

**Minutes of a meeting of the Otago and Southland Regional Transport Committees held in the Central Otago District Council Chamber, 1 Dunorling Street, Alexandra on Monday 13 April 2014 commencing at 10.35 am**

**Present: Otago Regional Transport Committee**

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

**Southland Regional Transport Committee**

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

**Apologies:**

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

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

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

### **Confirmation of agenda**

There were no changes to the agenda.

### **Minutes**

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

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

### **Matters arising from minutes**

There were no matters arising from the minutes.

#### Item 1

2015/0782 **Otago and Southland Regional Land Transport Plans: hearing committee recommendations, lodgement of plans with ORC and ES.** ORC and ES Transport staff, 31/3/15

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

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

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

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

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

Mr Hawkes noted the following:

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

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

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

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

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

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

2. Enhanced Network Resilience Otago (NZTA)

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

3. Street light renewal with LED (DCC) and

4. Street light upgrade 2016-18 (WDC)

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

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

Cr Timms moved  
Cr Wilson seconded

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

**Motion carried**

Cr Timms moved  
Cr Wilson seconded

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

**Motion carried**

Cr Wilson moved  
Cr Dillon seconded

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

**Motion carried**

Cr Timms moved  
Cr Cocks seconded

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

**Motion carried**

Cr Bell moved  
Cr Woodhead seconded

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

**Motion carried**

Cr Dillon moved  
Cr Timms seconded

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

**Motion carried**

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

Item 2

**Update from NZTA**

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

Visiting drivers

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

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

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

South Island freight

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

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

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

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

The meeting adjourned at 12.33 pm and reconvened 1.10 pm.

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

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

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

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

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

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

Item 4      **Next meeting**

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

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

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

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

The meeting closed at 1.50 pm

**Chairperson**