

**Minutes of the Otago and Southland Regional Transport
Committees Meeting,
held in Clutha District Council Chambers, Balclutha, on
Tuesday, 1 December 2016 at 10.30 am**

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

1 Welcome

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

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

2 Apologies

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

3 Public Forums, Petitions and Deputations

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

4 Notification of Extraordinary and Urgent Business

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

4.1 Supplementary Report

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

4.2 Other

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

5 Questions

There were no questions raised at this time.

6 Matters Arising from the Minutes of 11 August 2016

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

Resolved:

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

Carried

7 Chairman's Report

Cr Kempton gave a brief report to the Committee.

8 Staff Report

⇒ Item 1 – RLTP Programme Update

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

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

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

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

Resolved:

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

Carried

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

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

Resolved:

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

Carried

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

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

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

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

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

Resolved:

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

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

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

Carried

Lunch adjournment 12.35-1.15

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

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

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

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

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

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

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

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

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

Cr Kempton commented that

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Resolved:

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

Carried

⇒ **Item 5 – Next Meeting**

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

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

9 Extraordinary and Urgent Business

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

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

Resolved:

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

Carried

Termination

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