Agenda for a meeting of the
Otago and Southland Regional Transport Committees
to be held in the Central Otago District Council Chamber, 1 Dunorling Street,
Alexandra on Thursday 11 August 2016 commencing at 10.30 am

Morning tea available from 10:00am

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

Meeting Chair – Cr Trevor Kempton

In attendance:

Ministry of Transport representatives

1. Welcome

2. Apologies

3. Minutes:
   The minutes of the Combined RTC meeting held on 8 March 2016
   are circulated for confirmation
   Action list from previous RTC and TAG meetings (attached)

4. Matters arising from the meetings

5. Terms of Reference for the Otago and Southland Regional Transport Committees and the


7. South Island Regional Transport Committees’ Collaboration (Report 2016/0969) ...... 40 - 43

8. Matters referred to RAG by the Committee/recurrent items

   Road safety influencing group ................................................................. 44 - 49

   RLTP Programme Update (Traffic Lights Report) ....................................... 50 - 56
Other matters

9. Ministry of Transport presentation and discussion on new government policy statement on land transport funding (note, this item will be held between noon and 2:00pm)
10. Oral report back from Otago Southland Cycle trails workshop
11. Advice concerning proposed workshop on 6 September and first meeting of the triennium and induction for any new committee members (1 December 2016)
Minutes of a meeting of the Combined Otago/Southland Regional Transport Committees held in the Clutha District Council Chamber, 1 Rosebank Terrace, Balclutha on Tuesday 8 March 2016 commencing at 10.35 am

Present

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 Alexa Forbes (QLDC)
Mr Jim Harland (NZTA)

Southland Regional Transport Committee:
Chairman Ali Timms (ES, Chair)
Cr Peter Jones (ES)
Cr Brian Dillon (SDC)
Mr Jim Harland (NZTA)

In attendance
Dr Deborah Lind (QLDC)
Dr Jane Turnbull (ORC)
Mr Fraser McRae (ORC)
Mrs Janet Favel (ORC, Minute taker)
Mr Chris Bopp (CODC)
Mr Ian McCabe (DCC)
Mr James Newton (NZTA)
Mr Simon Underwood (NZTA)
Mr Russell Hawkes (ES)
Mr Russell Pearson (ICC)
Insp Tania Baron (NZ Police)
Mr Joe Bourque (SDC)
Mr Murray Hasler (CODC)

1. Welcome
Cr Ali Timms chaired the meeting and extended a welcome to those attending.

2. Apologies
Cr Lindsay Thomas
Cr Nicky Davis
Cr Lyal Cocks
Cr Guy Percival
Mr Michael Voss
The apologies were accepted on the motion of Crs Wilson and Dillon.
3. **Agenda – late item**

NZTA requested the addition of a late item to the agenda, being a request for endorsement of a new activity, Dunedin to Port Chalmers Safety Improvements, to be added to the Regional Land Transport Plan 2015-21. Dr Turnbull advised that the Committees needed to deal promptly with any request to vary the RLTP, and noted that the letter from Highways and Network Operations (HNO) had been received on Thursday 3 March and circulated to members.

Cr Wilson moved
Cr Bell seconded

*That the Dunedin to Port Chalmers Safety Improvements project be endorsed for addition to the 2015-21 RLTP.*

**Motion carried**

4. **Minutes**

The minutes of the Combined RTCs meeting held on 10 November 2015 were accepted on the motion of Crs Wilson and Wills.

5. **Matters arising from the meeting**

Item 6 visiting drivers – Cr Timms noted that NZTA was to discuss with NZ Police the matter of visiting drivers using GPS on rural roads, and asked if this discussion had taken place. Mr Harland advised that NZTA was looking at trip and risk information obtained by rental car companies. Telemetry provided information on speeds, and contracts held by drivers recorded doing extreme speeds had been cancelled.

Cr Wilson noted that GPS could direct drivers along low classification roads, and Cr Timms suggested that the Visiting Driver team investigate this issue. Mr Harland pointed out that roads were classified, and GPS systems should direct drivers to high category roads.

**Action:** Cr Timms and Mr Harland to meet to discuss this issue.

It was noted that attendance at RTC meetings was important, and travelling distance to venues was raised as an issue.

6. **Road safety influencing group** (Russell Hawkes, Report A251074)

Mr Hawkes noted the recommendation from the RAG that the Road Safety Influencing Group be given time to establish itself before the terms of reference were finalised. Once the Group was fully functional the potential for expanded membership and possible changes in industry representation would be considered to allow the Group to fully represent the combined regions.

Mr Hawkes advised that a meeting would be held soon. He noted that the Group was currently based in Southland, and it was considered desirable to keep the meetings there until the group was well established. WDC and DCC would be kept advised about the meetings.
There was concern that Real Journeys and Fonterra had not attended the first meeting. Mr Hawkes advised that they had good reasons for not attending, and were definitely interested in the Group’s work.

Mr Harland considered it important to endorse the Group’s Terms of Reference at the next RTC meeting.  
Action: Mr Hawkes to draft Road Safety Influencing Group Terms of Reference for presentation to the next meeting of the Combined RTCs.

Cr Kempton commented that it would be useful to have DCC and WDC involved in the Group, noting that Dunedin was a substantial network hub.

Cr Jones moved  
Cr Forbes seconded

That the report be noted.  

Motion carried

7. Cycling (Jane Turnbull, Report 2016/0663)  
The report noted that at their last meeting the RTCs had directed RAG to consider the relevant sections within the Otago Southland Regional Land Transport Programmes 2015-21 on cycling and how these fitted with work programmes. The following points were raised:

- NZTA to work with agencies in the wider setting of the Mayoral and CE Forums on how the RLTP was delivered.
- RTCs to liaise with Trusts to achieve better quality cycle trails.
- Essential to attract maintenance funding.
- Need to focus on safety of and access to cycle trails.
- Consider safety of combined walking/cycle ways.
- Need differentiated cycle lane for commuters.
- Need linkages between the existing trails.

Action:  
1. Mr Harland and the two RTC chairs to attend Mayoral Forum meetings to discuss the issues raised in relation to cycling.  
2. RAG to organise consultation between the RTCs and the cycle trusts in the region and Nga Haerenga.

Cr Forbes moved  
Cr Kempton seconded

That the Committees undertake Steps 1 and 2 above [report 2016/0663], 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.

Motion carried
8. **RLTP Programme Update** (Russell Hawkes, Report A250923)

The report provided information on maintenance and renewal programmes and the implementation of improvement projects included in the Otago Southland RLTP for 2015 to 2018. The Committees were requested to review progress with the various projects and identify any items they saw as needing to be addressed if the long-term goal and the objectives of the Otago Southland RLTPs were to be met.

Table 1 progress of improvement projects was discussed:

- STEDS project – current status was reinstated following discussion – included in ORC Draft Annual Plan.
- Edendale realignment has progressed.
- Pyramid Bridge Replacement – start date of physical work 2017 – combine indicative and business cases – relatively simple project.
- Southern Penguin Highway project – submission on behalf of Southland RTC.
- Invercargill Moto Rimu Safety Improvement – table shows 2016/17 – were given date mid 2015.
- Lindis crossing bridge – should be returned to the RLTP list of projects. It is a single lane bridge on a main tourist highway.

Cr Wilson suggested that it would be helpful for members of the public to have this report attached to the RLTP on line, to show and explain progress on improvements.

Mr Hawkes commented that it was anticipated that the 3 year programme funding would be spent. Mr Harland noted that regions were expected to complete the programme and expenditure by the end of the three years. Unders/overs were acceptable in the first two years.

Mr Hawkes explained that the figures in the tables did not include emergency works.

**Action:** Mr Hawkes to consider extending Table 1 to allow for information on the inclusion of emergency works in the projects.

- Beaumont Bridge replacement – noted construction had been brought forward two years. Mr Underwood explained that the strengthening works were part of a separate programme. There was a risk that the bridge would weaken long term, and it was not possible to predict when it would fail. It was on the NLTP for indicative business case next year.
- Frankton Flats – no dates given. Mr Hawkes explained that staff changes at QLDC had delayed provision of information.

Cr Timms commented that the business case process was frustrating for small projects. It would be good to see the two business case processes combined. Mr Harland explained that NZTA was encouraging a parallel, not linear, process, and if a project was simple, a simple statement would suffice. It would be useful to workshop nationally to ensure understanding of the process.
Cr Kempton moved
Cr Wilson seconded

That:
1. The Regional Transport Committees note the report and provide direction on any actions they require based on the information provided.

2. The updated progress tables be uploaded onto the Environment Southland and Otago Regional Council websites, with a link to the RLTP.

Motion carried

The report proposed a strategy on stock truck effluent, to facilitate Otago Regional Council 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.

Dr Turnbull explained that NZTA required a regional strategy before funding could be approved. The strategy proposed covered the main points needed to minimise effluent on roads. She noted that some of the items in the actions table were national matters, that should be discussed at SIG (Special Interest Group) level.

The first priority site was Cromwell. It was noted that patterns of stock movement could change, and location of future sites would require to be reviewed annually. The suggested Omarama site would be discussed at the upcoming meeting with ECan.

Other points raised included:
• Clarify the wording of the clause “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”.
• Need discussion about how stock should be presented for safe transportation, for example offloading effluent into ponds when loading trucks.
• Transport companies in Southland provided space on their premises for disposal of effluent.
• The Police were not able to act on effluent disposal problems. Change Transport Act to define livestock effluent as a dangerous load?
• Industry has done a lot on the basis of good will, but pressure should remain on the Transport Act.
• Establish a user pays system using facilities like petrol cards. It was noted that if the proposed sites were approved, CODC would be paying for three sites.
• Rather than controlling effluent loss from trucks, RTCs should be encouraged to work together to offer depots with washing facilities.
• Seeing effluent as a valuable resource was too long a bow to draw to include in the pan-regional strategy. Farmers had to understand how to prepare stock for transport; and trucks had to have good containment and emptying facilities.
• Southland paid for capital work, maintenance and operation of STEDS. CODC sought a similar regional approach to maintenance and operations funding in Otago Region.
• Some routes, for safety or amenity reasons, should be treated as higher value.
• Strengthen legislation – prosecute transporters who don’t use STEDS.
• Amend Action 1 in the “Next Steps” table to “Ask regional councils to consider the impact on the roading network 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.”
• The communication with the farming sector about what farmers should be doing should be done jointly by Otago and Southland Regions.

Cr Wilson moved
Cr Timms seconded

That the Otago and Southland Regional Transport Committees:
1. approve the stock truck effluent strategy for the two regions, but delete Action 1 and clarify wording concerning farmers’ contracts;
2. recommend that ORC and ES take the remaining actions identified in the Next Steps table and ask ORC to investigate the potential for spreading the funding of the operation and maintenance costs for STEDS fairly across the Region;
3. request chairs to ask that this matter be added to the agenda for the meeting with ECan.

Motion carried

The meeting adjourned at 12.20 pm and reconvened at 12.57 pm.

10. Future of the Otago Southland collaboration (Jane Turnbull, Report 2016/0664)
Cr Wilson considered that the collaboration had been successful, however WDC absences from meetings was a concern and she suggested that consideration be given to teleconferencing. She also felt that site visits to some major projects would be useful.

Cr Wills also considered the process had been successful, and he suggested that communication with ECan would be useful too. Cr Timms suggested that the ES and ORC RTCs meet say twice a year with ECan. This matter could be discussed at the meeting with ECan to be held on 15 March.

Mr Harland noted that NZTA supported the collaboration.

Cr Wilson moved
Cr Bell seconded

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.

**Motion carried**

11. **Meeting venues**

Balclutha was considered to be a good central location for the combined meetings, and it would be useful to find out the reason for WDC’s non-attendance. Mr Hawkes noted travel time was a disadvantage for those at the ends of the two regions, and also suggested that meetings could be moved around the regions more. Cr Timms suggested that when councils appointed their representatives at the beginning of the triennium, they should also appoint alternates. It was **agreed** that the next meeting be held in Alexandra, and the meeting following that in Balclutha.

**Action:** Cr Kempton to discuss meeting timings and locations with WDC.

It was considered that the benefits of the meetings outweighed the travel concerns.

The Combined ES/ORC RTCs meeting closed at 1.07 pm.

**Chairperson**
<table>
<thead>
<tr>
<th>Item Source</th>
<th>Minutes Item</th>
<th>Action</th>
<th>Name of person responsible</th>
<th>Date Due</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTCs 26 Jan 2016</td>
<td>5, 8 March</td>
<td>Discuss GPS issues for visiting drivers</td>
<td>Chairman Timms Mr Harland</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RTCs 8 March 2016</td>
<td>6</td>
<td>Mr Hawkes to draft Road Safety Influencing Group Terms of Reference for presentation to the next meeting of the combined RTCs.</td>
<td>Mr Hawkes</td>
<td></td>
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<tr>
<td>RTCs 8 March 2016</td>
<td>7</td>
<td>Mr Harland and the two RTC Chairs to attend Mayoral Forum meetings to discuss the issues raised in relation to cycling.</td>
<td>Mr Harland Chairmen Timms &amp; Kempton</td>
<td></td>
<td>Done</td>
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<td></td>
<td></td>
<td>Organise consultation between the RTCs and the cycle trusts in the region and Nga Haerenga</td>
<td>Dr Turnbull</td>
<td>Held 30 July</td>
<td></td>
</tr>
<tr>
<td>RTCs 8 March 2016</td>
<td>10</td>
<td>RAG to consider how to enhance the present pan-regional cooperation in transport and build on its strengths.</td>
<td>RAG</td>
<td>AugustRTC meeting</td>
<td>Done for Aug meeting</td>
</tr>
<tr>
<td>RTCs 8 March 2016</td>
<td>4.1</td>
<td>Terms of Reference (for both RTC and TAG) to be amended per discussion at 17 May meeting, in paper to RTC for August meeting.</td>
<td>Dr Turnbull</td>
<td>AugustRTC meeting</td>
<td></td>
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<tr>
<td>TAG May 2016</td>
<td>4.7</td>
<td>Report to be made to RTC re constraints on Visiting Driver projects, for August meeting.</td>
<td>Dr Turnbull/ Mr Hawkes</td>
<td>AugustRTC meeting</td>
<td>In tourismrpt Aug 11 meeting</td>
</tr>
<tr>
<td>TAG May 2016</td>
<td>5</td>
<td>KiwiRail to be invited to send representative to TAG meetings.</td>
<td>Dr Turnbull/ Mr Hawkes</td>
<td>Next TAG meeting</td>
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<tr>
<td>TAG 2 Feb 2016</td>
<td></td>
<td>Discuss interregional model of touring and freight flows with ECan.</td>
<td>R Hawkes J Turnbull</td>
<td>Conversat ion initat ed with SI RTC officials</td>
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<tr>
<td>RTC &amp; TAG March/ May 2016</td>
<td>-</td>
<td>Hosting authority – circulate RTC and TAG meeting minutes as soon as possible after each meeting.</td>
<td>L. McDonald (ORC) D. O’Donnell (ES)</td>
<td>ONGOING</td>
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<td>Item Source</td>
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<td>RTCs 8 March 2016</td>
<td>4.3</td>
<td>Traffic light report to be sent to TAG members for updating, 10 days prior to agenda for RTC meeting being compiled.</td>
<td>Mr Hawkes</td>
<td></td>
<td>ONGOING Done for Aug 11 meeting</td>
</tr>
<tr>
<td>RTCs 8 March 2016</td>
<td>8</td>
<td>Mr Hawkes to consider extending Table 1 to allow for information on the inclusion of emergency works in the projects. Upload updated progress tables to ES and ORC websites, with a link to the RLTP after each RTC meeting.</td>
<td>Mr Hawkes</td>
<td></td>
<td>ONGOING Done for March 2016</td>
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</table>
1. Précis
This report proposes new terms of reference for Otago and Southland Regional Transport Committees for the next triennium, to further enhance cooperation between the two committees - attached to this report. The report also proposes formal terms of reference for the group of staff who advise the committees (staff from the regional councils, territorial authorities, NZTA and other organisations with relevant technical expertise).

2. Background
At their meeting on 8 March 2016, the two Regional Transport Committees sought advice from the combined Otago Southland Regional Advisory Group (RAG) on to enhance pan-regional cooperation in transport. The Committees asked the Group to provide direction on matters such as: terms of reference for the Committees and/or the RAG including RAG’s purpose, and on the feedback loops that should operate between and amongst the committees, the RAG, and the organisations represented on these bodies.

The RAG discussed these matters at its meeting on 17 May, at which they refined draft terms of reference for both the committees and the RAG. Note, at that meeting, the advisory group decided it would be appropriate to be renamed as the Transport Advisory Group (TAG). The rest of this report uses this acronym.

3. Proposed terms of reference
The proposed Committee terms of reference are based on the template used for setting regional council committee terms of reference.

The Land Transport Management Act 2003 provides for a separate regional transport committee in each region, and sets out the membership of each committee. The Act is silent on how regional transport committees might work together. Nevertheless, the terms of reference for each committee set up a cooperative working arrangement for the next triennium while still allowing committees to retain their separate identities.

The proposed terms of reference do this by:
- making the terms of reference for each committee virtually identical by utilising common text;
- incorporating a common objective, and common statements of role and function, voting rights, terms of membership and delegated authority, and power to act;
referring, in the section on committee role and function, to these being undertaken “in cooperation with” the other regional transport committee, to make clear that the regional councils expect the two committees to work cooperatively.

In practice, all parts of the terms of reference for each committee can be identical except the parts concerning membership, which are:

- the number of territorial local authority representatives on each committee; and
- the size of the quorum needed for voting on each Regional Land Transport Plan.

The TAG wishes to continue as a combined Otago Southland group and has drafted terms of reference for itself, which it is asking the Committees to adopt. This draft is included as an appendix to the committees’ terms of reference. The Committees do not need to wait until the next triennium to set TAG’s terms of reference, but can adopt these now, with immediate effect. (The advisory group has been operating without formal terms of reference this triennium.)

The proposed terms of reference address the matters on which the Committees sought TAG’s advice:

- TAG’s purpose: see TAG’s objectives set out in Appendix Two of the proposed terms of reference;
- the feedback loops needed amongst TAG, the two committees and the organisations represented on the committees and TAG: see the Terms of Membership section in the committees’ terms of reference and also, on the last two pages of the attachment, the section concerning TAG members responsibility and reporting.

4. Recommendation

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

1. recommend to Otago Regional Council and Environment Southland respectively that:
   a. the Otago and Southland Regional Transport Committees continue to meet together and to work cooperatively together during the next triennium;
   b. the two regional councils adopt similar terms of reference based on a common objective, and containing the same statements of roles and functions – which refer to each role or function being undertaken “in cooperation with” the other regional transport committee – and the same statement concerning voting rights, terms of membership and delegated authority, powers to act;
   c. they adopt the proposed terms of reference in the attachment to this report.

2. Adopt the terms of reference for the Otago Southland Transport Advisory Group set out in the attachment, with immediate effect.

Fraser McRae  
Director, Policy Planning and Resource Management  
Otago Regional Council

Russell Hawkes  
Senior Policy Planner – Transport  
Environment Southland
ATTACHMENT TO REPORT

PROPOSED TERMS OF REFERENCE
FOR OTAGO AND SOUTHLAND
REGIONAL TRANSPORT COMMITTEES
and the
OTAGO SOUTHLAND [REGIONAL] TRANSPORT
ADVISORY GROUP

As recommended by the Otago Southland Transport Advisory Group
Version: 19 May 2016
Terms of Reference for Southland / Otago Regional Transport Committee [delete name of one region, as appropriate]

Membership
The Regional Transport Committee for Southland / Otago (RTC) comprises:
- Two Regional Council representatives (Chair and Deputy Chair) or alternates
- One representative or alternate from the New Zealand Transport Agency

Otago
- One District Council representative or alternate from each of the:
  - Clutha District Council
  - Central Otago District Council
  - Dunedin City Council
  - Queenstown Lakes District Council
  - Waitaki District Council

Total membership of the Otago committee equals eight.

Southland
- One District Council representative or alternate from each of the:
  - Gore District Council
  - Invercargill City Council
  - Southland District Council

Total membership of the Southland committee equals five.

This is dictated by Section 105 of the Land Transport Management Act 2003 (LTMA). Representatives and Alternates are appointed by the regional council.

Objective
To undertake the functions as prescribed by the Land Transport Management Act 2003.

Meeting Schedule
The RTC normally meets at least three times a year but may meet more regularly depending on the work to be undertaken or the issues to be addressed. Where possible, members will be advised, in advance, of the meeting schedule for the year.

Role and Functions
The role and functions of the Regional Transport Committee are as follows:
1. To undertake the statutory requirements of the Land Transport Management Act 2003 (Appendix One).

2. To prepare the Regional Land Transport Plan (RTLP) in cooperation with the Southland / Otago Regional Transport Committee [delete name of one region, as appropriate], to prepare any applications to vary the RLTP and to process any applications to vary the RLTP (LTMA section 106(1)(a)).

3. To prepare and adopt a policy that determines significance in respect of:
   a) Any variations made to the RLTP.
   b) Activities included in the RLTP (LTMA section 106(2)).
4. To provide any advice and assistance the regional council may request on its transport responsibilities generally (LTMA section 106(1)(b)).

5. To undertake monitoring to assess implementation of the Regional Land Transport Plan including monitoring of the performance of activities (LTMA section 16(3)(f) and 16(6)(e)), in cooperation with the Southland / Otago Regional Transport Committee [delete name of one region, as appropriate].

6. To consult on a draft Regional Land Transport Plan for the Region in accordance with the consultation principles specified in section 82 of the Local Government Act 2002, in cooperation with the Southland / Otago Regional Transport Committee [delete name of one region, as appropriate].

7. To complete a review of the Regional Land Transport Plan during the six-month period immediately before the expiry of the third year of the Plan (LTMA section 18CA) in cooperation with the Southland / Otago Regional Transport Committee [delete name of one region, as appropriate].

8. To advise the Council on any significant legislative changes, programmes, plans or reports relating to the region’s transport system.

9. To prepare and implement regional transportation planning studies, or pan-regional studies with the Southland / Otago Regional Transport Committee [delete name of one region, as appropriate], when necessary.

10. To represent and advocate for transport interests of regional and/or pan-regional Otago-Southland concern [delete name of one region, as appropriate].

11. To consider and submit on transport related policies, plans and consultation documents issued by the Ministry of Transport, New Zealand Transport Agency, regional/district councils, and other relevant organisations as considered appropriate, including submitting jointly with the Southland / Otago Regional Transport Committee when appropriate [delete name of one region, as appropriate].

12. To liaise with the Ministry of Transport, New Zealand Transport Agency, Commissioner of Police, regional/district councils, and other interested parties on transport matters, and advise the Council on any appropriate new initiatives as considered appropriate.

13. To cooperate with the Southland / Otago Regional Transport Committee [delete name of one region, as appropriate] and to engage with other regional transport committees and working parties, which from time to time may be established.

14. To consider advice and recommendations from the Otago Southland Regional Transport Advisory Group.
Members’ responsibilities for reporting back to the organisation they represent
Each member of the RTC is expected to report back regularly to their organisation on matters discussed at Committee meetings, on the RLTP transport priorities for the region, its objectives and policies, and other content.

Terms of Membership
Should a vacancy occur in the membership of the RTC, the Committee Secretary shall report this to the next meeting of the Council for determination as to whether or not the nominating organisation or group is to be invited to nominate a replacement.

Voting Rights
Voting on the Regional Land Transport Plan cannot proceed unless:
in the case of the Southland RTC, three committee members are present.
in the case of the Otago RTC, five committee members are present.

Each organisation (i.e. the regional council, NZTA and each district/city council) is therefore required to have alternative representatives nominated and approved by the regional council to act as a replacement should the original nominated representative be absent from a meeting.

No voting will occur should there not be a full quorum of committee members from those organisations allowed to vote on these matters. [Note, this is the current approach in Otago but differs from Southland’s.]

Delegated Authority – Power to Act
The Regional Transport Committee:
1. Does not have the powers of Council to act in the following instances as specified by Clause 32 (1) of Schedule 7 of the Local Government Act 2002 to:
   a) Make a rate
   b) Make a bylaw
   c) Borrow money, or purchase or dispose of assets, other than in accordance with the Long Term Plan
   d) Adopt a Long Term Plan, or Annual Plan or Annual Report
   e) Appoint a Chief Executive
   f) Adopt policies required to be adopted and consulted on under this Act in association with the Long Term Plan or developed for the purpose of the Local Governance Statement.

2. Does have the ability to appoint a panel to hear RLTP, submissions, working parties, advisory groups and, where there is urgency or special circumstances, a subcommittee to deal with any matters of responsibility within the Committee’s Terms of Reference and areas of responsibility, and to make recommendations to the Committee on such matters, provided that a subcommittee does not have power to act other than by a resolution of the committee with specific limitations.

3. Does have the ability to make decisions in accordance with the Terms of Reference.
Power to Act (for the information of Council)
The Regional Transport Committee has the power to:
1. Monitor any transport activities of the Regional Council, Territorial Authorities and New Zealand Transport Agency in order to report on progress on the Regional Land Transport Plan.
2. Prepare and recommend variations to the Regional Land Transport Plan that trigger the RTC’s significance policy.
3. Consider and recommend transportation planning studies and associated outcomes.
4. Provide recommendations to relevant Government agencies on transport priorities for the region and the allocation of national or regional transport funds.

Otago Southland [Regional] Transport Advisory Group
A pan-regional Otago Southland Transport Advisory Group (TAG) is a working group of technical transport officers from various organisations in the Otago and Southland Regions, which advises the Otago and Southland Regional Transport Committees on matters relating to:

- development of Regional Land Transport Plans for the two regions.
- regional prioritisation of transport projects
- any other transport matters requested by the Regional Transport Committee(s) or regional councils.

The Otago Southland Transport Advisory Group will be administered jointly by the Otago Regional Council and Environment Southland and is made up of representatives of the following organisations:

- Otago Regional Council
- Clutha District Council
- Central Otago District Council
- Dunedin City Council
- Queenstown Lakes District Council
- Waitaki District Council
- Environment Southland
- Southland District Council
- Invercargill City Council
- Gore District Council
- New Zealand Transport Agency
- any other organisations/individuals invited to participate and advise the RTC on technical matters relating to the Committee’s Terms of Reference.

Appendix 2 sets out the terms of reference for the Otago Southland Transport Advisory Group.
105 Regional transport committees

(1) As soon as practicable after each triennial election, every regional council must establish a regional transport committee under this section for its region.

(2) Each regional council must appoint to its regional transport committee:
   (a) 2 persons to represent the regional council; and
   (b) 1 person from each territorial authority in the region to represent that territorial authority; and
   (c) 1 person to represent the Agency.

(3) ...(relates to unitary authorities)

(4) A person specified in subsection (2)(a) to (c) and (3)(a) and (b) may only be appointed on the nomination of the relevant entity.

(5) Repealed

(6) Each regional council must appoint from its representatives the chair and deputy chair of the committee.

(7) At any meeting of a regional transport committee, the chair, or any other person presiding at the meeting, -
   (a) has a deliberative vote; and
   (b) in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and that status quo is preserved).

(8) Repealed

(9) Despite subsection (1) to (3), 2 or more adjoining regional councils or Auckland Transport and 1 or more adjoining regional councils may agree in writing to establish a joint regional transport committee and prepare a regional transport plan, in which case subsection s (4), (6), and (7) apply with all necessary modifications.

(9A) ...(relates to joint regional transport committees)

(9B) ...(relates to joint regional transport committees)

(9C) ...(relates to joint regional transport committees)

(10) If a regional transport committee is established under subsection (9), any reference in Part 2 of this Act to a regional council is to be read as a reference to each of the regional councils that have established the committee.

(10A) ...(relates to joint regional transport committees)

(10B) ...(relates to joint regional transport committees)

(11) If the area of a territorial authority falls into the regions of more than 1 regional council, the territorial authority must decide (after consulting the relevant regional councils) which regional transport committee to join.

(12) If subsection (11) applies, and a territorial authority fails to decide to join a regional transport committee, the Minister must direct the territorial authority to be represented by a particular regional transport committee.

(13) Repealed
For the purposes of subsection (11), region has the same meaning as in section 5(1) of the Local Government Act 2002.

Nothing in this section applies to the Auckland Council or Auckland.

106 Functions of regional transport committee

(1) The functions of each regional transport committee (other than the regional transport committee for Auckland) are:

(a) to prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council; and

(b) to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.

(2) Each regional transport committee, including the regional transport committee for Auckland, must adopt a policy that determines significance in respect of:

(a) variations made to regional land transport plans under section 18D; and

(b) The activities that are included in the regional transport plan under section 16.

(3) ... (relates to joint regional transport committees)

107 Procedure of committee

(1) Repealed

(2) The provisions of the Local Government Act 2002 and the Local Government Official Information and Meetings Act 1987 concerning the meetings of committee of regional councils, so far as they are applicable and with the necessary modifications, apply in respect of meetings of the regional transport committees.

(3) The Agency is not, as a result of being represented on a regional transport committee, bound to:

(a) include any matter in a national land transport programme under section 19C; or

(b) approve an activity or a combination of activities under section 20.

(4) ... relates to the Auckland Regional Transport Committee).
APPENDIX TWO

Terms of Reference for Otago Southland [Regional] Transport Advisory Group

Background
The Otago Southland Transport Advisory Group (TAG) is a working group of technical transport officers from various organisations in the Otago and Southland Regions which advises the Otago and Southland Regional Transport Committees on matters relating to:
- development of Regional Land Transport Plans (RLTPs) for the two regions.
- development of a significance policy in respect of any variations made to the RLTPs and activities to be included in the RLTPs.
- technical advice and assistance that the Committees may request in relation to its transport responsibilities.

The Otago Southland Transport Advisory Group is administered jointly by the Otago Regional Council and Environment Southland.

Objectives
The objectives of the TAG are to:
1. Provide professional support, technical expertise and advice to the Otago and Southland Regional Transport Committees, Otago Regional Council, Environment Southland, central government and other public-sector organisations concerned with transport and travel, as and when necessary.
2. Facilitate opportunities for the integration, collaboration and co-ordination of transport planning and implementation in Otago and Southland.
3. Enable strategic discussions amongst officers of key organisations in Otago and Southland on matters relating to the planning and delivery of transport projects in the region.
4. Provide a forum for staff of the Otago Regional Council and Environment Southland, eight district councils, New Zealand Transport Agency and other individuals/organisations of relevant technical expertise (such as NZ Police and ACC) to share information and ideas.
5. Provide a formalised contact point for transport matters in Otago and Southland at an officer level.

Functions
The functions of the TAG are to:
1. To provide advice and support to the Regional Transport Committees on the following matters:
   a) preparation and development of the RLTPs for the Otago and Southland regions or any variations.
   b) development of a significant policy in respect of any variations made to the RLTPs and activities to be included in the RLTPs.
   c) monitoring and reviewing progress towards the adoption and implementation of the Regional Land Transport Plans.
   d) any strategic or technical matters concerning transport that the Regional Transport Committees may request.
2. To advise the Regional Transport Committees on any significant legislative changes, programmes, plans or reports relating to the regions’ transport system.

3. To liaise with Ministry of Transport, the New Zealand Transport Agency, KiwiRail, the NZ Police, Department of Conservation, District Councils, and other interested parties on land transport matters, and advise the Regional Transport Committees appropriately on any new initiatives being undertaken by these organisations.

4. To liaise with neighbouring regions and districts on cross-regional transportation matters, and advise the Regional Transport Committees on any appropriate initiatives relating to these issues.

Membership
The membership of the TAG comprises one nominated representative (and an alternate) from the following organisations:

- Otago Regional Council
- Environment Southland
- Clutha District Council
- Central Otago District Council
- Dunedin City Council
- Gore District Council
- Invercargill City Council
- Queenstown Lakes District Council
- Waitaki District Council
- Southland District Council

Plus membership from

- New Zealand Transport Agency: one person from Highway and Network Operations and one person from Planning and Investment
- Any other organisations/individuals invited to participate and advise the RTC on technical matters relating to the Committee’s Terms of Reference.

It may also be necessary for reference groups to be established which involve support people from the organisations listed above (as deemed appropriate) and which provide specific advice to the TAG on certain matters – for example maintenance, freight, road safety, passenger transport, rail, environmental, walking and/or cycling, and any other relevant interest groups, as appropriate.

Organisation and procedures

- Meetings

Meetings are to take place not less than once every six months and more frequently if required.

It is anticipated that the TAG will meet approximately once every 4 to 6 weeks during the development of the Regional Land Transport Plan for the region. Once this Plan is
established the TAG will meet less frequently. TAG will meet approximately 4 to 6 weeks before each RTC meeting.

Meetings will be arranged jointly by Otago Regional Council and Environment Southland and the chairmanship of meetings, and taking of minutes will alternate between the two regional councils.

- **Convenors**
The convenors of the TAG will be a staff member from each of the Otago Regional Council and Environment Southland. Should another member of the TAG wish to require a meeting to be held, this request can be made to the Convenor(s) and a meeting then be established.

- **Attendance**
If nominated members are unable to attend a TAG meeting, each member should nominate an alternative representative of their organisation who has the member’s proxy to attend in their absence.

Each member (or member’s alternative representative) may also invite support or technical advisor/s to attend an TAG meeting with them. The role of that person/s is to provide advice to the respective member.

- **Servicing**
Notice of meetings, agenda preparation and meeting notes will be the responsibility of the convenors, with assistance from member organisation support staff. An agenda for the TAG meeting is to be circulated to members prior to the meeting and, where possible, agenda item contributions from members circulated in good time beforehand.

- **Minutes**
Minutes of each meeting are to be taken. The meeting notes may include a list of actions agreed to by participants.

Draft minutes and any action list are to be circulated to meeting attendees as soon as possible after each TAG meeting, to facilitate reporting back of TAG members to their parent organisations. Draft minutes are to be confirmed as accurate at a following meeting.

Minutes will be used to help prepare the agenda and reports for the following Regional Transport Committees’ meeting(s). TAG minutes do not, therefore, need to be included on the RTC agenda.

- **Member responsibility including reporting**
The TAG acts on behalf of the Regional Transport Committees for Otago and Southland. As such, communication and feedback to the Committee is critical. TAG meetings are scheduled approximately one month before each RTC meeting, to allow feedback and recommendations from TAG to be included in the RTCs’ meeting agenda.
When RTC seeks advice or work from the TAG, members of the TAG are expected to inform the TAG meeting about any relevant policies their organisations have, and to participate in discussion to see if a consensus can be reached on the advice or recommendation to be given to the RTCs.

TAG members should participate actively in the group and recognise that its success depends on a group effort. Members should recognise that the nature and scope of their roles, responsibilities and experience varies, and that each member has a valid contribution to make.

Members of the TAG are expected to report back to their respective organisations on matters discussed at TAG meetings. To facilitate this, drafts of TAG and RTC minutes are provided to TAG members as soon as possible after each TAG and RTC meeting.
1. Précis
Many South Island regions, including Queenstown and Southland, rely heavily on tourism, especially international tourism. It is important, therefore, that our transport system adequately supports the tourism sector and its anticipated growth in southern New Zealand.

If the transport system is to be managed in a way that deliberately and explicitly supports growth in tourism, then our strategy for regional development needs to be integrated with our strategy for transport. This report explores what this integrated approach to transport strategy, aiming to support the tourism, will look like.

The report first identifies the constraints in current government policy that are unnecessarily restricting the transport sector’s ability to support economic growth and productivity in the tourism sector in southern New Zealand. It then proposes new strategy for the Committees’ consideration (shown in the first attachment to this report).

This focus on transport needed to support tourism growth provides the background for discussions with Ministry of Transport officials on the Government Policy Statement on Land Transport (GPS) that is being developed. This is the first step in reviewing the strategic front-end of the Otago and Southland Regional Land Transport Plans (RLTPs) required over the next ten or so months. Over the next few months, further reports will review other key elements of the transport strategy for Otago and Southland.

2. Outlook for Southern tourism
The Ministry of Business, Innovation and Employment reports an excellent outlook for tourism, based on a solid foundation of continuing Australian tourism to New Zealand, an exploding increase in the arrivals and spending of Chinese visitors, and powerful growth in the spending of visitors from the United States. Australia will remain the top international visitor source for the foreseeable future, which will help sustain Queenstown, Southland and Westland, in particular. China is growing quickly, with forecasts estimating that its spend will overtake Australia’s by 2020, further boosting Queenstown and Southland. (See 2015 Regional Economic Activity report, Ministry of Business, Innovation and Employment, pages 86-93)¹.

¹ Available at http://www.mbie.govt.nz/info-services/business/business-growth-agenda/regions
3. Insufficient focus on tourism in the GPS and the effect of this on transport investment

**GPS 2015/16 - 2024/25**

The current GPS, issued in December 2014, does not have a significant focus on tourism. Although support for economic growth and productivity is in the GPS, the text underplays tourism and focuses on freight; the word ‘freight’ is mentioned 39 times in the GPS whereas the words ‘tourist’ or ‘tourism’ are mentioned only five times.

The GPS makes funding available in the Regional Improvements Activity Class, to “provide tourists with access to local attractions” and to “provide links to...tourist centres”. Expected results from this are: a reduction in deaths and serious injuries generally, along with reduced travel times and vehicle operating costs on tourist routes. There is no expectation specifically stated in the GPS that funding in other activity classes should be used to support tourism.

**NZ Transport Agency’s current Investment Assessment Framework (IAF)**

As a result of the GPS insufficiently recognising the role that tourism plays in economic growth and productivity, NZ Transport Agency’s current IAF also does not explicitly recognise the need for the transport system to support tourism.

The current IAF does not take into account recent increased in visitor numbers or the projected increase in visitor numbers. Furthermore, it does not take into account local concerns about tourist destinations and experiences, or safety issues specific to visiting drivers that are negatively affecting the attitudes of New Zealanders – and the attitudes of residents in southern NZ in particular – towards growth in tourism (as evidenced in the recent *Mood of the Nation* report).

**Otago and Southland Visiting Driver project**

As a consequence of the lack of support for tourism in the IAF, the Otago and Southland Visiting Driver project has focused on traditional infrastructure interventions. This is discussed in the submission made on the draft detailed business case for this project, which is attached to this report along with the response from Roy Johnston, project manager at NZ Transport Agency.

The Otago and Southland Regional Land Transport Plans (RLTPs) contain two related projects that, together with a similar West Coast project, comprise the Visiting Driver Signature project instituted under the second Safer Journeys Action Plan.

**Visiting drivers**

The Visiting Drivers project will continue to improve road safety for, and of, visiting drivers, while maintaining New Zealand’s reputation as an attractive and safe destination for tourists. The project’s initiatives cover roads and roadsides, speed, vehicles and road use. The project aims to reach visitors at each stage of their holiday—when they plan and book, while they are in-bound, when they arrive in New Zealand, and when they start using our roads. The initial focus is Otago, Southland and the West Coast, but many of the initiatives will benefit all visitors to New Zealand as well as other road users. The most successful local initiatives will be rolled out nationwide.

*Safer Journeys Action Plan 2016-2020 p. 12*

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The Otago Southland RLTPs describe the signature project thus:

Safety improvements to the Otago/Southland network for tourist drivers on key links:
Queenstown-Milford, Queenstown-West Coast; Queenstown-Christchurch including ATP
[rumble strips], pull off areas, barriers. Objectives are a reduction in tourist driver related
crashes and where these cannot be avoided, a reduction in their severity, and consistency
in the application of safety measures on major routes through Otago/Southland which
provide key links to the adjacent regions of Canterbury and the West Coast.

The attached submission is from Environment Southland and Otago Regional Council,
supported by the chair of the West Coast Regional Transport Committee. The submission
points out that the detailed business case did not utilise, in any meaningful way, the strategic
content of the Otago Southland RLTPs concerning safe travel for tourists. While the decision to
concentrate the Visiting Driver project on infrastructure, and barriers in particular, delivers on
Highway and Network Operation’s traditional interests, it does not deliver adequately on the
strategic direction set out in our RLTPs.

This omission appears to arise primarily because the lack of recognition in NZ Transport
Agency’s IAF of the need for transport systems generally, and transport investment projects in
particular, to support tourism as an economic activity.

The experience of the Visiting Driver partnership has made clear that it is longer enough to
focus only on infrastructure investment as a way of ensuring safety visiting drivers and the
others they share the road with. The project team of 15 partner organisations led by NZ
Transport Agency went beyond the Agency’s usual stakeholder relationships and deep into the
‘tourism supply chain’ because this was the only way to ensure the team could help people
make safe and informed choices at every stage of their journey.

4. **Strategic approach to the transport system’s support for tourism**

Given the Committees’ need to review the entire strategic front-end of the Otago and
Southland RLTPs by April next year, it is an opportune time to commence this review by
focusing on RLTP strategy concerning support for tourism.

Moreover, the Committees have the opportunity to advocate to Government that it addresses
this shortfall in its transport strategy, by engaging with:
- the Ministry of Transport as it prepares the next GPS; and
- the NZTA as it starts reviewing its IAF.

Ministry officials will be attending the meeting of the Regional Transport Committees on
August 11 2016, to explain how they are approaching the preparation of the next GPS. The
Committees should discuss its overall strategic approach to tourism prior to meeting with
Ministry officials scheduled for the Committee meeting afternoon session.

**New strategy proposed for Otago and Southland RLTPs**

It is no longer enough to focus only on infrastructure investment as a way of providing for
tourism, generally (not just for road safety matters). The focus on visiting drivers over the last
two years has highlighted how we need to take a more holistic approach that thinks about
visitors to our regions – both international and domestic – as a specific group of customers,
with particular needs. We have drafted a new strategy that builds on the current RLTP
objectives and policies while taking this more holistic approach and, at the same time,
acknowledging how the transport system is an important factor in regional economic
development.

The diagram below outlines the key effects that the strategic approach to tourism should seek
to realise.
The full proposed strategy is attached (as both a chart and table – this is the same strategy presented in two different format, for ease of reading).

The key need: We need to encourage more visitors to come to Otago and Southland, to undertake repeat visits, and to lengthen the duration of their visits.

Desired effect (i.e. the necessary condition in the above diagram, which needs to be met if we are to be successful in adequately supporting economic growth and productivity): The transport system in Otago Southland is supporting economic activity by helping ensure tourism remains a key driver of economic growth nationally and in our regions.

Key tactics: Local government and NZTA / road controlling authorities:
   i. treat visitors as customers of the transport system who have specific customer and social needs;
   ii. identify tourist routes, give them 'key tourist route' status, and apply specific design parameters to make these journeys suitable for visitors (infrastructure, services and information that meet visitor needs);
   iii. In busy tourist centres (e.g. Queenstown), enhance accessibility and connectivity, and operate the transport system at a high level of functionality, containing congestion where this occurs;
   iv. incorporate these tactics into all transport investment and regulatory plans and decision-making.

Reason this tactic should work to deliver the desired effect: Consciously thinking about visitors needs when undertaking transport planning & management will ensure we provide quality, safe experiences for travelling visitors.
5. **Next steps**
Review of the strategic front-end of the RLTPs will continue over the next few months, and needs to be concluded by the end of April, to allow the Approved Authorities time to develop projects that to deliver the strategy. A workshop on the RLTP review, focusing on the strategy on other topics is planned for 6 September, to further this work.

6. **Recommendations**
That the Otago and Southland Regional Transport Committees:
1. consider the proposed strategic approach to ensuring the transport system supports growth and tourism adequately, and identify elements that need further consideration before they are incorporated into the review of the RLTPs strategic-front-end;
2. discuss the need for the GPS on Land Transport Funding to support implementation of this strategic approach in southern New Zealand, with the Ministry officials attending this meeting of the Regional Transport Committees.

Fraser McRae
Director, Policy Planning and Resource Management
Otago Regional Council

Russell Hawkes
Senior Policy Planner – Transport
Environment Southland

**ATTACHMENTS**
Proposed strategic approach to the transport system supporting tourism
- chart format
- alternative tabulated format.

Feedback provided to NZTA on daft detailed business cases for visiting driver safety improvements in Otago and Southland regions
- feedback provided by ES and ORC provided to NZTA
- response from NZTA project manager.
Proposed strategic approach to the transport system supporting tourism

Critical success factor: Transport adequately supports economic activity & growth

The transport system in Otago and Southland provides for mobility, economic activity, and productivity, and the freedom of choice and movement of freight.

Necessary conditions for growth in tourism:
The transport system in Otago and Southland supports economic activity and growth by helping ensure tourism remains a key driver of economic growth in the region.

Desired effect: quality visitor experience
Visitors to our region have quality, safe travel experience, whether travelling by road, rail, or cycling.

Desired effect: environment protected
NZ's reputation as a clean, green and pleasant land is protected.

Desired effect: visitor volumes protected
NZ's unique landscape and tourism industry are protected.

Critical success factor: transport adequately supports economic activity & growth

The transport system in Otago and Southland provides for mobility, economic activity, and productivity, and the freedom of choice and movement of freight.

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Desired effect: visitor volumes protected
NZ's unique landscape and tourism industry are protected.
Proposed strategic approach to the transport system supporting tourism

Note, this table is the same strategy as the proceeding chart, simply presented in a different way.

<table>
<thead>
<tr>
<th>Need</th>
<th>Desired effect: Strategy 1</th>
<th>Action</th>
<th>Assumption re why the action will deliver the desired effect</th>
</tr>
</thead>
<tbody>
<tr>
<td>The transport sector needs to support economic productivity and growth adequately.</td>
<td>To foster economic growth, the transport system is supporting the productivity of key sectors of the Otago and Southland economy, including those with the potential to create significant economic growth.</td>
<td>ES, Venture Southland, ORC and NZTA, through the combined Otago and Southland Regional Transport Committees, undertake strategic planning in consultation with key commercial sectors in Otago and Southland, and support this with good models, to identify and meet the needs of key sectors of the economy that rely on transport.</td>
<td>This tactic should provide a way of focusing on what success would look like, and the critical work needed to achieve this; this should, in turn, provide direction to the various organisations involved in managing and operating the transport sector, and a way of unifying their work.</td>
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<table>
<thead>
<tr>
<th>Need</th>
<th>Desired effect: Strategy 1.1</th>
<th>Action</th>
<th>Assumption re why the action will deliver the desired effect</th>
</tr>
</thead>
<tbody>
<tr>
<td>We need to encourage more visitors to come to Otago and Southland, to undertake repeat visits, and to lengthen the duration of their visits.</td>
<td>The transport system in Otago Southland is supporting economic activity by helping ensure tourism remains a key driver of economic growth nationally and in our regions.</td>
<td>Local government and NZTA / road controlling authorities treat visitors as customers of the transport system who have specific social needs. Identify tourist routes, give them 'key tourist route' status, and apply specific design parameters to make these journeys suitable for visitors (infrastructure, services and information that meet visitor needs). In busy tourist centres (eg Queenstown), enhance accessibility and connectivity; and operate the transport system at a high level of functionality, containing congestion where this occurs. Incorporate these tactics into all transport investment and regulatory plans and decision-making.</td>
<td>Consciously thinking about visitors needs when undertaking transport planning &amp; management will ensure we provide quality, safe experiences for travelling visitors.</td>
</tr>
</tbody>
</table>

Note, transport is only one element needed to reach this goal.

Note, there is a suite of further critical success factors needed to achieve this transport goal (e.g. meeting customers’ social needs).

Wider goal
The cities, towns and hinterland of Otago and Southland are thriving. The regions’ economy is strong and growing. The wellbeing of people in our two regions, and their democratic rights, is assured.

Transport goal
The transport system in Otago and Southland provides for mobility, economic activity and productivity, and freedom of choice on modes of travel and freight.

Continued on next page
# Proposed strategic approach to the transport system supporting tourism

<table>
<thead>
<tr>
<th>Need</th>
<th>Desired effect: Strategy 1.1.1</th>
<th>Action</th>
<th>Assumption re why the action will deliver the desired effect</th>
</tr>
</thead>
<tbody>
<tr>
<td>There is a need to make journeys across, or in, our regions safer and more enjoyable for all, especially for visitors to our regions.</td>
<td>Visitors to our regions have quality, safe travel experiences, whether travelling by road, walking or cycling.</td>
<td>Local government and NZTA support visitor travel with suitable information and services, working with those who promote tourism and assist visitors to ensure optimal outcomes, including travel safety. Identify places of interest, safe stopping areas, photo opportunities including facilities for those sites; provide visitor information e.g. driving info sheets, web site information, information for tourist operators, accommodation providers, rental vehicle operators. Manage environmental externalities that threaten the clean, green brand.</td>
<td>The experience of working on the Visiting Drivers project has made us aware of the importance of broadening support for tourism, to encompass the entire visitor experience.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Need</th>
<th>Desired effect 1.1.1.1</th>
<th>Action</th>
<th>Assumption re why the action will deliver the desired effect</th>
</tr>
</thead>
<tbody>
<tr>
<td>NZ’s reputation as a visitor destination needs to be protected and preserved, which means we need to protect and preserve our clean green brand, in order to attract the right sort of tourist, to grow the tourism economy.</td>
<td>NZ has a reputation as being a safe and enjoyable, clean and green place to travel and to live in.</td>
<td>Government and the tourist industry promote and protect our travel safety record and clean green brand.</td>
<td>As New Zealanders we value the clean green image of our country and New Zealand’s safeness; we enjoy the attributes on which the clean green brand is based. Being able to offer this experience to visitors provides an authentic base to our tourism products.</td>
</tr>
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<tr>
<th>Need</th>
<th>Desired effect 1.1.1.2</th>
<th>Action</th>
<th>Assumption re why the action will deliver the desired effect</th>
</tr>
</thead>
<tbody>
<tr>
<td>There is a need to mitigate the environmental effects of stock transport that threaten NZ’s clean, green brand.</td>
<td>The effects of transport system or users on the environment are mitigated sufficiently to protect NZ’s reputation as a clean green country/destination.</td>
<td>Local Government / road controlling authorities Minimise runoff off sediment and pollutants from roads to waterbodies. Provide a network of sites to collect and dispose of stock truck effluent. Regulate through national legislation, district and regional plans to mitigate any environmental effects of transport that threaten NZ’s clean, green brand.</td>
<td>The worst offenders are sediments, pathogens and nutrients, so putting programmes in place to address the sources of these makes sense.</td>
</tr>
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<tr>
<th>Need</th>
<th>Desired effect: Strategy 1.1.2</th>
<th>Action</th>
<th>Assumption re why the action will deliver the desired effect</th>
</tr>
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<tbody>
<tr>
<td>Our regions offer wonderful opportunities for a network of walking and cycling trails, both short and long distance. Expanding the number of cycling and walking trails and making sure people can travel easily and safely between them will encourage more visitors to come here and to remain longer. As well as expanding cycling and walking opportunities, there is a need to link these in a way that appeals to visitors.</td>
<td>The number and quality of cycle and walking trails, and the ease of getting between them, are attracting increasing numbers of visitors and increasing the length of visitors stays in southern NZ.</td>
<td>Government supports community organisations to continually expand cycle and walking tourism facilities; sets minimum standards for the quality of trails and linkages. Road controlling authorities work with these community organisations to provide links between trails.</td>
<td>Experience to date suggests this is a sensible approach, which builds on the strengths of our two regions. Internationally, trails are becoming more and more common. Visitors are coming to expect them.</td>
</tr>
</tbody>
</table>

Note: Supporting growth in tourism is only one of the conditions necessary to ensure transport adequately supports economic activity and growth (e.g., supporting exporting).
Feedback on draft Detailed Business Cases for Visiting Driver Safety Improvements in Otago and Southland regions

This feedback comes from both Otago Regional Council and Environment Southland. Additionally, the West Coast Regional Transport Committee’s Chairman Andrew Robb supports the submission in principle. Looking at matters from the customer perspective, and using the One Journey approach, we see the work proposed in Otago Southland and the West Coast as being a single project. The timeframe set for feedback has not allowed us to consult with our Regional Transport Committees (RTCs) or the pan-regional Transport Advisory Group (RAG). We have, instead, prepared this feedback with input from our RTC chairs.

The Otago and Southland RTCs are focused on reducing road trauma, the social and economic costs of which are far too high in southern New Zealand. Moreover, the Otago and Southland RTCs have been keen for HNO to finish those business cases signalled in the Otago and Southland RLTPs, and move into implementation. It is pleasing, therefore, to see the Visiting Drivers Safety Improvements business case has advanced to this stage. We believe, however, that the business case is deficient in some areas. Our feedback covers these three topics:

1. delivering the objectives and policies of the Otago Southland RLTPs concerning safe travel for visitors;
2. making our Otago/Southland route a safe, tourist-focused route; and
3. measuring the success of the visiting driver project in our regions.

Delivering on the objectives and policies of the Otago Southland RLTPs concerning safe travel for visitors

It was disappointing that the detailed business case has not utilised, in any meaningful way, the strategic content of the Otago Southland RLTPs concerning safe travel for tourists. While the decision to concentrate the Visiting Driver project on infrastructure, and barriers in particular, delivers on HNO’s traditional interests, it does not deliver adequately on the strategic direction set out in the RLTP.

If the RLTP policies on this topic had been adequately considered, they would have focused the business case much more on visitor experience and on making our Otago/Southland routes a tourist-focused. These policies – developed after strategic analysis – are listed on the next page.

Recognising that this project is focused on visiting drivers, we are expecting the Southern Road Safety Influencing Group to address the interaction between visiting drivers and locals. Given this, and given the desirability of implementing the Visiting Driver improvements before the next tourist season, we suggest that the focus on infrastructure continue, but:

- a rigorous evaluation of the effectiveness of the interventions be undertaken so we can learn from the choice of interventions – inviting a much more rigorous evaluation than that proposed, utilising the suggestions in the final section of this feedback;
- undertaking, as part of the review of the current RLTPs, a second multi-agency project involving the RTCs, to make our Otago/Southland routes properly tourist-focused; but nevertheless
- some adjustment be made to the choice of treatments as discussed in the next part of this feedback.
**Objective 3.2** Visitors have quality, safe travel experiences on Otago/Southland roads and cycle trails.

<table>
<thead>
<tr>
<th>Primary policies</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>P.3.13</strong> Continue work to identify the strategic visitor network – the routes that are critical for the transport of visitors to protect and develop our economy.</td>
</tr>
<tr>
<td><strong>P.3.14</strong> Develop a prioritised programme of improvements to the strategic visitor network, focusing on safety, reliability and resilience.</td>
</tr>
<tr>
<td><strong>P.3.15</strong> Ensure the special needs of visiting drivers (both domestic and overseas) are identified and catered for.</td>
</tr>
<tr>
<td><strong>P.3.16</strong> Provide sufficient journey planning information for visiting drivers, about road conditions and travel times. Deliver information effectively, considering that many visiting drivers are mobile, dispersed across New Zealand, and may not fully understand English.</td>
</tr>
<tr>
<td><strong>P.3.17</strong> Ensure there are adequate roadside facilities, destination signage, and information, to promote quality, safe travel experiences in those areas frequented by visitors (for example rest areas, public conveniences, and pull-off areas for vistas).</td>
</tr>
<tr>
<td><strong>P.3.18</strong> Ensure there are sufficient travel choices, and information about travel choices in tourist areas. For example provision of adequate, appropriate coach parking, pick-up/drop-off points in areas used by tourists; provision of adequate facilities and services for transporting cruise ship passengers; choice in public transport services between towns.</td>
</tr>
<tr>
<td><strong>P.3.19</strong> Ensure there are sufficient, attractive and safe choices for travel between parts of Nga Haerenga, the NZ Cycle Trail, supporting the growth of cycle tourism.</td>
</tr>
</tbody>
</table>
| **P.3.20** ORC and ES exercise regional leadership in:  
  - identifying the strategic visitor network;  
  - ensuring it functions efficiently across district, city and regional boundaries (through strategic planning);  
  - ensuring it effectively accommodates changing transport demands (through strategic planning). |

<table>
<thead>
<tr>
<th>Supporting policies</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>P.3.21</strong> Ensure the strategic visitor network has consistent, fit for purpose standard of roads, roadside facilities, destination signage and information, as a pan-regional visitor marketing tool.</td>
</tr>
<tr>
<td><strong>P.3.22</strong> Advocate for alternative funding mechanisms, beyond development contributions, to ensure those directly benefiting from tourism-oriented facilities, infrastructure and services associated with transport, contribute fairly to their funding.</td>
</tr>
<tr>
<td><strong>P.3.23</strong> Promote touring routes within Otago and Southland, including between Dunedin and Queenstown, Queenstown and Milford, and the Southern Penguin Scenic Journey through The Catlins.</td>
</tr>
</tbody>
</table>
Making our Otago/Southland route a safe, tourist-focused route

The engineered solutions proposed will likely reduce road trauma proportionately for locals and visitors alike. This is not sufficient, however; the projects need to focus on the specific needs of the customer, in this case the tourist.

Part of the problem is that the approach taken to date is all about a visiting driver. As a result, the detailed business case is focused on trying to change the behaviour of drivers who happen to be tourists. It should, however, be trying to change the behaviour of people who are tourists who happen to be driving. This requires fresh thinking, focused specifically on the needs of tourists.

Instead, the projects being promoted in the current HNO programme have been identified and evaluated using a business-as-usual road safety focus for the route. This approach has identified many deficiencies that would benefit from some traditional safety treatments.

It would be useful to go further than this, and assess the way that tourists use the route, the places they regularly stop and the places where safe passing for slower vehicles is required. That assessment would allow NZTA to identify how it could make even greater improvements to the overall safety of the route than can be realised through the traditional treatments assessed in the detailed business case (in Appendix C).

If NZTA was to consult some of the tourist operators who are on the route everyday, this could identify many additional safety zones or places where tourists regularly stop. Moreover, it would then lead to the adequacy of many current pull-off areas or passing opportunities being assessed from a tourist perspective, rather than from a purely engineering safety focus.

Providing such measures as opportunities for photo stops, passing opportunities for slower drivers (rather than passing lanes), slightly wider seal at picnic areas (rather than right or left turn bays) would remove many of the irritations that local road users feel towards visiting drivers, and would have a large safety benefit. This would assist in addressing many of the issues in the Mood of the Nation report, the results of a survey of New Zealanders’ perception of tourism, released by TNS last week.

To release funding to implement this type of measure, we request NZTA undertake a thorough review of the current prioritised programme. To enable these new measures to be constructed in the early 2016/17 season, we suggest reprioritising the current Visitor Driver projects to release up to $1.5million between the Otago and Southland regions. This reprioritisation would not preclude all the measures identified in the draft detailed business cases being implemented since those business-as-usual-type treatments could be done as part of the State Highway minor works programme in Otago and Southland for the coming years.

In this way, the route would become truly tourist-orientated, leading to new improvement options that could then be applied on other major tourist routes throughout the country.

In shifting the focus onto changing behaviour of people who are tourists who happen to be driving, we have two specific interventions that we would like to see implemented as part of this project:

1. the addition of signage at 5km and 2km distance before photo/picnic/pull over areas, to give travellers adequate time to decide whether to pull over at these, and to safely reduce speed in order to do so.
2. using Bluetooth and GPS to provide route 'coaching' commentary that would keep tourists informed about these opportunities to stop, and would also provide reminders around driving behaviours and advice on challenging terrain or road conditions.

**Measuring the outcome of the visiting driver project in our regions**

Rigorous evaluation of the success of this project requires that clear definition of what success looks. While we acknowledge additional information is always becoming available, it is worth noting the *Mood of the Nation* report because this highlights a further, important problem statement and benefit that should be included in the business case. Their inclusion will change the measures used to evaluate project success.

The instances we saw last season of locals taking keys off drivers was simply one manifestation of this underlying **problem** highlighted by the Mood of the Nation survey of residents: amongst residents in southern New Zealand, the level of concern about road safety and visiting drivers is at such a level that it is acting as a barrier to acceptance that growth in tourism would be beneficial to our regions.

The **benefit** from addressing the problem would be: local support for growing the tourism sector in Otago and Southland.

Given both Government and local government want to realise benefits from a growing tourism sector, it is important to recognise this emerging problem, and to measure whether the project succeeds in changing the level of local support for tourism growth in our regions.

The project therefore needs two **additional measures**:

- Local attitude towards predicted growth of annual international visitors: the % that think it not enough compared to just right or too much;
- The % of residents perceiving that Otago and Southland are well equipped to handle the pressure that current visitor numbers place on road infrastructure and road safety.

These two measures are better (more specific and targeted) measures than the measure “NZ public level of concern with the safety risk of visitor drivers from roadside survey” stated on the Project Benefits Map in Figure 5 of the draft detailed business case.

We would also like to see the measures concerning the effect of the project on reducing road trauma made much more rigorous, so that the actual effect of the interventions can be understood. This requires understanding the correlation between the actions taken and the outcomes seen.

The first measure on the Project Benefits Map in Figure 5 is “Overseas and domestic fatal and serious crashes / km travelled / rolling 5 year average. The second measure is similar, but concerns all drivers, not just visitors. To see whether any difference between crash numbers from year to year is attributable to this project, or is simply a matter of random chance, NZTA first needs to test this; this entails checking whether there are any statistically significant differences in crash numbers amongst years. The usual practice of drawing conclusions by examining at a trend line isn’t adequate; even a declining trend may be the result of random variation in crash numbers over the time period being viewed.

If this statistical analysis shows there are some significant differences in crash numbers from any year to year, the next requisite step is to determine what treatments these differences are correlated with, and the strength of the correlation. Because the treatments being undertaken as part are not set up as an experiment, it will not be possible to test for cause and effect. Nevertheless, testing the strength of correlation will help us learn what actually reduces road
trauma and what doesn’t. This is important, and we would like to see the evaluation being proposed for this project amended to spell out this procedure. Moreover, we would like to have the results reported to RAG and the RTCs, please.

Fraser McRae
Director Policy Planning and Resource Management
Otago Regional Council

Russell Hawkes
Senior Policy Planner
Environment Southland
From: Visiting Drivers [mailto:VisitingDrivers@nzta.govt.nz]
Sent: Wednesday, 20 July 2016 11:51 a.m.
To: Warren Hanley; 'russell.hawkes@es.govt.nz'
Cc: Roy Johnston
Subject: Feedback to Visiting Drivers Project Team on draft detailed business case

To Russell and Fraser

Thank you for your comments on the Visiting Drivers Project Detailed Business Case for improvements on the State Highway network, and apologies for the delay in responding to your feedback.

The Visiting Drivers Project Working Group members, and key people within the NZ Transport Agency and other project partners, were invited to comment on the Detailed Business Case (DBC). RTC’s were not formally consulted as they would not normally be on a project of this scale.

The DBC follows on from the Programme Business Case which was endorsed by the Visiting Drivers Project Working and Governance Groups last year. The DBC relates specifically to the State Highway component of the $25million NLTP funding for the Visiting Drivers Project which was announced last year and represents an investment of $15million. The funding also includes almost $9million for local road improvements (subject to the usual FAR rate) and $1million for an education campaign. In addition to this funding, there are a number of other initiatives being carried out by the NZ Transport Agency, Tourism New Zealand, the tourism and rental vehicle industries, and others.

Comments on your specific feedback are below:

Point 1: ‘delivering the objectives and policies of the Otago Southland RLTPs concerning safe travel for visitors’

The Visiting Drivers Project has developed initiatives across the safe system approach which appears to deliver on the objectives and policies of the Otago Southland RLTP’s concerning safe travel for visitors.

This component of the project is focused on roads and roadside infrastructure solutions to provide a safe journey for the visiting driver. The journey experience has been incorporated into this work in the form of rest areas, lookouts, and passing opportunities where possible subject to the constraints of the investment criteria.

It should be noted that many of the other project initiatives address the wider aspects of visitor experience such as helping visitors make better choices regarding travel mode and route choice and focus on the user, speed, and vehicle pillars of the Safe System at different stages of the journey.

While there is limited visitor experience being catered for in this project we would like you to note that it is being considered further in a related NZ Transport Agency - led Project, Great Kiwi Road Trips. The Great Kiwi Road Trips project aims to improve understanding of visitor expectations on key journeys to grow landmark tourism destinations for regional economic benefit. Jenny Dickinson is the project manager for this project also and maintains links between this and the Visiting Drivers project.

Point 2: ‘making our Otago/Southland route a safe, tourist-focused route’

The projects outlined in the DBC are specifically aimed at reducing road trauma and improving visiting driver safety with us recognising that Visiting drivers are generally crashing for the same reasons as NZ drivers. The interventions proposed are targeted to crash risk and common crash types. A ‘long list’ of initiatives to assist in making the route safe and visitor focused was developed and these initiatives were prioritised to ensure that the limited investment would maximise the project outcomes.

We have taken on board feedback from the consultation process and amended the DBC as required. We have reviewed the proposed programme against the problem statements...
outlined in the Business Case. As a result we will not be considering further photo stops, passing opportunities and sealed pull off areas as outlined in your submission.

As noted above, visitor experience and the way that visitors travel is being considered in other projects like the Great Kiwi Road Trips.

Your submission outlines 2 specific interventions you would like to see implemented:

1. **the addition of signage at 5km and 2km distance before photo/picnic/pull over areas, to give travellers adequate time to decide whether to pull over at these, and to safely reduce speed in order to do so.**

New signs alerting drivers to upcoming photo stops and lookouts are currently being considered by the Traffic Control Device Steering Group. They are currently working through an agreement to gain copyright permission from Standards NZ that will allow all road controlling authorities to use the new symbols for lookouts and photo stops. It is anticipated that this will be resolved in time for some of these signs to be erected in the 2016/17 summer construction season.

With regard to the placement of the advance signs at 2 and 5km we will consider this further during the implementation phase of this work.

2. **using Bluetooth and GPS to provide route 'coaching' commentary that would keep tourists informed about these opportunities to stop, and would also provide reminders around driving behaviours and advice on challenging terrain or road conditions.**

The Intelligent Transport Systems Leadership Group (ITSLG), of which the Transport Agency is a member, are running three demonstration projects. One of these is a trial using solar powered roadside Bluetooth devices on the network to provide a range of advisory safety messages to drivers. For the purposes of the trail messaging will be provided to visiting drivers who hire vehicles from GO Rentals, who are driving the Christchurch to Queenstown route. The primary purpose of the trial is to demonstrate/test the Bluetooth technology as a means of providing on-the-road messaging to drivers. It is not about its contribution to the programme of visiting drivers initiatives but rather to use the Visiting Drivers Project profile to position the work. Members of the Transport Agency’s Visiting Drivers Project team are involved in the steering group for this trial. The trial launched on 2 July.

**Point 3: ‘measuring the success of the visiting driver project in our regions’**

Your comments regarding using the Tourism ‘Mood of the Nation’ survey to help measure success have been noted and will be considered. The public perception of the visiting drivers issue is currently being measured by the project team through media analysis, which has shown more balanced views last summer season compared to the previous year. In addition, it is proposed that perception surveys are run at regular intervals to measure local and visitor satisfaction with the road network.

Your comments regarding the difficulties in attributing any changes in crash numbers to project interventions have been noted. The ultimate answer we are looking for is a reduction in the number of fatal and serious crashes to align with the Safer Journeys 2020 outcomes. In addition we will use KiwiRAP to assess whether collective and personal risk has improved post implementation. This will be considered against the predicted crash reduction rate of 10% that is expected to be achieved using this mixture of interventions.

Project progress can be reported to the working and Governance group and via those members to the RAG and RTC as required. Please get in touch with Corinna Bennett at visitingdrivers@nzta.govt.nz to discuss this.

Thank you again for your feedback. If you have any questions or comments about the Visiting Drivers Project, please contact the project team at visitingdrivers@nzta.govt.nz

Regards
Roy Johnston
1. Précis
Transport is a key enabler of economic growth and sustainability in the Otago region and across the South Island. South Island regions share many of the same transport issues and opportunities. The potential for regions to influence central government policy and drive change across the network is diluted by them generally operating independently. Getting a greater, effective voice is a key reason why Otago and Southland Regional Transport Committees have been collaborating since 2014.

This report describes meetings held to assess the case for greater collaboration of regional transport committees at a South Island scale. At a meeting in Christchurch on 30 May 2016, all South Island regional transport committee chairs expressed a will to work together to achieve shared goals, and set priorities. A follow-up meeting of officials, held on 38 July, further developed this wider collaboration; and also provided feedback to Ministry of Transport and NZ Transport Agency on the Government Policy Statement on Land Transport.

2. The case for collaboration
Otago, Southland, West Coast, Canterbury, Nelson, Tasman and Marlborough Regional Transport Committee chairs attended the initial meeting on 30 May 2016, supported by transport officials from each regional/unitary council. (Otago Regional Transport Committee was also represented by the Committee’s Deputy Chair).

Issues and opportunities
Attendees at the initial meeting identified a number of issues and opportunities for collaboration, the key ones being:

- the lack of a shared story across the South Island, which has resulted in less political influence than the upper North Island;
- constraints on the development of holistic and multi-modal solutions arising from the New Zealand Transport Agency’s focus on roads and the parameters of the current investment framework, as well as the number of different funding agencies;
- concern that the New Zealand Transport Agency’s thirty year plan does not integrate all stakeholders concerned with the transport network.

A broad range of opportunities were also identified. These included managing visitor journeys and the freight task. The group considered there was a need for a holistic network strategy.

The group also discussed opportunities for sharing resources, including communications, research, policy and advocacy. This covered both technical aspects of collaboration (for example, road maintenance) as well as strategic aspects (in particular, engaging with the private sector and central government, with one voice). There was consensus that it was
important to empower staff to collaborate, but that this needed to be supported by the regional councils (or in the case of the upper South Island, the unitary councils).

Prioritisation of actions
The final part of the meeting focused on prioritising areas for action. The top three priorities were:

- shared advocacy - in particular, input on the Government Policy Statement on Land Transport;
- freight - including critical journeys, and encompassing all modes including road, rail, sea and air;
- tourism - in particular, the need for data about tourist flows around the South Island.

A number of areas for further consideration were also identified. These were: shared capability and resources; innovation; investment framework funding; network maintenance; shared experiences and models (for example, investment logic maps); road safety; and addressing the legislative constraints on Regional Transport Committees.

Some of these topics concern collaboration across subject areas. Refining and articulating the opportunities for collaboration will form part of the development of a detailed plan of action.

The case for collaboration
Ultimately, the group agreed that all Regional Transport Committees:

- have a common view of the problems and opportunities;
- can have a significantly greater impact working together;
- can work effectively together, but care is required, noting that some councils, including ORC, have few resources allocated to supporting the Regional Transport function;
- have the organisational commitment to make collaboration work, but need the support of our respective councils.

The following diagram, which was discussed in the workshop, provides a basis to think about the future of South Island collaboration, including progress from the transactional level to the collaborative and innovative levels.

3. 90 day action plan
Environment Canterbury undertook to facilitate the implementation of a 90 day action plan, based on key actions agreed at the meeting of 30 June 2016, viz:
a. seek in principle support from all South island regional and unitary councils for progressing work on developing a shared work programme;

b. develop a stocktake of tourism and freight initiatives in the South Island
c. develop a charter/terms of reference for collaboration;

d. hold a workshop in July for officials [this was held on 28 July], with another meeting of chairs and officials to take place place at the end of August;

e. brief Ministry of Transport and NZ Transport Agency as work progresses.

Transport officials from the South Island regional and unitary councils met in Christchurch on 28 July to progress the action plan. This meeting also provided feedback to Ministry of Transport and NZ Transport Agency on the Government Policy Statement on Land Transport, a summary of which is attached.

4. Regional Councils’ endorsement of the proposed collaboration

Since the May 30 meeting of the Regional Transport Committee Chairs and officials, both Otago Regional Council and Environment Southland have endorsed their respective regional transport committee participating in a South Island-wide collaboration of these committees, including the development and implementation of a shared programme of work. ORC and ES expect to be updated on the latter, as it is developed.

5. Recommendation

That this report be noted.

Fraser McRae
Director, Policy and Resource Planning
Otago Regional Council

Russell Hawkes
Senior Policy Planner – Transport,
Environment Southland

Attachment: Issues with the Government Policy Statement on Land Transport, identified at South Island RTCs officials meeting
### The next GPS on land transport funding: the South Island RTC officials would like to see these matters addressed

<table>
<thead>
<tr>
<th>Organisation &amp; administration of funding</th>
<th>Solutions</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Given the regional structure around which funding is organised, how can the current funding model recognise freight and tourism corridors across the South Island.</td>
<td>In the delivery of funding, recognise corridors and linkages between local roads and state highways.</td>
<td>Regional/unitary councils don’t understand the tourism task - and we need to, since it affects the transport system and is an important sector of economic activity in the South Island. Do Govt. agencies see the linkages between the transport system and tourism? If so, what do they perceive these linkages to be.</td>
</tr>
<tr>
<td>The activity class structure divides local roads and state highways, yet journeys use both.</td>
<td>The GPS does not acknowledge the importance of the internal freight tasks (many journeys start on local roads).</td>
<td>The importance of the network’s resilience, and how this should be valued. Resilience is important for both tourism and freight.</td>
</tr>
<tr>
<td>GPS funding bands are so prescriptive they restrict the ability of NZTA to think outside the box and be innovative.</td>
<td>The GPS should support innovative solutions with innovative funding mechanisms.</td>
<td>It is very difficult to fund and deliver holistic and integrated (eg multi-modal) solutions especially those involving rail. Need to enable innovative off-road solutions e.g. barging of logs (Marlborough Sounds example where barging would costs $430K cf. roading costing $6.1M).</td>
</tr>
<tr>
<td>Changing demographics including an aging population.</td>
<td>The current GPS on land transport does not address point of export and the on-shore costs of transport associated with this. There is no direction for ports stated, as this is left to the market. Regional/unitary councils don’t know what’s going on in the ports sector; we need to know which ports the shipping industry is going to support.</td>
<td>In response to this issue, the GPS should recognise that a multi-modal approach is needed, including good quality footpaths; the GPS should provide for a Govt. subsidy on footpath maintenance and renewals.</td>
</tr>
</tbody>
</table>

### MoT’s job isn’t finished when it produces the GPS; it needs to check that the IAF will deliver the GPS.

<table>
<thead>
<tr>
<th>Other</th>
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<tbody>
<tr>
<td>The IAF and the GPS need to be congruent; past examples of failure of the IAF to adequately reflect the GPS include tourism (affecting the visiting drivers programme) and cycling (causing expensive protraction of the Kawarau Falls Bridge designation).</td>
</tr>
</tbody>
</table>

43
Southern Road Safety Implementation Group Update

MORF ID: A277874
Report by: Russell Hawkes, Senior Policy Planner (Transport), ES
Approved by:

Strategic Direction:

Purpose

To update the Regional Transport Committees on progress with establishment and of the Southern Road Safety Implementation Group and proposed Terms of Reference as requested at the Regional Transport Committee Meeting on the 8 March 2016.

Summary

Two workshops have been held with the Southern Road Safety Implementation Group to agree a Group Charter and a potential work plan for further development at the next meeting.

Further updates for the Regional Transport Committee will be provided following each Group meeting.

Recommendation

It is recommended that the Regional Transport Committees note the report and provide direction on any actions they require.

Report

Background

The Southern Road Safety Implementation Group has held two meetings since the Regional Transport Committee Meeting on the 8 March 2016. The meetings were focused on working together as a multi-agency group, developing a number of principles for the group to adhere to and setting in place an action plan for the immediate future.

To assist the group through the meetings an external facilitator Mark Young from Coverpoint Consulting was engaged. The results of the two facilitated sessions are included below. Workshop one concentrated on working together and resulted in the Partnering Charter on page 3. This sets out our shared purpose, principles and objectives for the group and will guide further interactions and outputs.

The second workshop confirmed the Partnering Charter, looked at the case for change, high level contributing factors and what success would look like in addressing these factors. The process used was similar to that involved in NZTA Investment Logic Mapping as a step in business case development. Refer to page 4 below.
The second workshop also reviewed an NZTA report on the Eastern Bay of Plenty Signature Project learnings. This project had similar aspirations for a step change in road safety in the Eastern Bay of Plenty. We have addressed the learnings as in the setup and working charter for the Southern Group.

An idea for addressing the problems session was held and a number of potential Key Themes were identified for further action. A list of prioritised themes and ideas for the group to further consider is included on page 6 and will be further developed at the next scheduled meeting on the 18 August.

Minutes and further updates on the Groups progress will be provided following each of the Southern Road Safety Implementation Groups meetings.
Partnering Charter

Southern Road Safety Influencing Group

Shared Purpose (WHY):
To significantly improve road safety for the Southern South Island through influencing effective strategic responses developed collaboratively between public and private sector organisations.

Shared Objectives (WHAT):
1. We will identify and support strategic responses that can make a big difference to improving Road Safety
2. We want Partner Organisations to feel they have an effective forum to contribute ideas and influence change
3. We want our Communities to be engaged in initiatives to improve road safety
4. We want the Southern Road Safety Influencing Group to have a sense of ‘one team’ and enjoy working with each other
5. We are able to share learnings and the success of the initiative with the Rest of New Zealand

Shared Working Principles (HOW):
- Commit to attend safety group meetings and fully participate in the group’s work
- Strategic perspective to be maintained
- Systems approach to be adopted eg. utilise available methods like Safe System
- Advocate safety group purpose, objectives & activities in your own organisation
- Support other group members to help them influence their organisations and community
- Openly and Honestly share information and opinions within safety group

Measured by:
KPIs agreed by the group
Regular partnering scorecard reviews

MY Comments
Partnering Charter agreed by the group at the workshop with reference to actions on informing other groups

May 5th 2016
(version 1.0)

We will review and maintain the charter and measure our progress regularly.
Case for Change Story – Workshop Two

Partnering Workshop Two (June 9th 2016)
Southern Road Safety Influencing Group (June)

Case for Change Story (Workshop Two)

**Current Situation...**

There has been a slowing of progress on road safety across the Southland and Otago regions over the past 5 years. Some good tactical improvements have been made but there is a need to consider more strategic responses.

**Contributing Factors (WHY)...**

1. **Changing Road Usage**
   Increase in shared use of the roads in the Southland & Otago regions over recent years including more tourists and heavy vehicles.

2. **Poor Driver Behaviour**
   Some drivers continue to demonstrate unsafe road behaviours. This is not just tourists but also professional & local drivers.

3. **Lack of Community Ownership**
   Some complacency exists in the community about the impact of road trauma i.e. a feeling of this stuff happens to someone else.

4. **Lack of Integrated Approach**
   The organisations in the Southland & Otago regions are looking at the problem in isolation which is not very efficient or effective.

**Initiative Areas (HOW)...**

1. **Data Consolidation**
   Utilise all data available through information exchange

2. **Community Research/Influencing**
   Carry out community norms analysis through surveys (AA, ACC etc.)

3. **Education/Information**
   Look at ways to educate further with agencies & tourist providers

4. **Tools/Technology Initiatives**
   Identify technology trials eg autonomous cars, self explain roads

5. **Licensing/Accreditation**
   Investigate licensing changes & advocate for more training

6. **Legislation/Lobbying**
   Look at learnings from overseas legislation & lobby

7. **Safer Vehicle Incentives**
   Look for opportunities to make safer vehicles more attractive

8. **Physical Infrastructure**
   Look for opportunities to improve ditches, poles etc.

**Success Looks Like (WHAT)...**

1. **Step Change Reduction in Road Trauma**
   There is a major ‘step change’ reduction in road trauma in the Southland & Otago regions which results in a range of associated benefits.

2. **Reduction in Related Costs**
   This includes the costs of developing safety initiatives & economic costs of travel delays & trauma services eg. emergency, medical, rehabilitation etc.

3. **Enhanced Tourism Reputation**
   The Southland & Otago regions have a reputation of being the safest place to visit for tourists in NZ bringing in more money to the economy.

4. **Better Quality of Life for Community**
   The communities of the Southland & Otago regions experience much less personal and family suffering from road trauma.
Ideas Brainstorming

Partnering Workshop Two (June 9th 2016)

Southern Road Safety Influencing Group (June)

Ideas Brainstorming

Ideas to Address Identified Problems

- Near misses project – use a database based on location and causes
- Utilise all data available through information exchange
- Align group objectives with individual organisation objectives
- What are gaps which are not funded
- Community norms analysis – multi-agency surveys (AA, ACC safe communities etc.)
- Education curriculum...working with education and health agencies
- Licensing changes...advocate more training
- Driver accreditation for professional drivers eg Milford Road
- Agricultural changes...more safety lights & education
- Cyclists...use data to identify alternatives to roads
- Motorcyclists...use data to identify popular routes & changes
- Lower speeds on gravel roads
- Look at overseas legislation eg Australia a few years ahead
- Lobby industry groups
- Enable tourist providers with more information to provide advice
- Increase transition to safer vehicles...awareness, right car site, procurement PPP, parts incentives
- Safer roadsides...ditches, poles etc.
- Identify and share with other groups...consistency and capacity
- Influencing perceptions...road safety co-ordinators
- Non traditional funding sources
- Autonomous vehicle trial
- Trial self explaining road
- Technology & speed initiative...traffic times & data

Key Themes & Votes

Data Consolidation (20)
Community Research & Influencing (16)
Education/Information (22)
Licensing/Accreditation (5)
Legislation/Lobbying (2)
Safer Vehicle Incentives (2)
Tools/Technology Initiatives (14)
Physical Infrastructure Safer Routes (2)

IVY Comments
As per workshop...are there anymore?
### Partnering Workshop Two (June 9th 2016)

**Southern Road Safety Influencing Group (June 2016)**

#### Ideas Prioritisation (based on votes & logical sequencing)

<table>
<thead>
<tr>
<th>Priority</th>
<th>Idea Theme (problem addressing)</th>
<th>Brainstorming Initiative Ideas</th>
</tr>
</thead>
</table>
| 1        | **Data Consolidation** (all problems) | - Near misses project – use a database based on location and causes  
- Utilise all data available through information exchange  
- Cyclists...use data to identify alternatives to roads  
- Motorcyclists...use data to identify popular routes & changes |
| 2        | **Community Research & Influencing** (community ownership problem) | - Community norms analysis – multi-agency surveys (AA, ACC safe communities etc.)  
- Influencing perceptions...road safety co-ordinators |
| 3        | **Education/Information Initiatives** (poor driver behaviour & community ownership) | - Education curriculum...working with education and health agencies  
- Enable tourism providers with more information to provide advice |
| 4        | **Tools/Technology Initiatives** (changing road usage & poor driver behaviour) | - Autonomous vehicle trial  
- Trial self explaining road  
- Technology & speed initiative...traffic times & data |
| 5        | **Licensing/Accreditation Initiatives** (changing road usage & poor driver behaviour) | - Licensing changes...advocate more training  
- Driver accreditation for professional drivers eg Milford Road |
| 6        | **Legislation/Lobbying** (changing road usage & poor driver behaviour) | - Look at overseas legislation eg Australia a few years ahead  
- Lobby industry groups  
- Non traditional funding sources |
| 7        | **Safer Vehicle Incentives** (changing road usage & lack of integrated approach) | - Incentivise transition to safer vehicles...awareness, right car site, procurement PPP, ports incentives |
| 8        | **Physical Infrastructure** (all problems) | - Agricultural vehicle changes...more safety lights & education  
- Lower speeds on gravel roads  
- Safer roadsides...ditches, poles etc. |
| ALL      | | - Align group objectives with individual organisation objectives |
**RLTP Programme Update**

<table>
<thead>
<tr>
<th>MORF ID: A277111</th>
<th>Strategic Direction:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Report by:</strong> Russell Hawkes, Senior Policy Planner (Transport), ES</td>
<td><strong>Approved by:</strong></td>
</tr>
</tbody>
</table>

**Purpose**

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

**Summary**

The table provided below include information to allow the committees to monitor progress on 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. The attached table provides the details requested with the exception of maintenance and renewal updates. The report prepared for the Regional Transport Committee Meeting on the 8 March included incomplete figures for these two items. Local roads budgets for maintenance and renewals are approved for the three year period and the expectation is that they will live within these budgets. The last report included comment from all local road authorities that they would work within their approved budgets. Maintenance and renewal figures for the State Highway sector are not available at regional level so the committee is not able to monitor this expenditure. Unless the committees specifically request updates on maintenance and renewals and figures can be obtained from the State Highway sector we do not intend to include further information within the monitoring report. Should a significant variation or event occur that requires a change to maintenance or renewal budgets these will continue to be highlighted.
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.

Changes since the last report include;

Alternative Southern Scenic Route Seal Extension – Construction approved over two years.
Eastern Access Road – Due for completion December 2017.
Frankton Flats Programmes - Now included in Queenstown Business Case project.
Waitaki District Street Light Upgrade – Business Case completed and approved.
ORC Passenger Transport Projects added to table.
Table 1: Monitoring progress of improvement projects in Otago Southland RLTPs – As at 30 June 2016

<table>
<thead>
<tr>
<th>Project Details</th>
<th>Project Development &amp; Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Stock Effluent Facilities</strong></td>
<td><strong>ES</strong></td>
</tr>
<tr>
<td><strong>Pyramid Bridge Replacement</strong></td>
<td><strong>GDC</strong></td>
</tr>
<tr>
<td><strong>Alternative Scenic Route Seal Extension</strong></td>
<td><strong>SDC</strong></td>
</tr>
<tr>
<td><strong>Edendale Realignment</strong></td>
<td><strong>NZTA Southland</strong></td>
</tr>
<tr>
<td><strong>Elles Road Roundabout</strong></td>
<td><strong>NZTA Southland</strong></td>
</tr>
<tr>
<td><strong>Invercargill Moto Rimu Safety Imp</strong></td>
<td><strong>NZTA Southland</strong></td>
</tr>
</tbody>
</table>
## Project Details

<table>
<thead>
<tr>
<th>Project Details</th>
<th>Project Development &amp; Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project</strong></td>
<td><strong>Project Owner</strong></td>
</tr>
<tr>
<td>Longbush In'gill Safety Imp</td>
<td>NZTA Southland</td>
</tr>
<tr>
<td>Mataura Intersection Improvements</td>
<td>NZTA Southland</td>
</tr>
<tr>
<td>Milford Rockfall /Avalanche Protect</td>
<td>NZTA Southland</td>
</tr>
<tr>
<td>Visiting Drivers Signature Project</td>
<td>NZTA Southland</td>
</tr>
<tr>
<td>Seal Extension of The Nuggets Road</td>
<td>CDC</td>
</tr>
<tr>
<td>Project Details</td>
<td>Project Development &amp; Status</td>
</tr>
<tr>
<td>-----------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td><strong>Project</strong></td>
<td><strong>Project Owner</strong></td>
</tr>
<tr>
<td>Central City Safety &amp; Accessibility Upgrade</td>
<td>DCC</td>
</tr>
<tr>
<td>Eastern Bypass</td>
<td>DCC</td>
</tr>
<tr>
<td>Peninsula Roading – Portabella Road</td>
<td>DCC</td>
</tr>
<tr>
<td>Strategic Corridors; Warehouse Precinct</td>
<td>DCC</td>
</tr>
<tr>
<td>Street Light Renewal With LED</td>
<td>DCC</td>
</tr>
<tr>
<td>Central City and NEV Cycle Network</td>
<td>DCC</td>
</tr>
<tr>
<td>Stock Effluent Facilities</td>
<td>ORC</td>
</tr>
<tr>
<td>Integrated Ticketing Otago</td>
<td>ORC</td>
</tr>
<tr>
<td>Public Transport Infrastructure Improvements</td>
<td>ORC</td>
</tr>
<tr>
<td>Eastern Access Road</td>
<td>QLDC</td>
</tr>
<tr>
<td>Frankton Flats Programmes</td>
<td>QLDC</td>
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<td>Project</td>
<td>Project Owner</td>
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<tr>
<td>----------------------------------------------</td>
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<tr>
<td>Queenstown TC Business Case Implementation</td>
<td>QLDC</td>
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<tr>
<td>Wanaka Business Case Implementation</td>
<td>QLDC</td>
</tr>
<tr>
<td>Street Light Upgrade 2016,18</td>
<td>WDC</td>
</tr>
<tr>
<td>Kataiki Erosion Mitigation</td>
<td>NZTA Otago</td>
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<tr>
<td>Maheno Flood Mitigation</td>
<td>NZTA Otago</td>
</tr>
<tr>
<td>Nevis Bluff Rockfall Protection</td>
<td>NZTA Otago</td>
</tr>
<tr>
<td>Pine Hill /Great King Street Intersection Imp</td>
<td>NZTA Otago</td>
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</table>
### Project Details

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Owner</th>
<th>NLTP Details</th>
<th>RTC Priority</th>
<th>Current NLTP Status</th>
<th>Business Case Development</th>
<th>When Physical Work Is Anticipated</th>
<th>Project On Schedule To Be Completed As Per RLTP</th>
<th>Current Status</th>
<th>Risk Of Non-delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waikouaiti Flood Mitigation</td>
<td>NZTA Otago</td>
<td>$1,500,000</td>
<td>One</td>
<td>Proposed</td>
<td>Programme Case underway</td>
<td>2017/18</td>
<td>No, construction starting 3 years earlier</td>
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<td>solution Risk - moderate</td>
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<tr>
<td>Beaumont Bridge Replacement</td>
<td>NZTA Otago</td>
<td>$2,400,000</td>
<td>Three</td>
<td>Proposed</td>
<td>IBC/DBC underway</td>
<td>2018/19</td>
<td>No, construction starting 2 years earlier</td>
<td></td>
<td>Risk - low</td>
</tr>
<tr>
<td>Big Kuri Creek Flood Mitigation</td>
<td>NZTA Otago</td>
<td>$980,000</td>
<td>Three</td>
<td>Proposed</td>
<td>Programme Case underway</td>
<td>2017/18</td>
<td>No, construction starting 3 years earlier</td>
<td></td>
<td>Risk - low</td>
</tr>
<tr>
<td>Grant Rd to KF Bridge Improvements</td>
<td>NZTA Otago</td>
<td>$6,000,000</td>
<td>One</td>
<td>Proposed</td>
<td>Detail Business Case Stage 1 Underway</td>
<td>Mid 2017</td>
<td>No, construction starting 3 years earlier</td>
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<td>Risk - low</td>
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<tr>
<td>Dunedin One Way Pair Cycle Lanes</td>
<td>NZTA Otago</td>
<td>$4,544,000</td>
<td>One</td>
<td>Proposed</td>
<td>Design underway</td>
<td>Early 2017</td>
<td>Yes</td>
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<td>Risk - low</td>
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<tr>
<td>Visiting Drivers Signature Project</td>
<td>NZTA Otago</td>
<td>$2,800,000</td>
<td>One</td>
<td>Probable</td>
<td>DBC Complete</td>
<td>Early 2017</td>
<td>No, construction starting 5 years earlier</td>
<td></td>
<td>Nil</td>
</tr>
</tbody>
</table>

Note – Shaded cells. Update information was not provided for this report prior to the agenda closing.