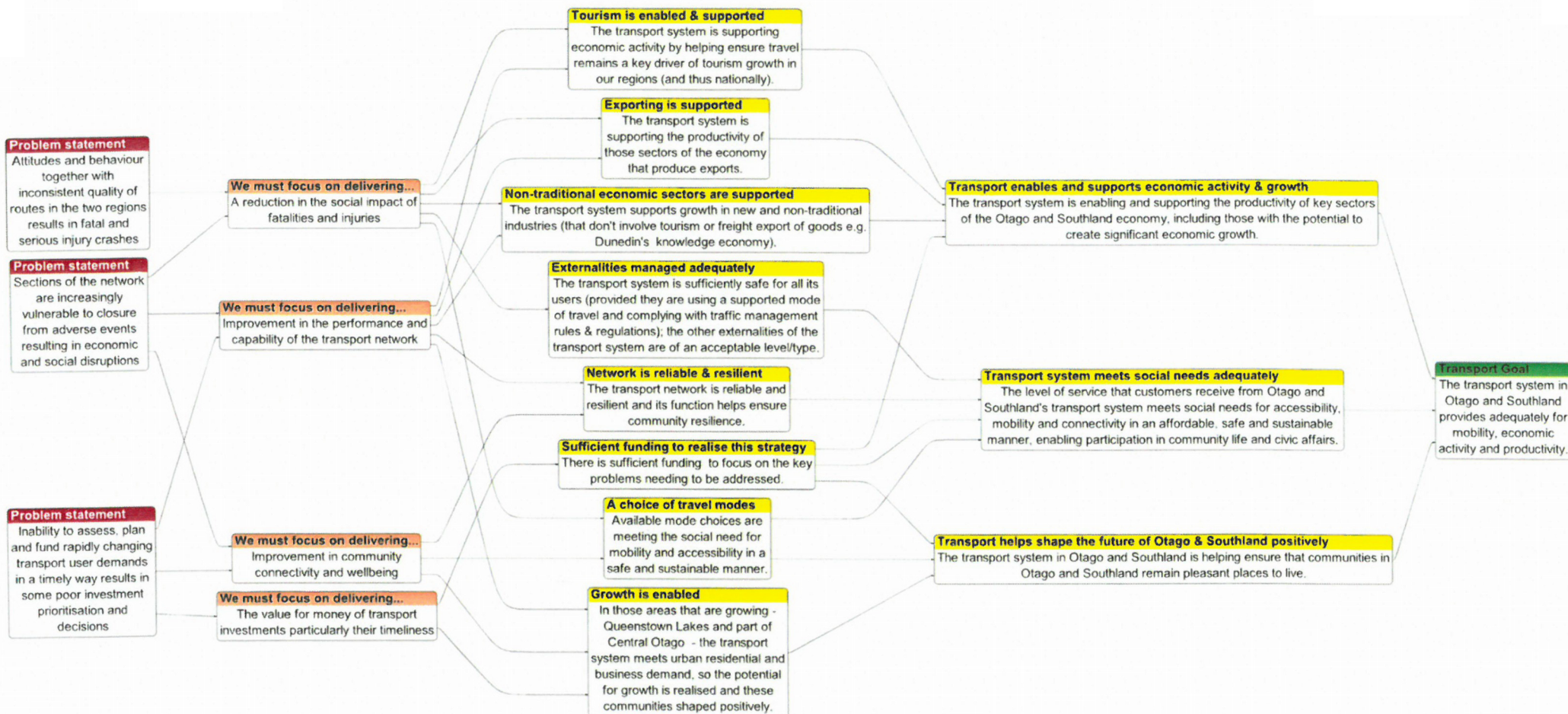
Problems (ILM)

Benefits (ILM)

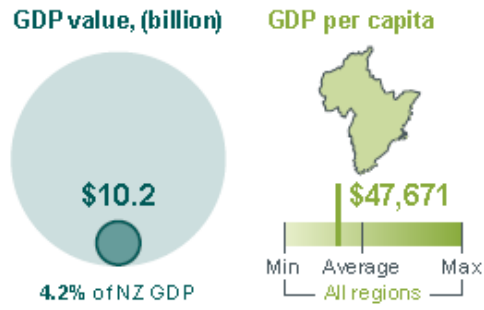
Objectives

High-Level Objectives

Goal



Otago macro trends



There are a range of industries across the region with Dunedin's economy focused on education, health and tourism. Dunedin is the main centre of the region with a population of 120,250 (2013 Census). The city is also home to Port Otago the second largest international port in the South Island.

Tourism is one of the regions fastest growing sectors particularly in the Central Otago and Queenstown Lakes districts. Queenstown Lakes is a key international tourist destination with 1.645 million passengers passing through Queenstown Airport in the 12 months to June 2016. (Source: Queenstown Airport)

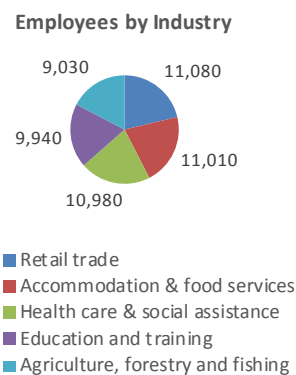
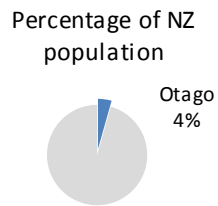
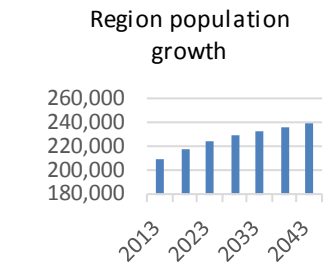
The remainder of the region is focused around agriculture, fruit/grape production and providing services which support these industries.

Overall the population of the Otago district is expected to remain stable or decline slightly over the next thirty years with the exception of the Queenstown Lakes District. Significant growth is expected within the Queenstown Lakes District with the current medium projection predicting the population will increase from 29,700(2013) to 49,800 in 2043 (Stats NZ).

Employment has historically been linked to agriculture (sheep, dairy, beef cattle and grain) and horticulture including viticulture in the rural parts of the region.

Dunedin's employment is expected to remain in health and education with growth occurring in high-tech industry and ICT sectors.

Employment in tourism and the associated service industries (accommodation, retail and food) is expected to grow in the Queenstown Lakes and Central Otago districts.



1. Regional transport system problems and opportunities

Regional Problem Statements: (provisional)

Safety
Attitudes and behaviour together with inconsistent quality of routes in the region results in fatal and serious injury crashes. (40%)

Resilience
Sections of the network are increasingly vulnerable to closure from adverse events resulting in economic and social disruptions. (30%)

Changing Network Demands
Inability to assess, plan and fund rapidly changing transport user demands in a timely way results in some poor investment prioritisation and decisions. (30%)

- Focus areas include:
- Queenstown Lakes District growth
 - Resilience risk areas eg. Katiki Coast, Coastal Otago flooding, Nevis Bluff
 - Visiting Drivers
 - Deteriorating assets with high renewal costs

3. Regional transport system strategic response

Benefits of Investment (provisional)

Reduced Social Impact of Crashes (40%)

- KPI1: Reduced Deaths and Serious Injuries
- KPI2: Reduced Crash Rate
- KPI3: Increased road safety assessment rating

Improved Community Connectivity and Wellbeing (15%)

- KPI1: Increased multi modal access and usage
- KPI2: Increased community satisfaction

Improved network performance and capability (30%)

- KPI1: Increased throughput by mode
- KPI2: Increased availability and access

Value for Money (15%)

- KPI: Timely investments

Investment likely to include:

- Maintenance and renewal of existing infrastructure
- Improvements to address safety issues
- Improvements to address resilience issues
- Improvements to provide more nimble responses

2. Regional transport system investment outcomes

The Regional Land Transport Plan 2015-2021 (RLTP) lists the key strategic objectives for the next 30 years :

- A transport system that is safe
- A transport system that delivers appropriate levels of service
- A transport system that supports economic activity and productivity
- A transport system that provides appropriate transport choices
- A transport system based on effective coordination
- Mitigating the effects of the transport system on the environment

The priorities for the ten years from 2015-2025 listed in the RLTP are:

- The social cost of crashes and accidents is substantially reduced
- Right transport services and infrastructure delivered to the right level at the best cost
- The network is reliable and resilient, helping community resilience
- Transport services and infrastructure support economic productivity and growth
- Being able to access the network, no matter what their mode, in a manner that is convenient and affordable to funders and users

Long term goals (2013-32) from the NZ Transport Agency Statement of Intent are:

- Integrate one effective and resilient network for our customers
- Shape smart efficient, safe and responsible transport choices
- Deliver efficient, safe and responsible, and resilient highway solutions for customers
- Maximise effective, efficient and strategic returns for New Zealand

4. Proposed state highway investment programme and outcomes

Pie chart showing scale and make up of SH programme by activity class

- Improvements
- Operations and maintenance
- Renewals
- Transport planning
- Walking and cycling
- Emergency reinstatement



Pie chart showing scale of benefits and contribution to different outcomes:

- Travel time and reliability benefits
- Crash costs savings
- Vehicle operating cost savings
- Environmental benefits
- Health benefits
- Other benefits



(Map to be inserted)

Ref	Project	Primary outcome	Profile	National or Regional (N or R)	Total cost \$m	2018/19	2019/20	2020/21	2021/22-2023/24	2024/25-2027/28
Committed projects										
1.1	Project 1	Safety								
1.2	Project 2	Resilience								
1.3	Project 3									
1.4	Project 4									
1.5	Project 5									
1.6	Project 6									
Planned projects										
1.7	Project 7									
1.8	Project 8									
Contingent projects										
1.9	Project 10									
2.0	Project 11									
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2.3	Project 13									
Proposed Projects										
2.4	Project 14									
2.5	Project 15									
2.6	Project 16									

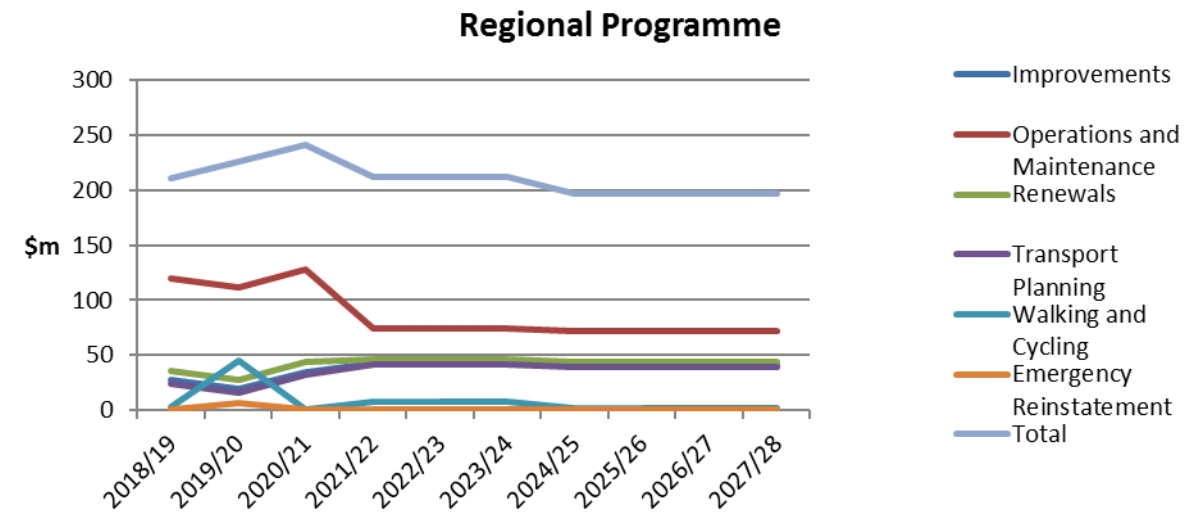
Key

	Programme business case
	Indicative business case
	Detailed business case
	Pre implementation
	Implementation

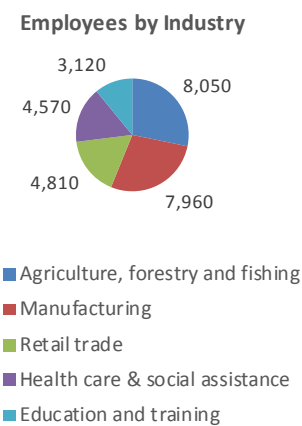
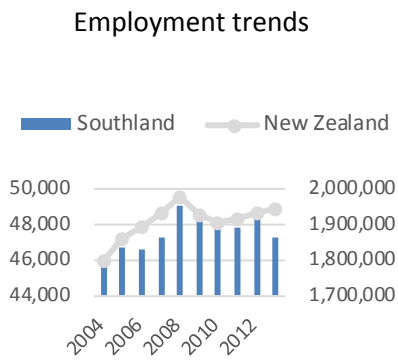
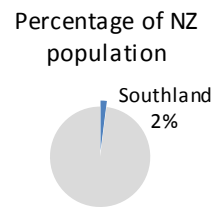
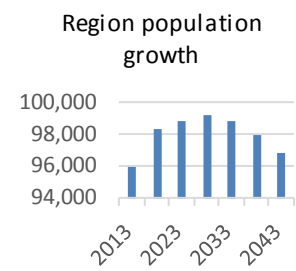
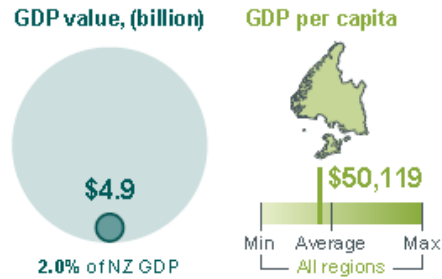
Note show corridor maps in your region with projects referenced to table.

These should show other corridor improvements such as rail or local road if significant.

Regional programme \$m	2018/19	2019/20	2020/21	2021/22- 2023/24	2024/25- 2027/28
Improvements	0	0	0	0	0
Operations and maintenance	0	0	0	0	0
Renewals	0	0	0	0	0
Transport planning	0	0	0	0	0
Walking and cycling	0	0	0	0	0
Emergency reinstatement	0	0	0	0	0
Regional total	0	0	0	0	0



Southland macro trends



Southland’s economy has an export focus particularly in agriculture including dairy, beef and sheep farming, fishing and aquaculture and forestry. Tiwai Point Aluminium Smelter is the largest non-agricultural based industry in Southland.

Invercargill is the main urban area in Southland with a population 51,696 at 2013 Census. The city is a service hub to the surrounding rural communities and industries.

Southland also has a strong domestic tourism industry and Milford Sound is internationally renowned tourist destination.

Southland is a sparsely populated region with an aging population. The region has low population growth projected over the next 30 years.

Historically employment in Southland has been based around primary industries including beef and sheep farming.

These primary production and process industries are still key employment sectors with Southlands economy. These are focused on exports including dairy, meat processing, aquaculture, forestry and aluminium.

Tourism and associated support industries are also important to Southland particularly for internationally renowned Milford Sound.

1. Regional transport system problems and opportunities

Regional Problem Statements: (provisional)

- Safety**
Attitudes and behaviour together with inconsistent quality of routes in the region results in fatal and serious injury crashes. (40%)
- Resilience**
Sections of the network are increasingly vulnerable to closure from adverse events resulting in economic and social disruptions. (30%)
- Changing Network Demands**
Inability to assess, plan and fund rapidly changing transport user demands in a timely way results in some poor investment prioritisation and decisions. (30%)
- Focus Areas include:**
- The Milford Road (SH94) provides the only road access into Milford Sound. Resilience issues include avalanche and rockfall risk and the Homer Tunnel, along with no cell phone coverage between Te Anau and Milford Sound. A large portion of the route users are domestic and international visiting drivers.
 - Visiting Drivers
 - Deteriorating assets with high renewal costs

3. Regional transport system strategic response

Benefits of Investment (provisional)

- Reduced Social Impact of Crashes (40%)**
- KPI1: Reduced Deaths and Serious Injuries
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- Improved Community Connectivity and Wellbeing (15%)**
- KPI1: Increased multi modal access and usage
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- Improved network performance and capability (30%)**
- KPI1: Increased throughput by mode
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- Value for Money (15%)**
- KPI: Timely investments
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Key

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	Indicative business case
	Detailed business case
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Transport planning	0	0	0	0	0
Walking and cycling	0	0	0	0	0
Emergency reinstatement	0	0	0	0	0
Regional total	0	0	0	0	0

