

Regional Transport Committees Membership

Otago

Cr Alexa Forbes (ORC, RTC Chair)
Cr Kate Wilson (ORC, RTC Deputy Chair)
Cr Bruce Graham (CDC)
Cr Stuart Duncan (CODC)
Cr Jim O'Malley (DCC)
Cr Quentin Smith (QLDC)
Cr Guy Percival (WDC)
Mr Ian Duncan (NZTA)

Southland

Cr Lloyd MCallum (ES, RTC Chair)
Cr Allan Baird (ES, RTC Deputy Chair)
Cr Ebel Kremer (SDC)
Cr Ian Pottinger (ICC)
Cr John Gardyne (GDC)
Mr Ian Duncan (NZTA)
Chairman Nicol Horrell (ES) – ex officio

Meeting of Otago and Southland Regional Transport Committees

11 June 2021

Otago Regional Council Chambers

Phillip Lang House
Cnr Princess & Rattray Streets, Dunedin

10.00 am

Morning tea from 9.30 am

AGENDA

1. Welcome
2. Apologies
3. Public Forum, Petitions and Deputations
 - Representative(s) of the Automobile Association Otago District Council will address the Committees on the Association's activities
4. Confirmation of Minutes – 19 February 2021 (attached)
5. Actions Arising from the Minutes of 19 February 2021
6. Notification of Extraordinary and Urgent Business
 - 6.1 Supplementary Reports
 - 6.2 Other
7. Questions
8. Chairman's Report

9. Staff Report – 21/RTC/44

- Item 1 - Regional Land Transport Plan 2021-2031 - Approval.....11
- Item 2 - Proposed Land Transport Rule – Setting of Speed Limits 202115
- Item 3 - KiwiRail Update22
- Item 4 - Department of Conservation Update.....24
- Item 5 - Waka Kotahi NZ Transport Agency Update26
- Item 6 - Waka Kotahi NZ Transport Agency Presentation on Proposed Speed
Limit Setting Rule 2021.....28
- Item 7 - Next Meeting30

10. Extraordinary and Urgent Business

11. Public Excluded Business



Gavin Palmer
Otago Regional Council
General Manager, Operations



W Falconer
Environment Southland
General Manager, Strategy, Planning &
Engagement

Confirmation of Minutes

- **Otago Southland Regional Transport Committees –
19 February 2021**

Minutes of the Otago and Southland
Regional Transport Committees meeting held in
Otago Regional Council Chambers, Dunedin
on Friday 19 February 2021 at 10.00am

Membership: Otago Regional Transport Committee:

Cr Alexa Forbes (ORC, RTC Chair)
Cr Kate Wilson (ORC, RTC Deputy Chair)
Cr Bruce Graham (CDC)
Cr Stuart Duncan (CODC)
Cr Jim O'Malley (DCC)
Cr Guy Percival (WDC)
Cr Quentin Smith (QLDC)
Mr Jim Harland (NZTA)

Southland Regional Transport Committee:

Cr Lloyd McCallum (ES, RTC Chair)
Cr Allan Baird (ES, RTC Deputy Chair)
Cr Ian Pottinger (ICC)
Cr John Gardyne (GDC)
Mr Jim Harland (NZTA)

In attendance: Ms Nicki Carter (ES)
Mr Graeme Hall (NZTA)
Mr Tony MacColl (NZTA)
Mr Nick Sargent (DCC)
Mr Chris Bopp (CDC)
Ms Stacey Hitchcock (DCC)
Mr Russell Pearson (ICC)
Mr Garry Maloney (ORC)
Dr Gavin Palmer (ORC)
Mr Russell Hawkes (ES)
Roy Clearwater (SDC)
Mike Harrison (WDC)
Mrs Dianne Railton (ORC – Minute-taker)

1. Welcome

Chair Lloyd McCallum welcomed all to the meeting at 10.05am

2. Apologies

Apologies for Cr Alexa Forbes and Cr Ebel Krember were accepted. Cr Quentin Smith and Cr Ian Pottinger joined the meeting electronically. It was also noted that representatives from KiwiRail and DOC were unable to attend.

Moved: Cr Kate Wilson

Seconded: Cr Allan Baird

CARRIED

3. Public Forum, Petitions and Deputations

No public forum, petitions or deputations were held.

4. Confirmation of Minutes

Resolution

That the minutes of the meeting held on 4 February 2020 be received and confirmed as a true and accurate record, without changes.

Moved: Cr Kate Wilson

Seconded: Cr Bruce Graham

CARRIED

5. Actions from Otago Southland Regional Transport Committees' meetings

There were no actions outstanding from the previous minutes.

6. Chairman's Report

There was no Chairman's Report.

7. Staff Report – 21/RTC/10

- **Item 1 - Prioritisation Projects for Inclusion in the Otago Southland Regional Land Transport Plan 2021-2031**

The report was to allow the combined Otago Southland Regional Transport Committees to prioritise the Improvement Projects to be included in the Draft Regional Land Transport Plan 2021 -2031.

Mr Garry Maloney tabled a spreadsheet detailing projects ranked 1-19 for Otago RLTP Improvement Projects Prioritisation – Projects over \$2m. The list was prioritised by the Technical Advisory Group (TAG) and it was noted that some lines required further information, including descriptions from QLDC who were not at the last TAG meeting. Mr Harland clarified that the Transport Agency's view may not necessarily be the same those listed. It was noted that Dunedin Hospital will be included in the next RLTP as there are still decisions to be made. The phased costs on the list will be split to show clearly what is in the first 3 years.

Cr O'Malley asked what happens if DCC has committed to a project, such as the George Street upgrade, but it is too low for contribution from the Transport Agency. Mr Harland advised that projects will be compared to other national projects and if not funded by the Agency, the Council would either wait or if it is mission critical, the Council may have to proceed alone.

Resolution

It is recommended that the Regional Transport Committees resolve to:

- 1) **Note** the report
- 2) **Confirm** the priorities as recommended by the Technical Advisory Group to be assigned to improvement projects in the draft Regional Land Transport Programme

Moved: Cr Kate Wilson

Seconded: Cr Jim O'Malley

CARRIED

- **Item 2 - Final Review of the Draft Otago Southland Regional Land Transport Plan Prior to Consultation**

Mr Hawkes spoke to the report which provided the Combined Otago Southland Regional Transport Committees the opportunity to have final input to the Draft Regional Land Transport Plan 2021-2031 before consultation. TAG have reviewed the document and it was acknowledged there were formatting and grammatical corrections to be made.

The impact of climate change was discussed and Cr Wilson, having read the Climate Change Commission's recommendations, said the Committees need to look at what can be done to mitigate climate change but acknowledged there won't been time to change the document at this point. The revised Otago & Southland RTC Chairs Forward was tabled. Mr Hawkes advised two additional paragraphs have been added relating to national factors, including reference to Climate Change Commissioner recommendations and Resource Management Act reforms.

KiwiRail and DOC will be formally invited to attend the next meeting to provide an update, including their views of the next 5-10 years with a focus on the Otago Southland region. Mr Hawkes advised that KiwiRail and DOC had been invited to attend this meeting but aren't formal members of the Committees.

Cr O'Malley has sent wording to Mr Hawkes for a small section to be included in the RLTP regarding DCC investigating cycleways north of Dunedin city. Cr Gardyne noted that Gore hasn't been included in the Top Tourist attractions section of the RLTP. Mr Hawkes will include the John Money Art Gallery development, Brown Trout Maitai Fishing, and the Mandeville Heritage Restoration of Tiger Moth aeroplanes.

Resolution

It is recommended that the Regional Transport Committees resolve to:

- 1) **Note** the report
- 2) **Provide** comment or request any further changes to be included in the Draft RLTP prior to release for consultation

Moved: Cr Kate Wilson

Seconded: Cr Allan Baird

CARRIED

- **Item 3 - Adoption of the Draft Otago Southland Regional Land Transport Plan 2021-2031 for Public Consultation**

Mr Hawkes spoke to the report which requests that the Otago Southland Regional Transport Committees adopt the Draft Regional Land Transport Plan 2021-2031 for public consultation and to confirm the members of the Hearing Panel to consider submissions received as a result of the consultation. He is aware there are some minor editorial changes that need to be made to the RLTP prior to consultation. Notification of the RLTP for public consultation will be on 5 March 2021.

The Committees discussed representation for the Hearing Panel. Hearing dates will be during the week of 19 April 2021 and depending on the number of submitters are likely to be held over three days in Dunedin, Invercargill and Queenstown. Mr Harland advised that as he will be leaving NZTA, he supports the Acting Regional Relationships Director or Mr Graeme Hall to represent NZTA on the panel.

Cr Wilson mentioned that there needs to be focus put on where and how the consultation document is distributed. Mr Maloney confirmed that he will work with the ORC Communications team.

Resolution

It is recommended that the Regional Transport Committees resolve to:

- 1) **Approve** the draft Regional Land Transport Plans for public consultation to be notified on 5 March 2021;
- 2) **Authorise** the Chairs to approve minor editorial changes prior to consultation;
- 3) **Recommend** to their respective regional council, the proposed composition of the Joint Hearing Committee on the draft Regional Land Transport plans;
- 4) The hearing panel will consist of the respective chairs, Cr Lloyd McCallum and Cr Alexa Forbes; Cr Allan Baird, Southland Representative; Cr Jim O'Malley, Otago Representative; NZTA will nominate their person once known. The Chairs can bring in an alternative if necessary.

Moved: Cr Stuart Duncan

Seconded: Cr Jim O'Malley

CARRIED

- **Item 4 - Southland Regional Public Transport Plan Consultation**

Mr Hawkes spoke to the report to advise the Regional Transport Committees of the Invercargill City Council's intention to consult on the Southland Regional Public Transport Plan. Consultation of the draft Regional Public Transport Plan for the Southland Region will be running in parallel with the Otago Southland Regional Land Transport Plan.

Resolution

It is recommended that the Regional Transport Committees resolve to:

- 1) **Note** the report

Moved: Cr Kate Wilson

Seconded: Cr Allan Baird

CARRIED

- **Item 5 - Waka Kotahi NZ Transport Agency Update**

Mr Harland spoke to his powerpoint presentation providing an update of the Transport Agency, which covered the 2021-24 National Land Transport Programme development, 30-Year Plan, Project Updates and Speed Reviews. He advised that revenue was impacted last year due to COVID-19. In future revenue will reduce due to more electric vehicles and the Transport Agency are looking at future funding sources.

- **Heavy Vehicle Permits**

Mr Graeme Hall advised the Committees that NZTA will be approaching each council regarding marked heavy permit roads. Currently the process is too long, with NZTA not receiving responses to their email requests for permits, so would look simplify the permit process for heavy vehicles up to weight 'H'. NZTA propose that they issue permits for roads that are marked green. They would contact Councils regarding permits for roads marked orange. There would be no permit for roads marked red.

Mr Hall suggested that NZTA could update the Committees on their permit process.

Chair McCallum asked that this is included in the agenda for the next TAG meeting, to look at how councils can improve the heavy vehicle permit process at their end.

○ **Emergency Road Closures**

Cr Wilson raised the issue of road closures in emergencies and gave the example of the recent flooding in the Clutha region, where NZTA only showed closures for their roads. Improvement is needed for advising road closures and alternative routes. People found roads closed and difficulties with alternate routes, in part as it was over the holiday period.

Mr Hawkes will draft a letter to Otago and Southland emergency management teams on behalf of the Chairs, asking the teams to establish better ways of working together when roads are closed and informing where alternative routes in place.

On behalf of the Committees, Cr McCallum thanked Mr Jim Harland for his contribution to the Regional Transport Committees and wished him well for the future.

Resolution

It is recommended that the Regional Transport Committees resolve to:

- 1) **Note** the report and provide any feedback to the Waka Kotahi NZ Transport Agency on the topics included in the presentation.

Moved: Cr Jim O'Malley

Seconded: Mr Jim Harland

CARRIED

• **Item 6 - Next Meeting**

The next meeting of the Otago and Southland Regional Transport Committees will be held on Friday 11 June 2021 and will be a virtual meeting.

8. Extraordinary and Urgent Business

8.1 General Business

There was discussion about the lack of gravel on roads in the regions and that maintenance on gravel roads is not what it had been in the past. Mr Hawkes will record on behalf of the Regional Transport Committees that there is a lack of supply of aggregate on rural roads and advise councils of this issue. He stated that river gravel is not always suitable for roading.

9. Public Excluded Business

No Public Excluded Business was held.

10. Closure

There being no further business, the meeting closed at 12.30 pm.

Co-Chairperson

Actions arising from the Minutes

Action List: Otago Southland Regional Transport Committee

Dates	Item	Action	By Whom
19.02.21	Emergency Road Closures	<p>Draft a letter to Otago and Southland emergency management teams on behalf of the Chairs, asking the teams to establish better ways of working together when roads are closure and informing there are alternative routes in place.</p> <p><i>Memo drafted and sent to EMS which has advised that it will instigate discussion with Otago Emergency Management on behalf of the combined chairs. Complete 1 March 2021</i></p>	Russell Hawkes
19.02.21	KiwiRail and DOC to attend next Regional Transport Committee Meeting	<p>Invite KiwiRail and DOC to the next meeting to provide their views of the next 5-10 years, with a focus on the Otago Southland region.</p> <p><i>DOC contacted on 25 February to establish the appropriate person to invite to the next meeting. Names received 1 March and added to contact list for next meeting. Invite to meeting will go out when meeting details are confirmed. Complete</i></p>	Russell Hawkes
19.02.21	Lack of gravel on rural roads	<p>Record on behalf of the Regional Transport Committee that there is a lack of supply of aggregate on rural roads and advise councils of this issue. <i>The issue of lack of aggregate on rural roads should be addressed through each Councils Activity Management Plan. Councils have noted the issue and plan their metaling programmes to fit the funding and priorities in the AMP. Complete</i></p>	Russell Hawkes

Item 1 Regional Land Transport Plan 2021-2031 - Approval

<p>ES MORF ID: A655909</p>	<p>Strategic Direction: ES - Diverse opportunities to make a living & Communities empowered and resilient ORC – Resilient communities engaged and connected to the Otago Regional Council</p>
<p>Report by: Russell Hawkes, Lead Transport Planner (ES) Garry Maloney Transport Manager (ORC)</p>	<p>Approved by: Lucy Hicks, Policy and Planning Manager</p>
<p>Executive Approval: Wilma Falconer, General Manager, Strategy Planning & Engagement (ES) Gavin Palmer, General Manager, Operations (ORC)</p>	

Purpose

To provide the Otago Southland Regional Transport Committees with an updated draft version of the Otago Southland Regional Land Transport Plan 2021-2031, prepared following consultation and deliberations of the hearing panel, for adoption.

Summary

The Draft Otago Southland Regional Land Transport Plan 2021-2031 was approved for consultation by the Otago Southland Regional Transport Committees at their meeting on 19 February 2021.

Submissions were received and the hearing panel has considered the in-person presentations made to the hearing panel and the staff recommendations for the remainder. Following deliberations, staff have amended the Draft RLTP to incorporate the recommendations of the hearing panel.

The hearing panel has further reviewed the amended RLTP and the enclosed document is now recommended for adoption by each RTC to allow submission of the RLTPs to their respective Councils for approval and submission to Waka Kotahi.

Recommendations

It is recommended that each Regional Transport Committee, by separate motion:

1. approve the updated draft Regional Land Transport Plan, as recommended by the hearing panel;
2. lodges the updated RLTPs document with Otago Regional Council or Environment Southland, as appropriate, for approval and submission of the RLTPs to Waka Kotahi.

Report

Background

The Otago Southland Regional Transport Committees approved the release of the Draft Regional Land Transport Plan 2021-2031 (RLTP) for consultation at their meeting on 19 February 2021.

The RLTP was released for consultation on 8 March 2021, with submissions closing on 29 March 2021. Submissions were able to be made online through the Otago Regional Council and Environment Southland websites, or via email to either office. A total of 51 submissions were received from individuals or organisations.

Hearings were held in Dunedin on 21 April 2021 and in Queenstown on 23 April 2021, with the hearing panel considering the in-person submissions along with the staff recommendations on the remainder immediately following the hearing in Queenstown. The recommendations of the hearing panel have now been incorporated into the Draft Regional Land Transport Plan for approval by the Otago Southland RTCs. The updated draft document (enclosed) includes comments to indicate where changes have been made to the RLTP following deliberations. These will be removed from the final document.

Updates following deliberations

Submissions covered all topics in the RLTP, with an underlying theme of general support for the objectives and priorities included. The hearing panel considered the updates or changes to the Draft RLTP where required, as a result of the consultation process.

The following updates to the Draft RLTP include the recommendations of the hearing panel:

- Table 2 Population Change Table updated to 2020 figures;
- Our Transport System section updated:
 - to reflect the overall theme of submissions received;
 - strengthen the walking and cycling and the potential for facilities outside the current transport network being used for walking and cycling infrastructure;
 - to reflect the need for a more co-ordinated approach to the proposed cycling infrastructure projects within and across the combined regions;
 - the emergence of new forms of mobility transport such as electric scooters and the pressure they put on traditional footpaths space;
- reference to the Climate Change Commission recommendations to the Government in relation to electrification of the passenger transport fleet;
- reference the need for interconnected transport options both within and across regional boundaries;
- comment on KiwiRail options for passenger trains on the trunk line and capacity for freight movement;
- additional bullet points under Objective 1 relating to the Setting of Speed Limits Rule that was released during the consultation period;
- additional bullet points under Objective 3 relating to land development and integration with the transport network and providing infrastructure to encourage alternative travel options;
- additional policy under Objective 4 relating to facilitation of a change in transport demand to enable territorial authorities and Waka Kotahi to achieve their Climate Action aspirations;
- 10-Year Priority 1 Communities at Risk Register table updated to 2020 version;
- comment added under the Programme and Funding heading emphasising the current disconnect between the various planning functions including Road Controlling Authority Activity Management Plans, Regional Land Transport Plans, territorial authority Long-term Plans and the requirement for consistency with the Government Policy Statement on Land Transport that result in a disjointed approach to transport planning;
- Committed Activity table updated with the latest information available from Waka Kotahi;

- Otago and Southland State Highway programme activities updated to the latest information available from Waka Kotahi. All affected tables have been updated to reflect the changes;
- additional items added to the activities the RTCs would like to see in future RLTP table;
- a statement relating the potential misalignment between the funding tables in the Regional Land Transport Plan, Waka Kotahi's Transport Investment Online (TIO) database and any future National Land Transport Plan.

In general, submitters were happy with the strategic direction of the RLTP and the priorities the RLTP includes. The updates resulting from the submission and hearing process have not changed the strategic direction of the RLTP, or resulted in any changes to subsequent programmes or commitments. They have strengthened the linkages to mode shift, walking and cycling facilities and climate change. An additional emphasis has been included on integrated transport planning across modes and with land use and how these practices can be used to encourage mode shift.

Following adoption of the Regional Land Transport Plans, all submitters will be advised of the changes their submissions resulted in.

Legal Compliance

Before each RTC submits its RLTP to its regional council for approval, the RTC must, under s14 of the Act:

- (a) *be satisfied that the regional land transport plan:*
 - (i) *contributes to the purpose of this Act; and*
 - (ii) *is consistent with the GPS on land transport; and*
- (b) *have considered:*
 - (i) *alternative regional land transport objectives that would contribute to the purpose of this Act; and*
 - (ii) *the feasibility and affordability of those alternative objectives; and*
- (c) *have taken into account any:*
 - (i) *national energy efficiency and conservation strategy; and*
 - (ii) *relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and*
 - (iii) *likely funding from any source.*

Appendix 10 of the updated RLTPs document assesses these matters, for the RTCs consideration. Before approving the final RLTPs, each RTC should be satisfied it has complied with these matters.

Consistency with the GPS on land transport

The current GPS (GPS 2021-2031) shaped the development of these 2021-2031 RLTPs. The GPS Strategic Direction is focused on safety, better travel options, improving freight connections and climate change.

The Otago Southland Regional Land Transport Plan has the following focus areas:

- safety;
- fit for purpose resilient network;
- travel choice and interconnected communities;

- responses to meet environmental and emissions targets;
- proactive approach to change and challenges.

The Otago Southland Regional Land Transport Plan is consistent with the GPS Strategic Focus.

Process for ORC and ES approval of the combined RLTPs document

When the RTCs have approved the Otago Southland Regional Land Transport Plans each RTC must lodge the plan with its respective regional council. This must be done in time for the regional councils to adopt the plans before 30 June 2021.

The combined RLTPs document can be included on the agenda for currently scheduled meetings of the two regional councils.

Having received the RLTP document from its RTC, the respective councils are required to consider whether to approve the portions that constitute that region's RLTP. A council cannot change the RLTP document. If it does not agree with the RLTP document, a council can send it back to its committee and ask it to reconsider one or more aspects. An RTC may then provide an amended RLTP or further information in response to a council request to reconsider a RLTP. Following adoption of the RLTP by the respective councils, the RLTP is then submitted to Waka Kotahi for the projects to be considered for funding assistance from the National Land Transport Fund.

Views of Affected Parties

The Draft Otago Southland RLTP has been consulted on to obtain the views of interested parties and their submissions incorporated into the RLTP proposed for approval.

Attachments

1. The Otago Southland Regional Land Transport Plan 2021-2031 (*enclosed for Committee members' information only*)

Item 2 Proposed Land Transport Rule – Setting of Speed Limits 2021

<p>ES MORF ID: A655909</p>	<p>Strategic Direction: ES - Diverse opportunities to make a living & Communities empowered and resilient ORC – Resilient communities engaged and connected to the Otago Regional Council</p>
<p>Report by: Russell Hawkes, Lead Transport Planner (ES) Garry Maloney Transport Manager (ORC)</p>	<p>Approved by: Lucy Hicks, Policy and Planning Manager</p>
<p>Executive Approval: Wilma Falconer, General Manager, Strategy Planning & Engagement (ES) Gavin Palmer, General Manager Operations (ORC)</p>	

Purpose

The purpose of this report is to outline the changes proposed to setting speed limits under the new speed management framework, currently being consulted on by Waka Kotahi.

Summary

The *Land Transport Rule: Setting of Speed Limits 2021* proposes a new process for the setting of speed limits across the Aotearoa road networks. The proposal has implications for the Otago and Southland Regional Councils (the Councils), with new functions being introduced for Regional Transport Committees (RTCs).

The RTCs will be required to co-ordinate and produce a Regional Speed Management Plan for each of the Otago and Southland regions that includes details of all speed limits and speed management infrastructure proposed by Road Controlling Authorities (the RCAs included are the local councils, the Department of Conservation and Waka Kotahi). The co-ordination component of this is to ensure proposals are consistent across RCA boundaries and between regions. As with Regional Land Transport Plans, Regional Speed Management Plans will be updated every six years with a mid-term or three-year review.

Implications for the Regional Councils include:

- additional staff resources to carry out the additional functions required of the Regional Transport Committee; and
- additional costs associated with producing and consulting on the new plan.

The proposed rule will replace the current bylaw process.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. note the report and provide staff with direction as to feedback that the Committees wish to be provided to Waka Kotahi NZ Transport Agency on the proposed Rule.

Report

Background

On 11 November 2019, Cabinet agreed to the wider *Tackling Unsafe Speeds* Package, which comprises:

- a new regulatory framework to improve how speed management changes are planned for, consulted on and implemented;
- transitioning to lower speed limits around schools to improve safety and encourage more children to use active modes of transport;
- adopting a new approach to road safety cameras to reduce excessive speed.

Speed limits are currently set by Road Controlling Authorities (RCAs) using Waka Kotahi guidelines, followed by a bylaw process to implement the new speed limits. The current process has proven to be costly and inefficient and has resulted in poorly co-ordinated speed limits being set across the network and between RCAs. The need to set a bylaw has caused some RCAs to delay or avoid making co-ordinated speed management changes due to uncertainty around when and how to amend, replace or revoke current speed limits, as well as when to consult on speed limit changes.

The proposed new rule *Setting of Speed Limits 2021* will give effect to a new regulatory framework that includes:

- bringing together infrastructure investment decisions and speed management decisions by creating a speed management planning process aligned with the RLTP process;
- requiring all RCAs that are territorial authorities to include their proposed speed limit changes and safety infrastructure treatments (which will include proposed placement of road safety cameras) for the coming 10 years into plans;
- RTCs co-ordinating input from RCAs to create a regional speed management plan;
- providing a new consultation process to help align plans with the RLTP process;
- giving the new Director of Land Transport (within Waka Kotahi) the responsibility for certifying Regional Speed Management Plans;
- establishing an independent speed management committee to:
 - certify the Waka Kotahi state highway plan;
 - oversee the information and guidance on speed management that Waka Kotahi (as regulator) provides all RCAs;
- introducing a new process for setting speed limits outside of plans, and for RCAs that are not territorial authorities;
- requiring all speed limits (other than temporary speed limits) to be entered into a national register. Waka Kotahi (as regulator) will be the registrar of the register. The register will give legal effect to all speed limits (other than temporary limits);
- requiring RCAs to reduce speed limits around:
 - urban schools to 30 km/h (variable or permanent speed limits), with the option of implementing 40 km/h speed limits, if appropriate;
 - rural schools to a maximum of 60 km/h (variable or permanent speed limits).

Regional Speed Management Plans

Regional Transport Committees will be responsible for collating input from RCAs within their region and developing Regional Speed Management Plans. RCAs will be expected to take a

“whole-of-network” approach to considering speed management changes. Waka Kotahi will be responsible for producing a national state highway speed management plan, to be certified by an independent committee.

Regional Speed Management Plans will set out the objectives, principles and measures for speed management on relevant roads for at least 10 financial years from the start of the plan and include the following treatments:

- changes to speed limits (other than temporary and emergency speed limits);
- road safety cameras;
- safety infrastructure.

Plans will be updated and consulted on every three years. The intent is to align the speed management planning and RLTP processes to bring together speed management and infrastructure investment decisions. The expectation is that Waka Kotahi will work with RTCs in setting the deadlines to align consultation with the RLTP process.

Regional Speed Management Plans must include:

- an explanation of how the plan is consistent with the road safety aspects of the Government Policy Statement on land transport (GPS) and any government road safety strategy (e.g. Road to Zero 2020-2030);
- general explanation of how a whole-of-network approach was taken when proposing speed limit changes and safety infrastructure changes;
- an implementation programme for at least three financial years from the start of the plan, setting out the changes proposed to speed limits, safety cameras and safety infrastructure on relevant roads and proposed implementation timeframes;
- information on speed management treatments around schools, including a rationale for why any speed limits outside schools during school travel periods would be above 30 km/h in urban areas;
- designation of rural schools, and the speed limits for any rural schools (which must be 60 km/h or less);
- a summary of any changes to speed limits, safety cameras and safety infrastructure included in the implementation programme in the previous plan (if any) that have not yet come into force;
- a summary of the extent to which, in the RCAs’ view, the changes to speed limits, safety cameras and safety infrastructure included in the implementation programme in the previous plan (if any) that have come into force have been effective in managing speed;
- for any changes being proposed to a speed limit that do not align with the Waka Kotahi estimate of what is the safe and appropriate speed limit for the road, and an explanation why the proposed speed limit differs from the Waka Kotahi estimate;
- a description of the conditions under which a variable or seasonal speed limit will operate.

Roles in the development of Regional Speed Management Plans RTCs will provide a forum to:

- encourage consistency across the network through consideration of speed management treatments across an entire region, rather than on a case-by-case basis;
- manage interactions and timing across RCAs, including interactions between local roads and the state highway network, and cross-boundary issues with other regions;
- encourage alignment with the GPS and RLTP process.

The roles of RTCs and RCAs under the new framework are set out below:

Regional Transport Committee roles	Road Controlling Authority roles
<ul style="list-style-type: none"> • Collate input from RCAs within a region and develop, consult on, and finalise regional plans. • Provide a forum to encourage consistency across the network, managing interactions and implementation timing across RCAs, and working through any boundary issues with bordering regions. • Carry out consultation on the regional plan with input from RCAs. • Provide the final draft plans to Waka Kotahi for certification. 	<ul style="list-style-type: none"> • Continue to make decisions about speed management treatments on their roads. • Provide input into the regional plan. • Receive, consider and respond to consultation responses forwarded by the RTC.

The proposed rule will require RTCs to follow the consultation requirements as set out in Section 82 of the Local Government Act 2002 (LGA). This is the current consultation process used for RLTPs.

Alternative Process for Setting Speed Limits

The proposed rule will also introduce an alternative process that allows:

- speed limit changes to occur in circumstances where an RCA cannot wait for the next relevant plan, such as a sudden change in road use;
- to provide a mechanism for non-territorial authorities (e.g. supermarkets) to set speed limits;
- to provide a mechanism for any urgent speed limit changes before an interim plan is available, or if the speed limit change has not been included in the interim plan.

This part of the proposal is of limited consequence for the RTCs unless they decide to use this interim process rather than preparing a full Regional Speed Limit Plan.

Certification of Speed Management Plans

The Director of Land Transport will formally certify Regional Speed Management Plans against criteria in the proposed rule. An independent speed management committee will formally certify the Waka Kotahi State Highway Speed Management Plan against the same criteria.

During the certification process, the Director will have the opportunity to comment on the extent to which a plan:

- takes a whole-of-network approach by including a consideration of a range of speed management interventions;
- shows consistency with road safety aspects of the GPS and any government road safety strategy (currently Road to Zero);
- sets out the objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan;

- considers the desirability of a road under the control of one RCA and an adjoining road under the control of another RCA having the same speed limit, unless there is good reason for different speed limits;
- is likely to lead to compliance with targets in relation to setting speed limits around schools.

The remainder of the *Setting of Speed Limits 2021* proposal being consulted on has limited implications for RTCs, as the content relates to the processes that RCAs will use to set their proposed limits and the setting of temporary or emergency limits.

Potential Implications for Regional Transport Committees

Although the rule, as outlined above, is currently being consulted on and is therefore open to change or modification, the indication is that the Government's thinking on this matter is very well established. Informal discussions the Ministry of Transport held with the Transport Special Interest Group (TSIG) early this year, where implications for regional councils and RTCs were highlighted, has not resulted in any change to the proposals. It is reasonable to expect the final rule will only receive minor, if any, change prior to taking effect, as early as the end of 2021.

The rule introduces a whole new plan production process that is similar and scheduled to run on the same timeline as Regional Land Transport Plans. RTCs will be responsible for running the whole process without specific reference to the regional council. Council staff will produce the regional speed management plan for the RTC.

Consultation requirements and subsequent follow-up work to modify or change the plans are not well defined in the rule. Where speed limit changes are proposed by an RCA and included in the plan that will result in lowered speed limits, these are likely to be controversial and take time to resolve. Contested speed limit changes must be referred back to the RCA for further consideration before the plan can be finalised for RTC adoption.

A major issue relates to the proposed timeframe for development of the Regional Speed Management Plans. The rule indicates that Regional Speed Management Plans will include proposed speed limit changes, infrastructure improvements and speed camera locations. RCAs develop Activity Management Plans (AMP) that detail the activities proposed for their networks that will now include speed limit changes and associated infrastructure improvements. The AMP provides the detail that links to the Council's Long-term Plan used for consulting on the funding required to implement the proposed activities from the AMP. The AMP also provides the detail transport programme that becomes a part of the Regional Land Transport Plan. The current rule proposal suggests development of both RLTP and RSMP at the same time with consultation taking place concurrently. This timeline is obviously unachievable if the correct sequence of activity to plan is followed.

The logical sequence of activities from AMP to RSPM to RLTP to NLTP approval is indicated below.

Minimum Regional Speed Management Plan Development Timetable	2021	2022				2023				2024			
	4 Quarter	1 Quarter	2 Quarter	3 Quarter	4 Quarter	1 Quarter	2 Quarter	3 Quarter	4 Quarter	1 Quarter	2 Quarter	3 Quarter	4 Quarter
Speed Management Rule Adopted	■												
RCA's Assess Networks For Potential Speed Limit Changes		■											
RCA's Assess Networks For Potential Infrastructure Improvements		■											
RCA's Incorporate Above Into Activity Management Plans			■										
RCA's Speed Management Activities Incorporated Into RSMP				■									
RTCs Consult On Speed Management Plans					■								
RTCs Advise RCA of results of Consultation						■							
RCA's Consider results of consultation and advise any updates to RSMP							■						
RCA's AMP Requirements Incorporated Into Draft Long Term Plans								■					
RCA AMP Derived Programmes Incorporated into RLTPs								■					
RLTP Consultation										■			
RLTP Finalised											■		
Potential NLTP Programme Developed By Waka Kotahi												■	
New NLTP Implemented													■

The way the rule is currently proposed is that Regional Speed Management Plans and RLTPs would be prepared and consulted on at the same time. By adopting the present proposal there will be little or no relationship between the Regional Speed Management Plan and any of the other linked planning documents that provide the detail for the National Land Transport Programme.

There is also an issue around capability and resources for RCAs to assess their networks in a co-ordinated manner and for regional councils to produce the Regional Speed Management Plans.

The TSIG is currently preparing a regional submission to reflect the above issues. As indicated above, the issues identified have not changed and were highlighted with the Ministry of Transport by TSIG earlier in the year and not acted on. The practicalities of implementing the rule, as currently proposed, is a topic the Committees may wish to raise with Waka Kotahi when it attends the meeting to fully introduce the proposed new process.

Waka Kotahi will attend the meeting to present on the consultation proposal in Item 5 on the agenda.

Views of affected parties

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

Compliance with Significance and Engagement Policy

There are no issues within this report which trigger matters in this policy.

Considerations

Financial implications

Current budget

There are no budget implications for RTCs included in this report. There are implications for Regional Councils, which will be required to resource the new plans and additional costs for administration of the Committees.

Future implications

There are no budget implications for RTCs included in this report. There are implications for Regional Councils, which will be required to resource the new plans and additional costs for administration of the Committees.

Legal implications

There are no legal implications contained in this report.

Attachments

Waka Kotahi information relating to the Setting of Speed Limits Rule can be found on the following link.

<https://www.nzta.govt.nz/about-us/consultations/archive/setting-of-speed-limits-rule/>

Item 3 KiwiRail Update

<p>ES MORF ID: A655909</p>	<p>Strategic Direction: ES - Diverse opportunities to make a living & Communities empowered and resilient ORC – Resilient communities engaged and connected to the Otago Regional Council</p>
<p>Report by: Russell Hawkes, Lead Transport Planner (ES) Garry Maloney Transport Manager (ORC)</p>	<p>Approved by: Lucy Hicks, Policy and Planning Manager</p>
<p>Executive Approval: Wilma Falconer, General Manager, Strategy Planning & Engagement (ES) Gavin Palmer, General Manager Operations (ORC)</p>	

Purpose

The purpose of this report is to provide an opportunity for a representative from KiwiRail to update the Committees on their plans for the South Island network.

Summary

The Government has recently released the New Zealand Rail Plan. With the NZ Rail Plan now formally released, KiwiRail will update the Committees on the plan’s proposals for the South Island network.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. note the report and provide any feedback to KiwiRail on the topics included in the presentation.

Report

Background

The New Zealand Rail Plan was released in May 2021. It outlines the Government’s vision and investment priorities for rail, and the significant changes needed to strengthen rail in the transport system. This is the first New Zealand Rail Plan (the Rail Plan). It outlines the Government’s long-term commitment to rail and the significant investment needed to achieve a resilient, reliable and safe rail network.

A representative from KiwiRail will provide the Regional Transport Committees with an overview of its plans for the network in the South Island. Topics expected to be covered include:

- maintenance and operations;
- addressing resilience;
- capital investment.

A question and answer session will follow the presentation.

Views of affected parties

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

Compliance with Significance and Engagement Policy

There are no issues within this report which trigger matters in this policy.

Considerations

Financial implications

Current budget

There are no budget implications included in this report.

Future implications

There are no future financial implications included in this report.

Legal implications

There are no legal implications contained in this report.

Attachments

NZ Rail Plan April 2021 link:

<https://www.transport.govt.nz/assets/Uploads/Report/The-New-Zealand-Rail-Plan.pdf>

Item 4 Department of Conservation Update

<p>ES MORF ID: A655909</p>	<p>Strategic Direction: ES - Diverse opportunities to make a living & Communities empowered and resilient ORC – Resilient communities engaged and connected to the Otago Regional Council</p>
<p>Report by: Russell Hawkes, Lead Transport Planner (ES) Garry Maloney Transport Manager (ORC)</p>	<p>Approved by: Lucy Hicks, Policy and Planning Manager</p>
<p>Executive Approval: Wilma Falconer, General Manager, Strategy Planning & Engagement (ES) Gavin Palmer, General Manager, Operations (ORC)</p>	

Purpose

The purpose of this report is to provide an opportunity for the Department of Conservation to update the Committees on its activities.

Summary

The Department of Conservation (DOC) will provide a presentation and verbal update on its activities, with particularly reference to the DOC Estate roading network.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. note the report and provide any feedback to the Department of Conservation on the topics included in the presentation.

Report

Background

DOC is now an Approved Authority for funding to maintain and operate its roading networks within the DOC estate. During the last three years, DOC has produced an Activity Management Plan to demonstrate the requirements of the network for funding from the National Land Transport Fund.

DOC will update the Committees on its plans for maintenance and potential improvements to its networks that have been included in the Otago Southland Regional Land Transport Plan 2021-2031 and how it intends to deliver these activities.

A presentation will be made to the Committees by Racheal Moore the Regional Issues Manager for Southern South Island.

Views of affected parties

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

Compliance with Significance and Engagement Policy

There are no issues within this report which trigger matters in this policy.

Considerations

Financial implications

Current budget

There are no budget implications included in this report.

Future implications

There are no future financial implications included in this report.

Legal implications

There are no legal implications contained in this report.

Attachments

None

Item 5 Waka Kotahi NZ Transport Agency Update

ES MORF ID: A655909	Strategic Direction: ES - Diverse opportunities to make a living & Communities empowered and resilient ORC – Resilient communities engaged and connected to the Otago Regional Council
Report by: Russell Hawkes, Lead Transport Planner (ES) Garry Maloney Transport Manager (ORC)	Approved by: Lucy Hicks, Policy and Planning Manager
Executive Approval: Wilma Falconer, General Manager, Strategy Planning & Engagement (ES) Gavin Palmer, General Manager, Operations (ORC)	

Purpose

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

Summary

The Transport Agency will provide a presentation and verbal update on its activities during the last three months. The topics are expected to be of interest to the Committees.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. note the report and provide any feedback to the Waka Kotahi NZ Transport Agency on the topics included in the presentation.

Report

Background

The NZ Transport Agency wishes to update the Committees on a number of topics it is currently working on. This update will take the form of a presentation at the meeting by a representative of the Transport Agency.

Topics expected to be covered in the presentation are:

- new transport services regional model;
- NLTP update;
- speed management and infrastructure programme development for Otago and Southland;
- Maitai level crossing part of bid for low cost low risk programme for 2021-2024;
- Milford opportunities;
- SH88 Dunedin;
- SH1/Elles Road intersection;
- Homer Tunnel;

- maintenance and operations - Katiki Embankment Protection;
- New Zealand Upgrade Programme – Queenstown.

Views of affected parties

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

Compliance with Significance and Engagement Policy

There are no issues within this report which trigger matters in this policy.

Considerations

Financial implications

Current budget

There are no budget implications included in this report.

Future implications

There are no future financial implications included in this report.

Legal implications

There are no legal implications contained in this report.

Attachments

None

Item 6 Waka Kotahi NZ Transport Agency Presentation on Proposed Speed Limit Setting Rule 2021

ES MORF ID: A655909	Strategic Direction: ES - Diverse opportunities to make a living & Communities empowered and resilient ORC – Resilient communities engaged and connected to the Otago Regional Council
Report by: Russell Hawkes, Lead Transport Planner (ES) Garry Maloney Transport Manager (ORC)	Approved by: Lucy Hicks, Policy and Planning Manager (ES)
Executive Approval: Wilma Falconer, General Manager, Strategy Planning & Engagement (ES) Gavin Palmer, General Manager Operations (ORC)	

Purpose

The purpose of this report is to provide Waka Kotahi NZ Transport Agency (the Transport Agency) with the opportunity to give a presentation on the Proposed Speed Limited Setting Rule 2021.

Summary

The Transport Agency will present on the proposed speed limit setting rule and answer questions the Committees may have.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. note the report and provide any feedback to the Waka Kotahi NZ Transport Agency on the presentation.

Report

Background

The Transport Agency is currently consulting on the new Speed Limit Setting Rule 2021 proposal. The Transport Agency has requested the opportunity to give a presentation to the Committees on the proposed rule and the implications for Regional Transport Committees that the rule includes.

The presentation will be followed by a question and answer session.

Views of affected parties

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

Compliance with Significance and Engagement Policy

There are no issues within this report which trigger matters in this policy.

Considerations

Financial implications

Current budget

There are no budget implications included in this report.

Future implications

There are no future financial implications included in this report.

Legal implications

There are no legal implications contained in this report.

Attachments

The Transport Agency information relating to the Setting of Speed Limits Rule can be found on the following link.

<https://www.nzta.govt.nz/about-us/consultations/archive/setting-of-speed-limits-rule/>

Item 7 Next Meeting

It is proposed to hold a meeting of the Otago and Southland Regional Transport Committees on 10 September 2021, with a decision on whether the meeting is to be in person or remote to be made depending on the agenda items to be discussed.

Recommendation

It is recommended that the next meeting of the Regional Transport Committees be held on 10 September 2021, or, if required, earlier at the discretion of the Committee Chairmen.