

Minutes of a meeting of the Otago and Southland Regional Transport Committees held in the Otago Regional Council Chamber, 70 Stafford Street, Dunedin on Tuesday 1 September 2015 commencing at 10.35 am

Present: Otago Regional Transport Committee

Cr Trevor Kempton (ORC)
Cr Kate Wilson (DCC)
Cr Lyal Cocks (QLDC)
Cr Alexa Forbes (QLDC – Alternate)
Cr Guy Percival (WDC)
Cr Hamish Anderson (CDC)

Southland Regional Transport Committee

Cr Ali Timms (ES, Chair)
Cr Brian Dillon (SDC)

NZTA

Mr Jim Harland (NZTA)

Apologies:

Cr Barrie Wills (CODC)
Cr Graeme Bell (ORC)
Cr Peter Jones (ES)
Cr Lindsay Thomas (ICC)
Cr Nicky Davis (GDC)
Ms Tania Baron (NZ Police)
Mr Peter Bodeker (ORC)
Cr Kate Wilson (from 1.00 pm)
The apologies were accepted on the motion of Crs Dillon and Wilson.

In attendance: Mr Fraser McRae (ORC)
Dr Jane Turnbull (ORC)
Ms Janet Favel (ORC, Committee Secretary)
Mr Russell Hawkes (ES)
Mr Dennis Mander (QLDC)
Mr Chris Bopp (CDC)
Mr Tony Sizemore (NZTA)
Mr Joe Bourque (SDC)
Ms Jo Robinson (CODC)
Mr Neil Campbell (KiwiRail)
Mr Murray Hasler (GDC)
Mr James Newton (NZTA)
Mr Russell Pearson (ICC)
Ms Sarah Connolly (DCC)

Confirmation of agenda

There were no changes to the agenda.

Minutes

The minutes of the Combined Otago Southland Regional Transport Committees meeting held on 13 April 2015, having been circulated, were accepted on the motion of Crs Cocks and Wilson.

Matters arising from minutes

There were no matters arising from the minutes.

Item 1

New Zealand Transport Agency Project Update.

Mr Harland gave presentations on the Draft South Island Freight Plan, One Network Roads Classification Implementation, and the Visiting Drivers project. The presentations and Freight Plan were circulated at the meeting.

1. Draft South Island Freight Plan

Mr Hawkes commented that the large quantity of bulk product shipped through South Port was not mentioned in the Plan. Mr Harland advised that NZTA had made submissions on that aspect of the Plan, but South Port was not satisfied with the resulting changes. He commented that while it was feasible to dredge the harbour at Bluff to allow larger ships to berth, the basalt rock formation of the harbour made this too expensive. Port Chalmers and Lyttelton had capacity for the larger vessels.

Mr Harland noted the need to establish a governance group to ensure continued progress on the Freight Plan. He commented that Canterbury wanted to work with southern councils to co-ordinate cross boundary freight considerations.

Mr Campbell noted the references to tonnes in the Freight Plan, and asked if an analysis of the value of the relative export streams been carried out. Mr Harland advised that Southland District and Christchurch had done that work for their areas, but he was not aware of it being done nationally. He commented that value was incidental from a network perspective but was critical from a reliability perspective.

The usage of rail vs road was discussed. Mr Harland noted that the ports were in competition with each other, and this situation had not yet been resolved. The port companies were not able to influence customers' movement of freight by rail or road and it was necessary for the ports to have this discussion with their customers. He confirmed that work was being done to ensure the data in the Plan was kept updated.

Cr Kempton commented on the difficulty of encouraging more movement of freight by rail, and noted a suggestion that part of RUC income should be spent on rail. Mr Harland commented that maintenance of state highways was well organised, but queried how maintenance of railtracks could

be funded under a commercial model. He advised that NZTA and KiwiRail were working together on this matter.

Mr Campbell commented that in the past councils and road users had opposed continuing government subsidy of rail. He explained that KiwiRail was now a line haul provider and freight forwarders decided how to transport freight. He also noted that KiwiRail did not have a trucking division. Mr Campbell suggested that now railways were not perceived as a competitor, the trucking industry might be more interested in a review of railways maintenance funding. He commented that Mainfreight, NZ's biggest freight company, was KiwiRail's biggest customer. In response to a Government request for a 20 year asset plan, the company had analysed line segments individually; in places rail had to be used because local roads could not support the freight volumes currently carried by rail. The southern South Island was a viable part of the network, and was close to breaking even.

Mr Harland considered it would be advantageous to have the Chair of either Otago or Southland RTC on the governance group, and he noted that Geoff Plunket from Port Otago was a member. The progress of the group would be reported back to the combined RTC meetings, and would feed into the annual governance group meeting. He said that the governance group would meet two or three times a year, with one major annual meeting.

2. *Visiting drivers*

Mr Harland commented that media reports on crashes involving overseas drivers made the situation seem worse than it was. He advised that NZTA had asked the Rental Vehicle Association to provide access to their data which would give access to information on numbers of overseas drivers as a percentage of total crashes, and about the distances travelled by overseas drivers. This would enable the risk profile to be better understood.

Cr Dillon noted problems with GPS systems directing Te Anau-Dunedin drivers to rural roads, and Mr Harland was to follow this up with the Police. Mr Harland commented that the visiting drivers experience should be packaged better, including:

- the categorisation/identification of state highways;
- advice to visiting drivers that many roads in NZ, particularly rural roads, were only 2 lane, which meant that allowance needed to be made for longer travel times;
- the risk/danger being distracted by scenery.
- Also, educate New Zealanders to help visitors.

3. *One Network Roads Classification Implementation (ONRC)*

The presentation provided an update on the implementation of the ONRC system.

4. *Kawarau bridge*

Mr Harland advised that the construction contract had been awarded and would be announced soon. NZTA had also committed to working with QLDC about transport for the area and another bridge further downstream. Cr Cocks commented that information needed to be provided to the community explaining the upcoming projects and how they were interlinked.

Traffic volumes on new bridge, and thoughts on BP roundabout:

- Current bridge carries 7,000 vehicles/day, 17,000 vehicles/day at roundabout.
- A lot of drivers were doing business at Frankton Flats.

- Eastern access road important.
- BP roundabout – concept designs being prepared – signals seemed the most likely solution.
- Eastern access road roundabout started, another to be located at Shotover Country. Noted roundabouts take up a lot of space.
- Double lane between BP and Frankton roundabouts, and plan to 4 lane that part of Glenda Drive.

The membership of the South Island Freight Plan governance and working groups was discussed. Mr Harland commented that RTC members could suggest names to him, and he considered that all South Island RTC chairs should be included in the governance group.

Cr Cocks moved
Cr Wilson seconded

That each Regional Transport Committee note the report.

Motion carried

Item 2

RLTP/NLTP Comparison Maintenance and Operations, Renewals, and Minor Works. Russell Hawkes, Environment Southland

The report provided the Committees with an update on the maintenance and operation, renewal and minor works allocations received by Otago and Southland Approved Organisations in the recently released 2015-18 NLTP.

Mr Harland was to circulate a table providing a comparison between funding for the past three years and the coming three years. He noted there was a 10-15% increase in the funding made available for these works.

Cr Wilson moved
Cr Anderson seconded

That each Regional Transport Committee note the report.

Motion carried

Item 3

NLTP Improvement Projects Update. Russell Hawkes, Environment Southland

The report provided an update on the current status of improvement projects included in the Otago and Southland Regional Land Transport Plans.

Mr Harland suggested that a basic business case was adequate for smaller projects, and also noted that projects could be submitted in parallel. He also observed that officers needed to ensure sufficient time was allowed for NZTA processes to be worked through. He advised that the Edendale

alignment planning processes had been completed, and the project now needed to be finalised between NZTA and Fonterra. Cr Timms requested advice of the date the preparatory work would be finalised, and Cr Kempton commented that provision of information on project progress would be useful.

Mr Harland advised that although specific finish dates were not given, all the projects listed in the report were expected to be completed within the next 3 year period. It was suggested that the table be expanded to include the expected timeframe, a status column using colour coding (red/orange/ green), and a column showing priorities. Cr Wilson suggested an addition to the recommendation 'and report on any variances to the timetable'.

Mr Harland advised that the Southland \$2.8m road safety project covered an extension of roadside improvements and other components. Mr Sizemore explained that the programme business case was virtually complete now, and some of the other business cases could be accelerated.

Cr Wilson moved
Cr Dillon seconded

That each Regional Transport Committee note the report and request all project owners provide details of their plans to complete the funding approval process to allow project monitoring during the next three years, and report on any variances to the timetable.

Motion carried

The meeting adjourned at 12.29 pm and reconvened at 1.03 pm.
Cr Wilson left the meeting at 1.00 pm.

Item 4

Road Safety Update. Russell Hawkes, Environment Southland

The report provided the Committees with an update on the Safe System Approach to Road Safety and its implementation across the region's networks.

James Newton, NZTA Regional Road Safety Advisor, gave a presentation on the Safe System approach.

Mr Bourque commended the Safe Systems workshop run by Margaret Dugdale and encouraged the re-presentation of this workshop.

Mr Hawkes noted there was information on the road safety programmes run by a range of agencies and the RAG group would be interested to know what involvement the RTC would like to see.

Mr Newton commented that there was opportunity for greater collaboration and shared responsibilities across TLA road safety co-ordinators and with other agencies (eg Police, ACC), and for a high level working group to oversee the region and provide recommendations to the RTCs.

Mr Hasler noted the risk of ringfencing road safety to road safety co-ordinators only. Mr Newton considered that the title 'road safety co-ordinator' was too limiting as it appeared to be restricted to community campaigns only.

Mr Harland suggested that the RTCs should endorse specific targets such as reducing the number of fatal crashes to a specific number by a specific date. He suggested that the RAG bring a target back to this table along with suggestions on how it could be addressed.

Components that RTCs could influence were control of roads and roadsides, influence government on vehicle specification; and influence government and TLAs in relation to speeds.

Mr Harland suggested that a RTC subcommittee be formed to take leadership on road safety issues, and report back to the RTCs quarterly.

Mr Newton expressed interest in seeing a copy of the deficiency database provided to Southland District Council by a safe systems engineer.

Cr Timms commented on the importance of safety in all transport activities, and agreed on the need to draw up an inter-regional project.

Cr Kempton considered that the effectiveness of the road safety co-ordinators' roles could be enhanced, with a high level of interaction/participation. Mr Hasler explained that in Southland the roading managers governed road safety co-ordinators. He considered that there was opportunity to have cross-boundary work.

Mr Hasler left the meeting at 1.57 pm.

It was agreed to add a recommendation directing the RAG group to develop a proposal based on the discussion at this meeting, including a reference to systems in place in other groups.

Cr Cocks moved
Cr Kempton seconded

1. *That each Regional Transport Committee resolve to note the report.*
2. *That the RAG group develop a proposal based on the discussion at this meeting, including a reference to systems in place in other groups.*

Motion carried

Item 5

Cr Timms drew attention to matters arising from submissions to the RLTP hearings. She suggested that the RAG to look at these, and the work arising from the strategic front-end of the RLTP, and propose an action plan to the RTC. Cr Kempton noted the amount of work to be done and suggested that the issues be prioritised into high, medium and low priorities.

Item 6

Next Meeting

The proposed agenda for the next meeting was noted, and the following additional items were suggested:

- Public transport – update on the Queenstown review
- Discussions around road-rail integration (for a later meeting)

Cr Anderson moved

Cr Cocks seconded

That the next meeting of the Regional Transport Committees be held on 10 November 2015 in Balclutha, or, if required, earlier at the discretion of the Committee Chairmen.

Motion carried

The meeting closed at 2.06 pm

Chairperson