



Agenda for a meeting of the Combined Otago/Southland Regional Transport Committees to be held in the Clutha District Council Chamber, 1 Rosebank Terrace, Balclutha on Tuesday 8 March 2016 commencing at 10.30 am

Membership

Otago Regional Transport Committee:

Cr Trevor Kempton (ORC, Chair)
Cr Graeme Bell (ORC, Deputy Chair)
Cr Hamish Anderson (CDC)
Cr Barrie Wills (CODC)
Cr Kate Wilson (DCC)
Cr Lyal Cocks (QLDC)
Cr Guy Percival (WDC)
Mr Jim Harland (NZTA)

Southland Regional Transport Committee:

Chairman Ali Timms (Environment Southland, Chair)
Cr P Jones (Environment Southland)
Cr N Davis (Gore District Council)
Cr Lindsay Thomas (Invercargill City Council)
Cr Brian Dillon (Southland District Council)
Mr Jim Harland (NZTA)

Page Nos.

1. Welcome
 2. Apologies **Cr Lindsay Thomas**
 3. Minutes:
The minutes of the Combined RTC meeting held on 10 November 2015 are circulated for confirmation3 - 12
 4. Matters arising from the meetings
- Matters referred to RAG by the Committee
5. **Road safety influencing group** – report attached (Russell Hawkes, Report A251074)13 - 16
 - . **Cycling** – report attached (Jane Turnbull, Report 2016/0663)17 - 20
 7. **How the ONRC could be used in conjunction with modelling of the Regional Strategic Network** (Russell Hawkes)
 8. **Ongoing RTC work including secondary policy implementation** (Russell Hawkes)
- Recurrent Items
9. **RLTP Programme Update** – report attached (Russell Hawkes, Report A250923)21 - 31

Other matters

10. **Stock Truck Effluent Strategy** – report attached (Jane Turnbull, Report 2016/0661)32 - 36
11. **Future of the Otago Southland collaboration** – report attached (Jane Turnbull, Report 2016/0664)37 - 41

For noting

ECan have requested a meeting of Canterbury, Otago and Southland RTC chairs and key transport staff. This is scheduled for **15 March**. Subjects to be discussed include: identification of pan-regional and cross-regional issues, challenges and opportunities, the appropriate scale for modelling of the strategic transport network, and the need for a stock truck effluent disposal facility in the part of Waitaki district that is in Canterbury region. ECan's request to meet arises from their review of the Canterbury RLTP.



**Minutes of the Combined Regional Transport
Committees (*Ropu Tiaki Waka-a-Rohe*)
Meeting of the Southland Regional Council
and Otago Regional Council, held at
Balclutha District Council,
Rosebank Terrace, Balclutha
on Tuesday, 10 November 2015,
at 10.30 am**

**Present:****Otago Regional Transport Committee**

Cr Graeme Bell	Otago Regional Council (<i>Chair</i>)
Cr Hamish Anderson	Clutha District Council
Cr Barrie Wills	Central Otago District Council
Cr Kate Wilson	Dunedin City Council
Cr Lyal Cocks	Queenstown Lakes District Council

Mr J Harland	NZ Transport Agency
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Southland Regional Transport Committee

Chairman A Timms	Environment Southland
Cr P Jones	Environment Southland
Cr B Dillon	Southland District Council
Cr L Thomas	Invercargill City Council
Mr J Harland	NZ Transport Agency

In Attendance:

Mr R Hawkes	Environment Southland
Mr R Pearson	Invercargill City Council
Mr J Bourque	Southland District Council
Mr T Sizemore	NZ Transport Agency
Mr I McCabe	NZ Transport Agency
Mr J Newton	NZ Transport Agency
Mr D List	NZ Transport Agency
Dr J Turnbull	Otago Regional Council
Mr C Bopp	Clutha District Council
Mr D Mander	Queenstown Lakes District Council
Sgt P MacDouall	NZ Police
Ms S Connolly	Dunedin City Council
Mr F McRae	Otago Regional Council
Mr R Thompson	Spokes Dunedin (<i>for Item 4 only</i>)
Mrs D O'Donnell	Environment Southland (<i>Minutes</i>)

1 Welcome (*Haere mai*)

Cr Bell welcomed everyone to the combined meeting of the Otago and Southland Regional Transport Committees. A round of introductions was conducted.

2 Apologies (*Nga pa pouri*)

Resolved

Moved Cr Wilson seconded Chairman Timms that apologies for absence be recorded on behalf of Cr T Kempton (Otago Regional Council), Cr N Davies (Gore District Council) and Cr G Percival (Waitaki District Council).

Carried

Apologies were also noted on behalf of Mr M Voss (Waitaki District Council) and Mr N Campbell (KiwiRail).

3 Public Forum, Petitions and Deputations (*He Huinga tuku korero*)

There were no public forum, petitions or deputations presented at the meeting.

4 Notification of Extraordinary and Urgent Business (*He Panui Autaia hei Totoia Pakihi*)

4.1 Supplementary Reports

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

4.2 Other

No other items were raised for discussion.

5 Questions (*Patai*)

Cr Thomas asked if there was a MOU between Environment Southland and Otago Regional Council in regard to the structure and governance of the Regional Transport Committees and if a merger had been officially declared.

Chairman Timms advised that the two Committees had not officially merged. The meetings were held jointly. It was important that those in attendance reported outcomes to their own individual councils, ensuring key points were fed into the relevant agendas.

Cr Thomas suggested there could be benefit in holding alternate individual/joint meetings. However, it was agreed that there was more benefit in meeting together than separately.

It was noted that the minutes of the Regional Transport Committee meetings were required under legislation to be confirmed at the respective Council meetings. However, it was suggested that a draft copy of the minutes be circulated as soon as possible, to enable committee members to report outcomes to their councils.

6 Matters Arising from the Minutes of 1 September 2015

Members of the Otago Regional Transport Committee requested a motion today to confirm the minutes of the meeting held 1 September 2015.

Resolved:

Moved Cr Dillon, seconded Mr Harland that the minutes of the joint Otago and Southland Regional Transport Committees, held on 1 September 2015, be confirmed as a true and correct record.

Carried

Mr Harland advised that the table providing a comparison between funding for the past three years and the coming three years had not yet been completed. He undertook to circulate it to Committee members by the end of the week.

Mr Harland suggested that the Committee needed to discuss its role in tracking spending in the maintenance area, which was where the bulk of the funding went. Mr Hawkes suggested that this information could be added into the report he compiled on a monthly basis.

Cr Dillon noted that the New Zealand Transport Agency (NZTA) was to discuss the matter of visiting drivers using GPS on rural roads with the NZ Police. He asked for an update on this. Mr Harland advised this had not yet been done. The discussions were in regard to full coverage for parts of the South Island, including the route from Te Anau to Queenstown and parts of the West Coast.

7 Chairmen's Reports

Chairman Timms reported that she attended a meeting of the Visiting Drivers Local Governance Group on 9 November 2015.

Mr Harland noted that there was a lot of work currently being undertaken in this regard and provided a brief update to the meeting.

There was some discussion regarding communications with the media. Mr Hawkes suggested producing a press release, noting the discussion today.

Resolved:

Moved Cr Wilson, seconded Cr Wills that the joint Otago and Southland Regional Transport Committees, issue a press release noting that they are encouraged by the work the New Zealand Transport Agency, and others, have undertaken in regard to the Visiting Driver Programme.

Carried

Mr Harland undertook to coordinate the press release, with assistance from Mr Hawkes, for both regions.

8 Staff Report – 15/RTC/74**Item 1 – Regional Road Safety Governance and Targets**

This item provided the Committees with recommendations on road safety governance and targets, as requested at the last Regional Transport Committees (RTC) meeting.

Mr Hawkes advised that the matter had been discussed at a recent Otago Southland Regional Advisory Group (RAG) meeting and recommendations were included in the item.

Cr Wilson expressed concern at the Otago recommendations, suggesting that there was a need to collect data before deciding if action was required to be taken in Dunedin. She noted that Dunedin/Otago/Waitaki were very different areas. Cr Wilson also asked why the recommendations were for governance in Southland and management in Otago.

Dr Turnbull explained that the best the RAG could currently do in Otago was receive reports on what each group was doing to manage the issue. She suggested a single group would provide a mechanism to discuss coordination of work being undertaken.

Mr Hawkes explained that it had been decided to include industry representatives in the Southland group (e.g. HW Richardson Group and Fonterra). The RAG had needed to look at what was appropriate for both regions.

There had not been much appetite at the RAG for an Otago governance group – questions of commonality had arisen.

Chairman Timms noted that she supported the direction the matter was taking in Southland. It was encouraging to see that Queenstown and Central Otago were keen to come on board. Chairman Timms suggested the Southland Road Safety Influencing Group be formed as suggested, with progress being considered after 12 months.

Cr Wilson advised that there was already a very good safety group working in Dunedin, looking at urban issues.

There was some further discussion regarding the benefits of a combined Otago and Southland approach. It was suggested that staff investigate if there was support for a broader Otago Southland group and that this could be considered further at the next RAG meeting.

The intention was to make the group more of a governance group, identifying issues to be addressed, rather than undertaking the work programmes. Membership had been suggested, but was not yet finalised. The group would probably meet 3-4 times a year.

Mr Hawkes suggested staff draft a Terms of Reference for the group, which would be brought to the RTC for approval.

Cr Anderson agreed that there would be a lot of merit in working together, as long as the meeting were effective. They needed to be structured and directed by RAG members.

Resolved:

Moved Mr Harland, seconded Cr Anderson that the Otago and Southland Regional Transport Committees note the report and:

1. **direct the Regional Advisory Group to report to the next Regional Transport Committees meeting on the proposed long term structure, members and Terms of Reference for a combined Otago/Southland Road Safety Influencing Group, after consultation with the relevant parent organisations;**
2. **note the proposed changes to the mechanism for governance and delivery of road safety in Southland/Otago and ask the proposed Otago/Southland Road Safety Influencing Group to report back to its parent organisations and to the Regional Transport Committees on its efficacy and achievements;**
3. **endorse the Regional Advisory Group as the proposed mechanism for co-ordinating road safety management in Otago in the short term, for consideration by the Otago territorial authorities and Otago Regional Council;**
4. **set the following road safety target:**
 - **Otago/Southland regions combined – aim to reduce the trend in the number of death and serious injuries year-by-year;**

5. **review membership of the Otago/Southland Road Safety Influencing Group as it progresses and report to the Regional Transport Committees.**

Carried

Resolved:

Moved Chairman Timms, seconded Cr Thomas that the Regional Transport Committee appoint Cr Brian Dillon to Chair the Otago/Southland Road Safety Influencing Group.

Carried

Item 2 – NLTP Improvement Projects Update

This item was provided to update the Regional Transport Committees on progress towards implementation of the various improvement projects included in the National Land Transport Programme (NLTP) for the 2015-2018 period.

A current status report had been appended to the agenda item, with a traffic light system used to indicate the current status of each project.

It was noted that the stock effluent facilities for Otago had not been funded, as the project had not been included in the Otago Regional Council's LTP. Concern was expressed in regard to delays in constructing stock effluent sites in the region. It was suggested that, because the Committees had prepared the Regional Land Transport Plans (RLTP), there was an expectation from the Committees that the projects would be undertaken. There was further discussion regarding this.

Chairman Timms expressed concern that some projects had orange lights already. She queried the NZTA funding process. Mr Harland advised that the complexity of the process was being discussed by NZTA, especially in regard to smaller projects.

Discussion was held on the following projects:

- *Nevis Bluff Rockfall Protection* (orange) – all of the previous work had been undertaken prior to business case approval. It was expected that this project would have a green light by the next quarter.
- *Edendale Realignment* (orange) – not on the original expected timeframe – at the bottom of funding priorities. It was noted that the reporting was very conservative. This project was in the priority list – it was a question of resolving the programming issue.

Chairman Timms suggested extra columns be added to the table – expected status and mitigation strategy. There was some discussion regarding this and it was agreed that a new column would be added – “is this project on schedule to be completed within three years”.

The Committees would be updated on progress at each RTC meeting.

Resolved:

Moved Cr Wilson, seconded Cr Cocks that the Regional Transport Committees note the report and resolve to write to the Otago Regional Council asking it to add the Stock Effluent Facilities to its Long-term Plan.

Carried

12.10-12.36 pm The lunch break was taken.

It was decided to move to Item 4 on the agenda, as both speakers were now present.

Item 4 – Regional Cycling Discussion and Presentations

The purpose of this report was to introduce presentations and discussion on regional cycling issues, as requested by the Committees at a previous meeting, in order to follow up on the submission on the RLTP received from Spokes.

Dougal List (National Cycling Manager, NZTA) addressed the Committees in regard to cycling, the NZTA programme, and the NZ Cycle Trail

Cr Wilson asked if other RTCs were considering this matter in terms of a coordination role, or safety issues. Mr List explained that it differed, depending on where in the country you were. Some areas had well established cycle routes but there was a need to identify local opportunities. Individual Councils needed to consider cycling in terms of their road and transport planning.

Cr Wilson asked if there was any financial assistance available for places like Alexandra and Balclutha, which could not access urban cycleway funding. Mr List advised that the NZTA did not have a mandate to invest for tourism at this stage.

The NZTA's current programme was primarily focussed on utility cyclists (i.e. those going to work, school, etc) through transport investment. For the next three year period the focus and priority would be in urban areas and routes that would encourage utility cycling. The cut-off for definition of an urban area was a population of 35,000 – there were a lot of places in New Zealand just under this threshold.

It was suggested that there may be opportunities for ACC to invest in programmes that did not fit NZTA criteria. Mr List advised that NZTA was willing to discuss projects with only a small amount of transport benefit (as a lesser, co-investor).

Cr Bell thanked Mr List for his presentation.

Mr Robert Thompson addressed the meeting in regard to cycling as a recreational and utility activity.

Cr Cocks asked if, in Mr Thompson's opinion, shared walk/cycle-ways worked. Mr Thompson advised that it depended on the situation and the volumes of

pedestrians. There had been issues in Dunedin, where design had not be appropriate for the situation.

Cr Cocks noted that a lot of people say they would cycle if they did not have to wear helmets. Mr Thompson commented that helmets provided difficulties for shared bicycle schemes – it was difficult to guaranteed the integrity of the helmets and there were potential health and safety/hygiene issues in regard to sharing helmets.

There was no national cycle group in New Zealand, but Spokes Dunedin could provide assistance/advice if required. However, it did not have the intimate knowledge of local riders, who could identify problems in areas outside Dunedin.

Cr Bell thanked Mr Thompson for his presentation.

Cr Wilson asked if there was any funding available for training and education. Mr List advised that some Councils funded this themselves, often in partnership with local sporting organisations and the Police. NZTA may provide some funding through the walking/cycling programme activity class.

Resolved:

Moved Cr Wilson, seconded Cr Wills that the Regional Transport Committee note the report and resolve to direct the Regional Advisory Group to consider the relevant sections within the Regional Land Transport Plans and how these will fit with the work programmes.

Carried

The meeting now returned to the order of the agenda.

Item 3 – Ongoing RTC Work and Secondary Policy Implementation

This item was included to update the Regional Transport Committees on matters arising from the submission process for the Regional Land Transport Plan (RLTP) and provide details of ongoing work required, arising from the policies included in the RLTP.

Mr Hawkes noted that there was one recommendation that was listed against a number of policies. This related to the strategic network project that was undertaken in Southland a few years ago. The policies were asking for a co-ordinated approach in regard to a strategic network across Southland and Otago.

Mr Hawkes advised that the Southland District Council/Environment Southland database of strategic routes was GIS based. This could be extended reasonably easily across Otago to provide an Otago/Southland strategic network. This would address a number of policies but there would be some funding issues to be addressed before this could be done. The project would not be in the Councils' Long-term Plans and had not been submitted for NZTA funding.

Mr Harland suggested that it would be useful to ask the RAG to consider how the One Network Road Classification information could be used in conjunction with this. It was agreed that the RAG would undertake this work and report to the next RTC meeting.

Dr Turnbull noted that a complete Otago model did not exist and that the separate models in use within Otago did not work together. The Otago Regional Council had no funding available for this work, as Council had felt that NZTA should fund the work. Mr McCabe advised that NZTA was always open to having new items on the NLTP, if they were justified.

Mr McCabe noted that the data was an asset management decision making tool, with an element of shared investment as with any other exercise that assisted Councils to make decisions. NZTA would consider a review item for the NLTP, but Councils needed to consider if the local share would be available.

It was noted that Gore and Southland District Councils, with Environment Southland, funded the work done in Southland which had proved to be useful for other planning purposes.

Mr Hawkes advised that the RAG would consider this further and report to the next RTC meeting. He noted that the costs may not be great. The question of who would maintain the database would also need to be considered as there would be some ongoing costs for this.

Dr Turnbull undertook to put the list of those RLTP items without funding/owners to the Otago Regional Council for consideration.

Resolved:

Moved Chairman Timms, seconded Cr Anderson that the Regional Transport Committee note the report and resolve to:

- 1. endorse the Regional Advisory Group's recommendations in Table 1 on how to address the outstanding matters arising from submissions;**
- 2. endorse the Regional Advisory Group's recommendations in Table 2 on how to advance the work arising from the secondary policies in the Otago and Southland RLTPs, and the relative priority of that work; or for those items of work that lack a project owner, suggest who should be taking responsibility for advancing that work, and ask those organisations to take on that work;**

3. **direct the Regional Advisory Group to report the outcome of the work on a six monthly basis.**

Carried

Item 5 – Next Meeting

It was proposed that the next meeting of the Otago and Southland Regional Transport Committee be held in Balclutha on 8 March 2016.

Cr Cocks asked if Balclutha was the most appropriate place to be holding the meetings. It was agreed that the location would be reconsidered at the next meeting.

By consensus:

That the next meeting of the Regional Transport Committees be held on 8 March 2016 in Balclutha, or, if required, earlier at the discretion of the Committee Chairmen.

Carried

Termination

There being no further business, the meeting closed at 2.14 pm.

Item 1 Southern Road Safety Influencing Group Update

MORF ID: A251074	Strategic Direction:
Report by: Russell Hawkes, Senior Policy Planner (Transport ES and Jane Turnbull, Manager, Strategic and Transport Planning, ORC	Approved by:

Purpose

To provide the Committees with an update on the formation and implementation of the Southern Road Safety Group..

Summary

The Otago Southland RAG has considered the request from the Regional Transport Committee regarding the terms of reference, operation and direction for the Southern Road Safety Group. At this stage the RAG recommends the Group be given time to establish itself, and to determine how best it can influence road safety outcomes, over the next few months, before the terms of reference are finalised. Invitations will be extended to the Otago TLAs who are not currently involved to attend if they so wish.

Once the Group is fully functional the potential for expanded membership and possibly changes in the industry representation will be considered to allow the Group to fully represent the combined regions.

Recommendation

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

Report

Background

At their last meeting, the combined Regional Transport Committees received a report detailing plans for management of Road Safety at a strategic level in the Otago and Southland Regions. The committees past the following resolutions in relation to this report;

- 1. direct the Regional Advisory Group to report to the next Regional Transport Committees meeting on the proposed long term structure, members and Terms of Reference for a combined Otago/Southland**

Road Safety Influencing Group, after consultation with the relevant parent organisations;

2. note the proposed changes to the mechanism for governance and delivery of road safety in Southland/Otago and ask the proposed Otago/Southland Road Safety Influencing Group to report back to its parent organisations and to the Regional Transport Committees on its efficacy and achievements;

3. endorse the Regional Advisory Group as the proposed mechanism for co-ordinating road safety management in Otago in the short term, for consideration by the Otago territorial authorities and Otago Regional Council;

Progress to Date

The Regional Advisory Group met on the 2 February and discussed the initial setup of the Southern Road Safety Influencing Group. The group as agreed at the RTC meeting included the following representation;

Southern Road Safety Influencing Group		
Member Organisation	Person's Name	Person's Position
Southland District Council	Cr Brian Dillon (Chair)	Otago Southland Regional Transport Committee
Accident Compensation Corporation	Andrew Redfearn	Community Injury Prevention Consultant
Central Otago District Council	To be confirmed	Roading Manager
Clutha District Council	Chris Bopp	Roading Manager
Environment Southland	Russell Hawkes	ES Senior Transport Planner
Gore District Council	Murray Hasler	Roading Manager
Invercargill City Council	Russell Pearson	Roading Manager
Southland District Council	Joe Bourque	Strategic Roding Manager
Queenstown Lakes District Council	Andrew Edgar	Senior Engineer
Otago Regional Council	Jane Turnbull	Manager Strategic and Transport Planning
New Zealand Transport Agency	Roy Johnston	Representing State Highway Asset Manager
New Zealand Transport Agency	James Newton	Regional Road Safety Advisor
New Zealand Transport Agency	To be confirmed	Planning & Investment Manager
New Zealand Police	Tania Barron	Southern Road Policing Manager
H W Richardson Group	Dale Cocker	General Manager Specialised Transport
Fonterra	Dean Morrison	Depot Manager Edendale/Stirling
Real Journeys	Neil Collinson	Operations Manager – Te Anau &

		Manapouri
Southern District Health Board	Bridget Rodgers	To be confirmed
Automobile Association	Chris Peddie	Councillor AA Southland District Council

The RAG confirmed their belief that a combined regional group would produce the best outcomes in the future. However the involvement of external organisations largely based in Southland at this stage presents some challenges particularly if meeting dates and locations are outside of Invercargill. The RAG recommended the current group be given the opportunity to meet and get themselves up and running in the first instance and that the two Councils from Otago not currently represented be advised of meetings and invitations are issued to attend should they wish to do so.

Southern Road Safety Influencing Group

The Group met for the first time on the 18 February. The first meeting included a round table introduction and highlighted the significant backgrounds that each member brought to the table. The background to the formation of the group was explained, the documents that would guide our work were introduced and a draft Terms of Reference (prepared by staff) considered.

Before making any changes to the draft Terms of Reference or embarking on major projects the group requested a further meeting be held in the form of a workshop to explore the methods and working relationships that will be required to ensure the appropriate strategic conversations and outcomes are achieved. This workshop is being planned for April although a final date has not been set. Those members of the group from local authorities also need time to consult with their parent organisations, following the initial meeting of the Group.

The Associate Minister of Transport Craig Foss requested a meeting with the group on the 24 February. The Associate Minister had heard of the formation of the Southern Group and was interested in how we intended for it to work and also how the industry members would contribute to the outcomes. It would appear this type of group has not been actively used in New Zealand before. The Associate Minister was impressed with the makeup and intentions for the Group and expressed a desire to be kept informed of the operations and outcomes.

At the same meeting the Southland District Council gave a presentation on their Roadroid road condition monitoring system.

Views of Affected Parties

The views of affected parties were not required for this report..

Compliance with Significance and Engagement Policy

The information contained in this report does not trigger the Significance or Engagement Policies of either regional council.

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.

Conclusion

The Otago Southland RAG has considered the request from the Regional Transport Committee regarding the terms of reference, operation and direction for the Southern Road Safety Group. At this stage the RAG recommends the Group be given time to establish itself, and to determine how best it can influence road safety outcomes, over the next few months, before the terms of reference are finalised. Invitations will be extended to the Otago TLAs who are not currently involved to attend if they so wish.

Once the Group is fully functional the potential for expanded membership and possibly changes in the industry representation will be considered to allow the Group to fully represent the combined regions.

Attachments

Not applicable.

REPORT

Document Id: A883941

Report Number: 2016/0663

Prepared For: Otago and Southland Regional Transport Committees

Prepared By: ORC Manager, Strategic and Transport Planning and ES Senior Policy Analyst
- Transport

Date: 22/02/2016

Subject: **Cycling: next steps for the RTCs**

1. Précis

The RTCs, at their last meeting on 10 November 2016, directed RAG to consider the relevant sections within the Otago Southland Regional Land Transport Programmes 2015-21 (the RLTPs) on cycling and how these fit with work programmes. This report examines the content of the strategic front-end of the RLTPs concerning cycling, and proposes two steps to the RTCs to get the anticipated actions underway.

2. The approach to cycling envisaged in the RLTPs

The strategic front-end of the RLTPs contain several statements on cycling as a mode of travel: an explanation of the appropriate role of cycling (page 22 in the RLTPs) plus several pertinent objectives and policies. For clarity, Attachment 1 organises these statements into a single strategy. (The attachment shows the strategy in two alternate formats, tabular and chart.)

Note, the only matter in this strategy that is not in the RLTPs strategic front-end is that part of Action 1 concerning implementation of the recommendations of the Cycling Safety Panel. The RTCs discussed the desirability of implementing those recommendations at their last meeting.

3. Next steps proposed

The Land Transport Management Act 2003 does not give the Committees any power to direct what projects that Approved Organisations should undertake. The challenge facing the RTCs therefore, is to encourage and influence the Approved Organisations in Otago and Southland to undertake a programme of works that delivers on outcomes sought for cycling.

The two steps outlined below would provide the RTCs with a way forward, while remaining within the bounds of the role that the Land Transport Management Act gives to them.

Strategy 1: The number of people choosing to cycle is making a positive contribution towards ensuring a sustainable and accessible transport network.

RTCs' role in this: To ensure, to its best endeavours, that the programme in the RLTPs delivers on this strategy.

Step 1 for the RTCs: initiate a conversation with NZTA with each Approved Organisation in Otago and Southland about (1) the priority the RLTP places on cycling, (2) the RLTPs' strategy, objectives and policies concerning cycling, and (3) the best ways to ensure these are implemented. Rather than being in the usual transport setting, this conversation needs to occur in a wider local government investment setting when local authorities are thinking about annual and longterm planning (e.g. at the Mayors' and Chief Executives' Forum).

Strategy 2: The number of people using cycle trails is boosting the economy of Otago and Southland.

RTCs' role in this: To identify whether the RTCs could assist in removing any of the barriers to the construction of further, quality trails; and to the provision of better (efficient, attractive and safe) connections between trails, (without stepping beyond the RTCs' role.

Step 2 for the RTCs: consult the cycle trusts in the region and Nga Haerenga to identify any barriers that the RTCs could assist in removing.

4. Recommendation

It is recommended that the Committees undertake Steps 1 and 2 above, in order to obtain a better fit between the strategic approach to cycling in the RLTP and the projects that will be put forward for the next National Land Transport Programme and beyond.



Fraser McRae
Director, Policy and Resource Planning

Russell Hawkes
Senior Policy Planner - Transport

ATTACHMENTS

RLTP strategy for cycling – note this strategic approach is contained within the Otago and Southland RLTPs.

- table format
- chart format

RLTP strategy for cycling

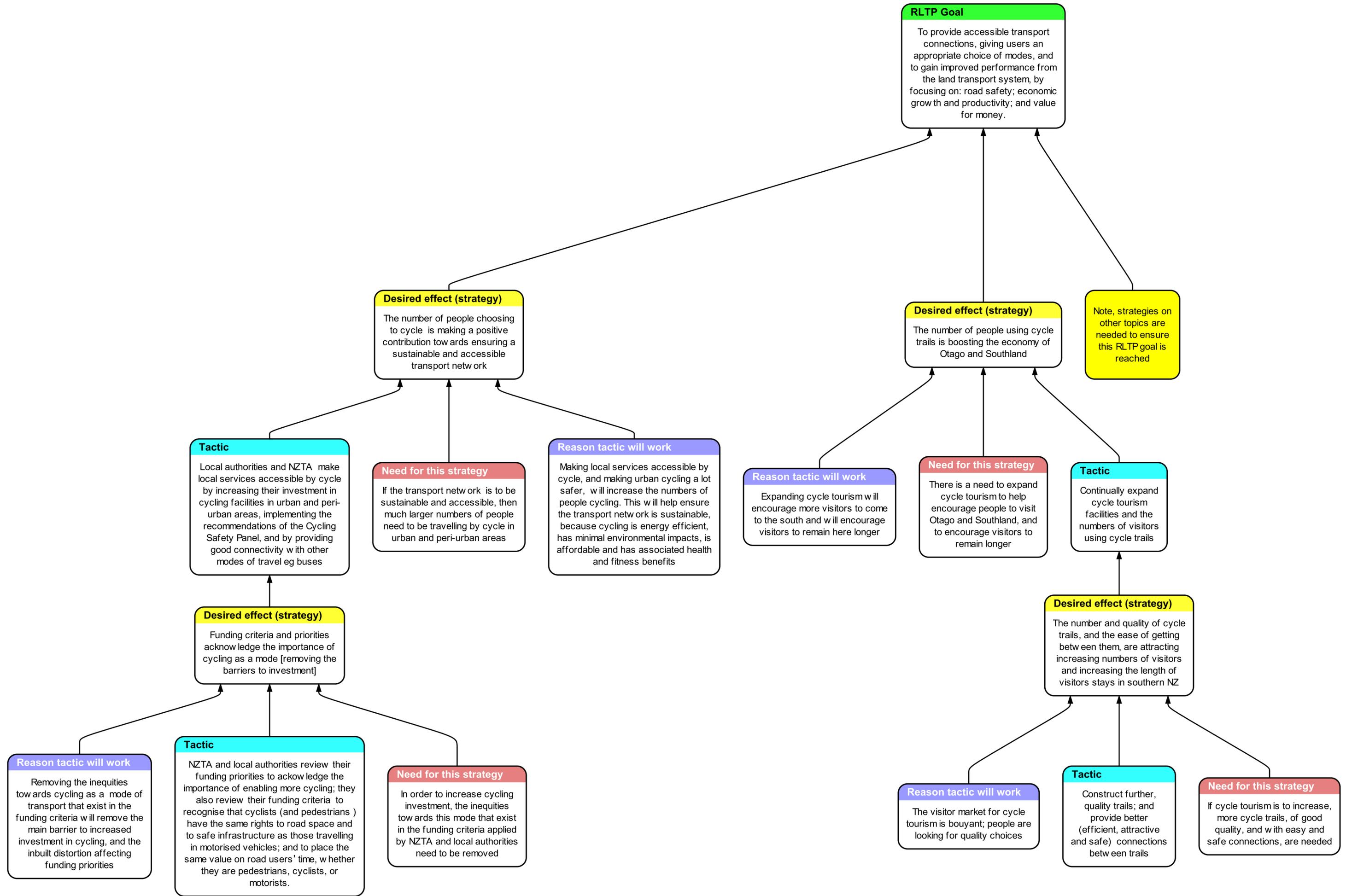
RLTP Goal: To provide accessible transport connections, giving users an appropriate choice of modes, and to gain improved performance from the land transport system, by focusing on: road safety; economic growth and productivity; and value for money.

Need	Desired effect (Strategy 1)	Action	Assumption re why the action will deliver the desired effect
If the transport network is to be sustainable and accessible, then much larger numbers of people need to be travelling by cycle in urban and peri-urban areas	The number of people choosing to cycle is making a positive contribution towards ensuring a sustainable and accessible transport network	1. Local authorities and NZTA make local services accessible by cycle by increasing their investment in cycling facilities in urban and peri-urban areas and, as part of this: <ul style="list-style-type: none"> implement the recommendations of the Cycling Safety Panel, and provide good connectivity with other modes of travel e.g. buses 	Making local services accessible by cycle, and making urban cycling a lot safer, will increase the numbers of people cycling. This will help ensure the transport network is sustainable, because cycling is energy efficient, has minimal environmental impacts, is affordable and has associated health and fitness benefits

Need	Desired effect	Action	Assumption re why the action will deliver the desired effect
In order to increase cycling investment, the inequities towards this mode that exist in the funding criteria applied by NZTA and local authorities need to be removed	Funding criteria and priorities acknowledge the importance of cycling as a mode [removing the barriers to investment]	1.2 NZTA and local authorities review their funding priorities to acknowledge the importance of enabling more cycling They also review their funding criteria to recognise that cyclists (and pedestrians) have the same rights to road space and to safe infrastructure as those travelling in motorised vehicles and to place the same value on road users' time, whether they are cyclists, pedestrians, or motorists.	Removing the inequities towards cycling as a mode of transport that exist in the funding criteria will remove the main barrier to increased investment in cycling, and the inbuilt distortion affecting funding priorities

Need	Desired effect (Strategy 2)	Action	Assumption re why the action will deliver the desired effect
There is a need to expand cycle tourism to help encourage people to visit Otago and Southland, and to encourage visitors to remain longer	The number of people using cycle trails is boosting the economy of Otago and Southland	2. Continually expand cycle tourism facilities and the numbers of visitors using cycle trails	Expanding cycle tourism will encourage more visitors to come to the south and will encourage visitors to remain here longer

Need	Desired effect	Action	Assumption re why the action will deliver the desired effect
If cycle tourism is to increase, more cycle trails, of good quality, and with easy and safe connections, are needed	The number and quality of cycle trails, and the ease of getting between them, are attracting increasing numbers of visitors and increasing the length of visitors stays in southern NZ	2.2 Construct further, quality trails; and provide better (efficient, attractive and safe) connections between trails	The visitor market for cycle tourism is bouyant; people are looking for quality choices



Item 2 RLTP Programme Update

MORF ID: A250923	Strategic Direction:
Report by: Russell Hawkes, Senior Policy Planner (Transport), ES	Approved by:

Purpose

To update the Regional Transport Committees on progress with maintenance and renewals programmes and the implementation of the various improvement projects included in the National Land Transport Programme (NLTP) for the 2015-2018 period.

Summary

The two tables provided below include information to allow the committees to monitor progress on maintenance and renewal programmes and also the implementation of improvement projects that were included in the Otago Southland RLTP for the 2015 to 2018 period.

The Committees are requested to review progress with the various projects and identify any items they see as needing to be addressed, if the long-term goal and the objectives of the Otago Southland Regional Land Transport Plans (RLTPs) are to be met.

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

At the Regional Transport Committees' meeting on 10 November 2015 the committee requested changes to the headings on the RLTP Projects table and also incorporation of a table to indicate how actual and planned expenditure for maintenance and renewal items for the RLTP period.

Status Report

Table 1 below 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. To enable the Committees to monitor each project's progress through to construction, this table will be updated for all future meetings of the Regional Transport Committees.

Significant changes since the last report include;

Edendale Realignment – Design Stage Approved.

Southland Visiting Drivers – Detailed business case being developed to identify potential construction activities.

Seal Extension The Nuggets Road – Construction approved.

Otago Stock Effluent Facilities – Project to be included in ORC Annual Plan.

Otago Visiting Drivers – Project brought forward to align with Southland. Detailed business case being developed to identify potential construction activities.

Note, because no update was supplied for DCC projects, the status of these projects is shown to be the same as reported to the last RTC meeting.

Table 2 on the next page includes maintenance and renewal expenditure for the current RLTP period.

Table 1: Monitoring progress of improvement projects 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	Risk Of Non-delivery
Stock Effluent Facilities	ES	\$344,200 2015-2016	One	Probable	Entry point to be confirmed	Late 2016	Yes		Final Site confirmation. Risk Low
Pyramid Bridge Replacement	GDC	\$1,252,561 2015-2018	One	Probable	Proposal made to NZTA to combine the Indicative and Detailed BC Underway				
Alternative Scenic Route Seal Extension	SDC	\$7,150,00 2015-2016	One	Approved	Indicative BC proposal submitted to NZTA	Late 2016	Yes		Council Approved now under submission process for of Annual Plan Consultation: Risk Low
Edendale Realignment	NZTA Southland	\$6,560,000 2015-2018	One	Probable	Progressing to Design	Early 2017	Yes		Risk - Low
Elles Road Roundabout	NZTA Southland	\$1,123,560 2015-2017	One	Proposed	Not Started	2017/18	No, construction starting 1 year later		To be delivered by Safe Roads Alliance starting 16/17 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	Risk Of Non-delivery
Invercargill Moto Rimu Safety Imp	NZTA Southland	\$450,000 2015-2017	Two	Proposed	Design underway	Mid 2015	Yes		Risk - Low
Longbush In'gill Safety Imp	NZTA Southland	\$473,000 2015-2017	Two	Proposed	Design underway	2016/17			Risk - Low
Mataura Intersection Improvements	NZTA Southland	\$500,000 2015-2017	Two	Proposed	Strategic Case underway	2016/17	Yes		Probably delivered via minor improvements 16/17 Risk - Low
Milford Rockfall /Avalanche Protect	NZTA Southland	\$4,546,667 2015-2017	One	Probable	Strategic Case Complete	Late 2018	No, construction starting 1 year later		Awaiting Rockfall Report to determine appropriate intervention. Risk - moderate
Visiting Drivers Signature Project	NZTA Southland	\$2,800,000 2015-2017	One	Probable	DBC underway	Mid 2016	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	No. Now split over two years with \$125,000 increased cost.		Low
Central City Safety & Accessibility Upgrade	DCC	\$800,000 2015-2017	One	Proposed	PBC awaiting NZTA approval				

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	Risk Of Non-delivery
Eastern Bypass	DCC	\$2,500,000 2015-2017	One	Proposed	PBC awaiting NZTA approval				
Peninsula Roading – Portabella Road	DCC	\$16,350,000 2015-2017	One	Probable	Implementation Stage Awaiting NZTA approval				
Strategic Corridors; Warehouse Precinct	DCC	\$80,000 2017-2018	Two	Proposed	Entry point to be confirmed				
Street Light Renewal With LED	DCC	\$6,000,000 2016-2017	Two	Probable	Underway 25% Complete (single stage)				
Central City and NEV Cycle Network	DCC	\$9,240,000 2015/17	One	Probable	Entry point to be confirmed				
Stock Effluent Facilities	ORC	\$1,278,400 2015-2017	One	Probable	Entry point to be confirmed		No, construction starting 1 year later		
Eastern Access Road	QLDC	\$10,873,415 2015/16	One	Proposed	N/A Project approval under old system				
Frankton Flats Programmes	QLDC	\$450,000 2015-2017	One	Proposed	PBCs underway				
Queenstown TC Business Case Implementation	QLDC	\$450,000 2015-2017	Three	Proposed	PBC Submitted awaiting approval				

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	Risk Of Non-delivery
Wanaka Business Case Implementation	QLDC	\$450,000 2015-2017	Three	Proposed	PBC in draft to be submitted to NZTA				
Street Light Upgrade 2016.18	WDC	\$500,000 2016-2017	Three	Probable	Entry point to be confirmed	2016/17	Yes		Low
Kataiki Erosion Mitigation	NZTA Otago	\$120,000 2015/16	Three	Proposed	Strategic Case complete	2017/18	No, construction starting 3 years earlier		Risk - low
Maheno Flood Mitigation	NZTA Otago	\$700,000 2015-2017	One	Proposed	Strategic Case complete	2017/18	No, construction starting 3 years earlier		Risk - low
Nevis Bluff Rockfall Protection	NZTA Otago	\$3,050,000 2015-2017	One	Proposed	Entry point to be confirmed	2017/18	No, slightly behind schedule		Awaiting Rockfall Report to determine appropriate intervention. Risk - low
Pine Hill /Great King Street Intersection Imp	NZTA Otago	\$2,240,000 2015-2017	One	Proposed	Strategic Case about to commence	Late 2017/18	No, slightly 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	Strategic Case complete	2017/18	No, construction starting 3 years		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	Risk Of Non-delivery
							earlier		
Beaumont Bridge Replacement	NZTA Otago	\$2,400,000 2016-2017	Three	Proposed	Entry point confirmed at IBC/DBC	2018/19	No, construction starting 2 years earlier		Risk - low
Big Kuri Creek Flood Mitigation	NZTA Otago	\$980,000 2016-2017	Three	Proposed	Strategic Case complete	2017/18	No, construction starting 3 years earlier		Risk - low
Grant Rd to KF Bridge Improvements	NZTA Otago	\$6,000,000 2015-2017	One	Proposed	IBC/DBC underway	Mid 2017	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	Early 2017	Yes		Some issues still to be resolved Risk - low
Visiting Drivers Signature Project	NZTA Otago	\$2,800,000 2015-2017	One	Probable	DBC underway	Mid 2016	No, construction starting 5 years earlier		Nil

Table 2: Monitoring progress of maintenance and renewal items in Otago Southland RLTPs

Project Owner	Activity Class	RLTP Approved Budget	Current Approved Budget	Anticipated Final Three Year Budget	Current Status	Risk Of Non-delivery	Comments
ES	Transport Planning	\$445,200	\$445,200	\$		Low	
ES	Maintenance and Operation of Local Roads	\$182,300	\$182,300	\$		Low	
GDC	Maintenance and Operation of Local Roads	\$4,793,150	\$4,793,150	\$4,793,150		Low	
GDC	Local Road Renewals	\$5,867,870	\$5,867,870	\$5,867,870		Low	
ICC	Transport Planning	\$316,228	\$316,228	\$316,228		Low	
ICC	Maintenance and Operation of Local Roads	\$10,355,282	\$10,355,282	\$10,355,282		Low	
ICC	Local Road Renewals	\$15,103,672	\$15,103,672	\$15,103,672		Low	
ICC	Road Safety	\$968,895	\$968,895	\$968,895		Low	
SDC	Transport Planning	\$130,750	\$130,750	\$130,750		Low	
SDC	Maintenance and Operation of Local Roads	\$35,471,426	\$35,471,426	\$35,471,426		Low	
SDC	Local Road Renewals	\$38,499,840	\$38,499,840	\$38,499,840		Low	

Project Owner	Activity Class	RLTP Approved Budget	Current Approved Budget	Anticipated Final Three Year Budget	Current Status	Risk Of Non-delivery	Comments
NZTA	Transport Planning	\$0	Information not available at present				
NZTA	Maintenance and Operation of State Highways	\$50,998,630					
NZTA	State Highway Renewals	\$11,986,480					
CODC	Transport Planning	\$214,635	\$214,635	\$214,635		Low	
CODC	Maintenance and Operation of Local Roads	\$10,651,179	\$10,651,179	\$10,651,179		Low	
CODC	Local Road Renewals	\$9,717,437	\$9,717,437	\$9,717,437			
CODC	Road Safety	\$305,888	\$305,888	\$305,888		Low	
CDC	Transport Planning	\$179,100	\$179,100	\$179,100		Low	
CDC	Maintenance and Operation of Local Roads	\$15,386,800	\$15,233,100	\$15,233,100		Low	
CDC	Local Road Renewals	\$21,187,500	\$20,978,300	\$22,078,300		Low	Hina Hina Bridge Upgrade added to 2016/17 at \$1.1M
CDC	Road Safety	\$194,100	\$198,800	\$198,800		Low	
DCC	Transport Planning	\$430,000	\$	\$			

Project Owner	Activity Class	RLTP Approved Budget	Current Approved Budget	Anticipated Final Three Year Budget	Current Status	Risk Of Non-delivery	Comments
DCC	Maintenance and Operation of Local Roads	\$35,354,308	\$	\$			
DCC	Local Road Renewals	\$32,190,000	\$	\$			
DCC	Road Safety	\$1,690,869	\$	\$			
DCC	Walking & Cycling	\$9,240,000	\$	\$			
NZTA	Transport Planning	\$979,999	Information not available at present				
NZTA	Maintenance and Operation of State Highways	\$54,420,720					
NZTA	State Highway Renewals	\$29,667,470					
NZTA	Walking & Cycling	\$10,544,000					
ORC	Transport Planning	\$1,787,844	\$0	\$1,787,844		Low	NZTA Approval not applied for yet
QLDC	Transport Planning	\$330,000	\$330,000	\$330,000		Low	
QLDC	Maintenance and Operation of Local Roads	\$17,671,792	\$17,671,792	\$17,671,792		Low	
QLDC	Local Road Renewals	\$29,725,050	\$29,725,050	\$29,725,050		Low	

Project Owner	Activity Class	RLTP Approved Budget	Current Approved Budget	Anticipated Final Three Year Budget	Current Status	Risk Of Non-delivery	Comments
QLDC	Road Safety	\$60,000	\$60,000	\$60,000		Low	
WDC	Transport Planning	\$251,715	\$218,275	\$218,275		Low	
WDC	Maintenance and Operation of Local Roads	\$14,267,653	\$12,691,180	\$12,691,180		Low	
WDC	Local Road Renewals	\$13,944,852	\$13,443,241	\$13,443,241		Low	
WDC	Road Safety	\$450,000	\$450,000	\$450,000		Low	

REPORT

Document Id: A883884

Report Number: 2016/0661

Prepared For: Otago and Southland Regional Transport Committees

Prepared By: ORC Manager Strategic and Transport Planning and ES Senior Policy Analyst
Transport

Date: 23/02/2016

Subject: **Proposed stock truck effluent strategy**

1. Précis

This report proposes a strategy on stock truck effluent, to facilitate Otago Regional Council (ORC) obtaining funding approval from NZ Transport Agency for the construction of further stock truck effluent disposal sites envisaged in the Otago Southland Regional Land Transport Plans 2015-21 (the RLTPs).

Stock truck effluent that is spilt – or discharged deliberately – onto roads is contrary to New Zealand clean green image. It has the potential to contaminate waterways; and it poses a safety and public health risk. Undesirable on any road, it is a particular problem on those roads commonly used by visitors.

2. Background

ORC and Environment Southland (ES) have, over the last fifteen-plus years, constructed seven stock truck effluent disposal facilities for use by transport operators and farmers carting stock. Five sites are on State Highway 1, one on State Highway 90 at Raes Junction, and one on SH6 at Five Rivers in Southland. ES is constructing the eighth site adjacent to SH1, near Gore. The southern network of stock truck effluent disposal sites is still incomplete however, with an absence of disposal facilities in the central / inland parts of Otago.

The RLTPs contain a proposal from ORC to construct three effluent disposal facilities sites, one a year, to complete the southern network. ORC proposes to construct the first site in 2016/17 (one year later than envisaged in the RLTPs).

3. Measures needed to prevent the discharge of stock truck effluent onto roads

NZ Transport Agency's conditions for funding a new facility state that "The construction cost of any new stock effluent disposal facility is eligible for funding assistance, subject to the facility being part of an agreed current regional or national strategy."

Similarly, Policy 2.3 of the RLTPs states:

Create and implement a strategic plan to prevent discharge of stock truck effluent (or similar potentially unsafe substances) onto roads. Complete a network of stock truck effluent disposal sites across Otago and Southland.

Accordingly this report proposes, for the RTCs' consideration, a strategy for preventing the discharge of stock truck effluent onto roads.

Proposed strategy

Attachment 1 contains a draft strategy. This draft addresses all the elements commonly considered as necessary for keeping roads clear of animal effluent in order to retain our clean, green branding, including:

- contracts between farmers, when delivering stock that are grazed off-farm, that encourage the farmer returning the stock to fill them up with water before transport; and
- the lack of any legislative provision that makes spillage onto roads an offence, or which makes containment tanks compulsory on trucks carrying stock
- the need for a complete network of stock truck effluent disposal sites (STEDS).

Next steps

To deliver upon the actions identified in the strategy in Attachment 1, the following table proposes the next steps.

Proposed action <i>(from the table in Attachment 1)</i>	How?	Who to initiate/do?
1. Ask the Govt. to fund research into how to make effluent so valuable, best use is made of it, rather than disposing of it as waste.	Write to the Ministers of Primary Industries and Science and Innovation to request research. Lobby through the Transport Special Interest Group (SIG) as a starting point.	RTC. ES and ORC staff on the Transport SIG.
2. In the meantime, put measures in place to minimise, contain, and appropriately dispose of effluent discharged while stock is being carted.		
2.1 Provide information and education to the livestock farming and transport sector.	This is being delivered primarily through industry associations: Dairy NZ, Sheep and Beef, dairy companies, Federated Farmers and the Road Transport Association.	ES and ORC to write jointly to all these parties about the need for contacts that provide for the relocation and grazing of stock off-farm to be reconfigured to remove the incentive for filling animals with water prior to cartage.
2.2 Ask the Govt. to impose an enforceable 'no spills on roads' rule.	Ask the Transport SIG to raise this matter with the Minister of Transport.	ORC and ES transport staff to raise this matter with the Transport SIG.
2.3 Make it compulsory for all trucks carting stock to have adequate containment tanks.	Ask the Transport SIG to raise this matter with the Minister of Transport.	ORC and ES transport staff to raise this matter with the Transport SIG.
2.4 Provide a network of disposal facilities (STEDS).	Construct further STEDs to complete the southern network, operate and maintain these; including asking Ecan to address the need for a site at Omarama and construct this. See attached map of locations where new STEDS are required to complete the southern network. Review the relative priority each year, before deciding which site to construct next.	ORC to construct the remaining STEDS required in Otago. ORC and ES to discuss the possible need for a STED near Omarama with ECan. Continue current ES and ORC approach and funding policies for operation of STEDS.

4. Recommendations

It is recommended that the Otago and Southland Regional Transport Committees:

1. approve the stock truck effluent strategy for the two regions.
2. write to the Minister of Primary Industries, and to the Minister of Science and Innovation, to request the Government fund research into how to recognise the value of stock effluent and to best use is made of it.
3. recommend that ORC and ES take the remaining actions identified in the *Next Steps* table.



Fraser McRae
Director, Policy and Resource Planning

Russell Hawkes
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LIST OF ATTACHMENTS

Attachment 1: Draft stock truck effluent strategy for Otago and Southland

Attachment 2: Map of existing and proposed locations for stock truck effluent disposal facilities.

Note, the proposed locations are those recommended by the Road Transport Association, based on a survey of its members in 2014.

Attachment 1: Draft stock truck effluent strategy for Otago and Southland

Need	Desired effect	Action	Assumption re why the action will deliver the desired effect
People using roads, both locals and visitors, see effluent spillages as dirty, unsafe and unnecessary. Until stock effluent is seen as being too valuable to waste, measures need to be put in place that prevent stock effluent being spilled during the transport of stock	All effluent produced by stock being moved between properties/facilities by truck is appropriately contained and disposed of	<ol style="list-style-type: none"> 1. Ask the Govt. to fund research into how to make effluent so valuable, best use is made of it 2. In the meantime, put measures in place to minimise, contain, and appropriately dispose of effluent discharged from stock being carted 	If stock effluent is seen as valuable, it will almost never be spilled. Until that time, the way to minimise spills is through measures that minimise the amount produced during cartage, contain it on the truck, and ensure it is adequately disposed of

Need	Desired effect	Action	Assumption
Farmers need to know what they can do to restrict the amount effluent produced during cartage to that able to be contained; contracts between farmers need to support this; and measures to prevent discharge onto roads needs to be enforceable	All livestock farmers help prevent effluent being spilled during travel by taking measures to limit how much is produced during that travel	<ol style="list-style-type: none"> 2.1 Provide information and education to the livestock farming sector 2.2 Ask the Govt. to impose an enforceable 'no spills on roads' rule 	Providing information will lead to the industry developing best practice guidelines and contracts, and to industry pressure to comply with these. Also, if cartage operators are held responsible for spills, they will put pressure on their clients, the farmers, to stand stock before they are carted
To prevent any effluent discharge onto roads, all trucks carting stock need to have containment tanks; and there needs to be a network of disposal facilities, so drivers can empty tanks before they overflow	Stock cartage operators are preventing effluent being spilled during cartage; and are appropriately disposing of any effluent collected on their truck	<ol style="list-style-type: none"> 2.3 Make it compulsory for all trucks carting stock to have adequate containment tanks 2.4 Provide a network of disposal facilities 	Spills on roads will be minimised if there is a complete network of stock truck effluent disposal facilities on the routes where stock is currently carted for anything other than short distances, and if all trucks have adequate containment tanks

36



Stock Effluent Dump Site Locations

Date: 12/02/2016



DISCLAIMER
While every effort has been made to ensure the content is correct, Environment Southland cannot guarantee the accuracy of the data. This information should not be relied in any manner without consultation.
DATA SOURCE: ES GIS 2016

REPORT

Document Id: A884055

Report Number: 2016/0664

Prepared For: Otago and Southland Regional Transport Committees

Prepared By: Manager Strategic and Transport Planning, ORC and Senior Policy Analyst -
Transport, ES

Date: 23/02/2016

Subject: **The future of the pan-regional approach to transport**

1. Précis

Over the last three years, pan-regional cooperation in transport amongst the two regional councils and eight territorial local authorities in Southland and Otago, and the NZ Transport Agency has grown in strength. This cooperation centres around three structures: (1) the Southland and Otago Regional Transport Committees (RTCs); (2) the Otago Southland Regional Advisory Group, which combines the working groups of each committee into a single group; (3) transport staff of the two regional councils working closely together.

Given the current triennium ends later this year, it is timely to review the mechanisms used for this pan-regional cooperation. This report starts that process by looking at how this cooperation works at present, and makes some suggestions for the Committees' consideration, based on discussion at the last meeting of the Otago Southland Regional Advisory Group.

2. The nature, goals and successes of the current pan-regional approach

The Otago and Southland Regional Transport Committees started meeting together in 2014, alternating the chair. The Regional Advisory Group has been meeting as a single Otago-Southland group for slightly longer (over three years).

In 2014/15, the two committees prepared a Regional Land Transport Plan (RLTP) document that combines the two regional land transport plans for 2015-21 between a single set of covers. This document has a single strategic front-end covering both Otago and Southland, a shared significance policy, and two programmes of proposed work, one for Otago and one for Southland.

When this approach started, the Committees saw their goal as seeking to unify their strategic approach, by setting clear investment priorities at a pan-regional scale, in order to:

- have more influence: the strength of a combined voice;
- give NZTA greater assurance of the need to invest;
- give a customer-focus: many freight and tourist journeys cross the regional boundary, so collaboration helps us make journey-based decisions;
- increase the effectiveness of strategic planning, by:
 - linking together our information to make better decisions from a larger information base, and drawing on a broader skill set and pooling ideas; and
 - addressing inter-regional economic drivers, issues and journeys that get insufficient attention under the current single region approach;
- simplify the structural relationship between the committees and NZTA.

We also anticipated secondary benefits of some efficiency gains from economies of scale and helping the pan-regional collaboration in asset management planning by providing coherent, consistent transport policy and strategy at the pan-regional scale.

Examples of what pan-regional cooperation has achieved so far include:

- NZTA putting a greater priority on addressing the recurrent flooding of SH1 at several Otago sites north of Dunedin, through recognition that this is an issue for Southland residents and businesses as well as for Otago's;
- greater understanding of the road safety issues and priorities in southern New Zealand (achieved through a single, jointly-funded and executed project);
- NZTA funding for the sealing of the Nuggets Road and of Curio Bay-Haldane section of the Southern Scenic route, through recognition of this as a pan-regional journey;
- commitment to completing the stock truck effluent disposal network in southern New Zealand;
- joint planning of ways to make travel in southern New Zealand safer for visiting drivers: all pulling together to optimise investment in an efficient manner
- greater influence through joint or aligned submissions to Government, e.g. on the need to
 - give better recognition of where the wealth in this country is being generated from primary production and tourism, and the level and type of central and local government investment in transport needed to support growth in these sectors;
 - provide new sources of revenue to ensure the transport network can be made resilient in the face of volatility in oil supply and price, climate change and such (which helped lead to the Urban Cycleway Fund);
- establishment of the Southern Road Safety Influencing Group
- more effective and efficient utilisation of the transport planning resource/skills at ES and ORC.

This list spans all elements of transport management, suggesting that the current approach is taking us in the anticipated direction.

3. Regional Advisory Group (RAG)

In addition to the two Committees meeting together, cooperation also occurs at the RAG level. This group comprises key transport staff from each of the Approved Organisations in Otago and Southland. Representatives from NZTA's Highway and Network Operations and the Planning and Investment sections are part of the Group. Police and ACC representatives also attend the group meetings.

RAG agendas are organised jointly by ORC and ES staff, taking into consideration items referred to the RAG by the Committee, or matters raised at previous RAG meetings. Chairing of the Group's meeting, and secretarial support, alternates between ORC and ES transport staff or is determined by agreement of those staff. Meetings are usually held in Balclutha, as the most central location.

Prior to 2013 the Otago and Southland technical advisory groups were separate entities, designed to support their respective regional land committees. In 2013 and 2014, the two groups meet together a few times and decided there were advantages in combining to form a single group. Although the RAG's main task this triennium has been to help the committees prepare the Regional Land Transport Plans for 2015-21, discussion has ranged over other transport matters that benefit from a pan-regional perspective and sharing of expertise (e.g. road safety, stock truck effluent disposal and responses to proposed Government policy).

At its February meeting, the RAG has identified the logical next step to enhancing the present pan-regional transport work would involve building on the strengths of the group's efforts at working cooperatively. The areas that RAG members have recognised as needing to be strengthened are:

1. Constructive commitment amongst the participating organisations (given the inconsistent level of attendance at the RAG meeting of some AOs).
2. The two-way communications, and interface on strategic matters, between the RAG and Committee members.

There are ways in which the Committees could better utilise RAG work; for example, the Committees could:

1. Recommend that the two regional councils recognise the pan-regional staff advisory group in each Committee's terms of reference.
2. Recommend that the two regional councils seek the support of all the territorial local authorities in Otago and Southland, and NZTA. Give the pan-regional staff advisory group a specific purpose and mandate (over and above the one-off tasks that the committees directs the group to undertake).
3. Clarify the Committees' expectations concerning how feedback loops should operate amongst the two committees, the RAG and the organisations represented on the RAG and the committees.
4. Set out the Committees' suggestions or expectations for attendance, as and when appropriate by other organisations such as Police.

4. Mechanisms for pan-regional cooperation

Pan-regional cooperation needs to occur within the boundaries set by legislation.

Committees

The Land Transport Management Act 2003 requires each regional council to establish a regional transport committee as soon as practicable after each triennial election. The committee is to be established under section 105 of this Act. The same section prescribes committee membership: two persons to represent the regional council; one person from each territorial authority in the region to represent that territorial authority and one person to represent the agency.

The functions of the regional transport committee, as set out in section 106 of the Land Transport Management Act 2003, are to (1) prepare the RLTP for approval of the regional council; and (2) provide the regional council with any advice or assistance the regional council may request in relation to its transport responsibilities.

Section 105 (9) of this same Act allows two or more adjoining regional councils to agree in writing to establish a joint regional transport committee and prepare a [joint] regional land transport plan. The agreement must specify the procedure for appointing the chair and deputy chair of the committee, who must both represent a regional council.

The legislation does not explicitly provide for any other collaborative pan-regional mechanism other than a joint committee.

Advisory group

The legislation is silent on such a group and on how a regional transport committee obtains its advice and assistance.

In establishing an advisory group, the Committees need to take into consideration their own terms of reference set by their respective regional council. ORC's terms of reference for the 2013-16 Regional Transport Committee state that the committee does not have the power to appoint subcommittees but may appoint working groups provided that they are limited to a time duration consistent with the performance of their specified tasks. ES's terms of reference are silent on this matter.

The legislation does not place limits on pan-regional transport cooperation at staff level. Over and above any mandate from the Regional Transport Committee(s), the transport staff of each Approved Organisation (AO) in Southland and Otago may, and do, meet together to discuss transport matters (on implementing the One Network Road Classification and asset management, for example). These meetings may or may not be separate to the RAG ones.

5. Staff recommendations on enhancing the pan-regional approach

The benefits of a unified pan-regional strategic vision for transport in Southland and Otago are:

1. Combined knowledge, information and skill sets that better inform strategy-setting and investment decisions.
2. Clear investment policy, strategy and priorities adopted for pan-region RLTP(s).
3. Alignment in the delivery of transport strategy, which maximises benefits of the combined investment in transport and enables cross regional journey solutions.

The RAG sees the main issue preventing pan-regional cooperation being the difficulty of ensuring alignment: both on strategic matters and in the delivery of strategy. Clarity in these matters would benefit:

- the ability of AOs to deliver on the strategic front-end of the document through both:
 - a programme of NZTA-funded works, and
 - through whatever unsubsidised works that local authorities undertake
- the Committees' review of the strategic front-end of the document, required by mid-2018.

The pan-regional approach for the next triennium could, therefore, be enhanced by ORC and ES adopting a joint terms of reference for the two RTCs, stating the expectations about duties and reporting responsibilities, specifically:

- how RTC members, and the transport staff that support the RTC and comprise RAG, report to their parent organisations on RTC business and decisions; and
- how the RTCs and /or RAG members would work together (joint problem-solving, investment or project delivery), from time to time when desirable.

At its February meeting, the RAG suggested that ES and ORC staff draft guidelines on these matters, for consideration at the next RAG next meeting in May (preparatory to discussion with the committees).

6. Recommendations

It is recommended that the Regional Transport Committees:

1. direct the combined Otago Southland Regional Advisory Group to consider how to enhance the present pan-regional cooperation in transport and build on its strengths, and to report back to the Committees' next meeting; and
2. provide specific direction to the Regional Advisory Group on any matters such as terms of reference for the Committees and/or the Regional Advisory Group, the latter's purpose, or the feedback loops that should operate amongst the RAG, the two committees, and the organisations represented on the RAG and the committees.



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