



AGENDA

Infrastructure Committee Meeting Tuesday, 28 April 2020

Date Tuesday, 28 April 2020

Time following the Environmental Services Committee

Location Via Zoom Audio Link

File Reference 1333676

Timaru District Council

Notice is hereby given that a meeting of the Infrastructure Committee will be held via Zoom Audio Link, on Tuesday 28 April 2020, at the conclusion of the Environmental Services Committee meeting.

Infrastructure Committee Members

Clrs Sally Parker (Chairperson), Paddy O'Reilly (Deputy Chairperson), Allan Booth, Peter Burt, Barbara Gilchrist, Richard Lyon, Gavin Oliver, Stu Piddington, Steve Wills and Nigel Bowen

Quorum – no less than 2 members

Local Authorities (Members' Interests) Act 1968

Committee members are reminded that if you have a pecuniary interest in any item on the agenda, then you must declare this interest and refrain from discussing or voting on this item, and are advised to withdraw from the meeting table.

Erik Barnes

Acting Infrastructure Group Manager

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- 1 Apologies**
- 2 Identification of Items of Urgent Business**
- 3 Identification of Matters of a Minor Nature**
- 4 Declaration of Conflicts of Interest**
- 5 Chairperson's Report**

6 Confirmation of Minutes

6.1 Minutes of the Infrastructure Committee Meeting held on 10 March 2020

Author: Kate Walkinshaw, Executive Assistant, Infrastructure

Recommendation

That the Minutes of the Infrastructure Committee Meeting held on 10 March 2020 be confirmed as a true and correct record of that meeting.

Attachments

- 1. Minutes of the Infrastructure Committee Meeting held on 10 March 2020**



MINUTES

Infrastructure Committee Meeting Tuesday, 10 March 2020

Ref: 1333676

**Minutes of Timaru District Council
Infrastructure Committee Meeting
Held in the Council Chamber, Timaru District Council Building, 2 King George Place, Timaru
on Tuesday, 10 March 2020 at 9.55am**

Present: Cr Sally Parker (Chairperson), Cr Paddy O'Reilly (Deputy Chairperson), Cr Allan Booth, Cr Peter Burt, Cr Barbara Gilchrist, Cr Richard Lyon, Cr Gavin Oliver, Cr Stu Piddington, Cr Steve Wills, Mayor Nigel Bowen

In Attendance: Community Board Representatives

Geraldine Community Board – Natasha Rankin

Council Officers

Acting Group Manager Infrastructure Committee (Erik Barnes), Land Transport Manager (Andrew Dixon) for Items 7.1 and 7.2, Road Safety Coordinator (Daniel Naude) for Items 7.1, Governance Advisor (Jo Doyle).

1 Apologies

No apologies were received.

2 Identification of Items of Urgent Business

No matters of Urgent Business were identified.

3 Identification of Matters of a Minor Nature

No matters of a Minor Nature were identified.

4 Declaration of Conflicts of Interest

No conflicts of interest were declared.

5 Chairperson's Report

The Chairperson welcomed the committee, staff and Geraldine community board member to the meeting.

Activities since the last meeting include a meeting with the Public Transport Advisory Group, a tour of Downlands Water Supply Scheme, Citizenship and Council Meeting, a hui at Arowhenua Marae, two council workshops, Rural and Provincial Sector meeting and a meeting with Acting Group Manager of Infrastructure.

Committee Resolution 2020/7

Moved: Cr Barbara Gilchrist

Seconded: Cr Peter Burt

That the Chairpersons report be accepted.

Carried

6 Confirmation of Minutes

6.1 Minutes of the Infrastructure Committee Meeting held on 28 January 2020

Committee Resolution 2020/8

Moved: Mayor Nigel Bowen

Seconded: Cr Barbara Gilchrist

That the Minutes of the Infrastructure Committee Meeting held on 28 January 2020 be confirmed as a true and correct record of that meeting.

Carried

7 Reports

7.1 Road Safety Actions

The committee were updated on the Governments new road safety strategy and plan 'Road to Zero' and what Council will do to assist with the achievement of the strategy. In attendance for this report were Jane Sullivan, Community and Public Health who is Timaru District School Travel Plan Co-ordinator and Senior Sergeant Dylan Murray of New Zealand Police.

The key message from this report is that the number of crashes and fatalities is unacceptable and the current trend is upwards. The Government has recognised this and has launched a new Road to Zero plan.

It was discussed that road safety does involve human behaviour, therefore education is a key factor. The focus will be on safety around schools and the management of speed.

An action in the Road to Zero plan is to reduce speed around schools to 30 km/h for urban schools and 60 km/h for rural ones. Changes to speed limit setting legislation is going through parliament. The committee discussed whether Council can be proactive and put this in place earlier with temporary signs especially around the start and end of the school day.

It was discussed that if the school is on a major road then the speed limit does need to be safe and appropriate. If it is on a major route then it isn't suitable to slow all traffic down to 30km per hour, in this case the school would need to look at alternative entry and exit points on side roads.

The Land Transport Manager noted that speed is just one area to look at to improve safety. There are other responses around schools such as engineering safe crossings, behaviour, and enforcement of parking and Police controlling congestion around school gates can also assist.

It was noted there was a planned increase in education spend to 1.5 FTE spent across the board, this was queried whether needed. The road safety co-ordinator explained that the majority of focus has been on bad drivers, however statistics prove that a high percentage of crashes are made by law abiding drivers who make a mistake. Education on the risk of when using a vehicle needs to be high on the priority list. Jane Sullivan who is working with schools, pointed out how hard it

is for children to cross busy roads like Wai-iti Road, and that unfortunately drivers don't always follow the rules.

Safety around Marine Parade for children and penguins was also discussed. There have been many requests for a slower speed limit in this area. There are possibilities to engineer this road down to safer limits, e.g. speed humps, however educating drivers about the environment they are driving in and creating the right attitude is considered a better option noting that this road is a regionally significant freight route. The Road Safety Coordinator is working to educate in this area. A request was made that the Land Transport Unit look at a plan and bring a report back to Committee for a road safety plan for Marine Parade.

The representative from the Police was asked whether South Canterbury is consistent with the national statistics and if the impact of drug use is creating an impact on these statistics. The Police are well trained in dealing with drugged drivers, however they can't always be at the right spot at the right time. There is a definite increase in drug use in drivers as results from post mortems are proving. Government is proposing road side drug testing will be in place by 2021.

The representative from Geraldine Community Board asked whether the painted patches on roads in the North Island could be a possibility to use here. This change in road surface make it very obvious that there is altering road conditions ahead. It was discussed that indeed this is another tool that can be used to create a change in the environment, and is being used in some areas on State Highway 1.

Discussion was held in regards to driver education and whether when drivers renew licences it could be possible to enforce a defensive driving course at that stage. It was acknowledged that there would have to be Government legislation for such a change.

Committee Resolution 2020/9

Moved: Cr Steve Wills

Seconded: Cr Gavin Oliver

That

1. The Infrastructure Committee supports the Government Road to Zero Road Safety Strategy 2020-2030 and Action Plan 2020-22.
2. An increase in our level of service around road safety improvements and education to be considered in the next Long Term Plan.
3. Recommend a report from Land Transport Unit be prepared for Council for a road safety plan for Marine Parade.

Carried

7.2 MYWay, Timaru's new public transport service update

ECan officer Judith Earl-Goulet provided an update on the progress with the implementation of the new On Demand Responsive Public Transport System (DRPTS) for the Timaru Urban area known as MyWay.

The MyWay trial is currently in a pilot period which started with Timaru District Council and ECan staff on 17 February. This pilot is going well and is proving very useful for ironing out any kinks discovered. The service provider, Ritchie's also run the call centre and the drivers are getting used to the new technology involved.

Two promotional videos were shown to the committee, and a demonstration on how the app works for booking a MyWay ride.

The high demand patterns are 7.30-9am and 3-5.30pm where the wait is longer, approx. 15 minutes. The Pilot operating times will be extended from Monday-Friday to include Saturday-Sunday from 28 March and will cover 9am to 6pm in the weekends.

South Canterbury is leading the way with this concept and Territorial Authorities around the country are watching with interest especially with the declining patronage on fixed route models.

Sharing the message with the elderly population is very important and to capture those that don't use technology, this is being covered by talking to the community through different groups such as Enliven.

There has been no direct feedback from Timaru Taxi's and whether this service has had any effect on them. Conversations within the Public Transport Advisory Group have recognised that this service does give the public more choice. For the first twelve months there will be a fixed adult fare for a ride which will be \$2 a ride if using the app or Metrocard. The adult cash fare is \$3 cash.

A question was asked about vehicle access for mobility impaired. Once this service is fully operational there will be a mixture of vehicles in which at least three will be able to be lowered and will be suitable for all passengers.

Committee Resolution 2020/10

Moved: Cr Peter Burt

Seconded: Cr Barbara Gilchrist

That the report be received.

Carried

8 Consideration of Urgent Business Items

No matters of Urgent Business were considered.

9 Consideration of Minor Nature Matters

No matters of a Minor Nature were considered.

The Meeting closed at 10.46am.

.....
Chairperson

7 Reports

7.1 Spur Road Seal Extension

Author: Andrew Dixon, Land Transport Manager

Authoriser: Erik Barnes, Acting Group Manager Infrastructure

Recommendation

That the Infrastructure Committee recommend that Council consider the inclusion of the seal extension of Spur Road in the 2020-21 Annual Plan to be funded within the current draft budget allocation.

Purpose of Report

- 1 To consider the seal extension of an unsealed section of Spur Road and request the Infrastructure Committee to endorse this project and the funding for this work.

Assessment of Significance

- 2 This project has low significance under the Council's Significance and Engagement Policy given the low number of the community affected.

Background

- 3 Spur Road is a 6.5km road that starts at Rosewill Valley Road and ends at Brockley Road in Hadlow. This road is classified as a local access road under the nationally used One Network Road Classification (ONRC) system.
- 4 Part of this road is sealed with 1.4km of the road remaining unsealed at the northern Brockley Road end.
- 5 Spur Road has a number of lifestyle block residences along the road but all of these front the sealed section of the road.
- 6 The road has an average daily traffic of 80 vehicles per day and is used by heavy vehicles with a quarry operation in the area.

Discussion

- 7 Spur Road is used by a high proportion of heavy vehicles to carry freight from quarrying and farming activities in the area.
- 8 Given the relatively high use by heavy vehicles the maintenance of the unsealed sections of this road are reasonably high with frequent grading and renewal of the wearing course layer every 4-6 years required. However, despite this high level of maintenance the costs of such work are relatively low.
- 9 An economic analysis (using Net Present Value) has calculated that the proposed seal extension has a higher cost than maintaining the unsealed road over the long term.

- 10 However, there are other benefits of sealing this road with the greater amenity, improved environmental and health benefits and improved road smoothness that reduces vehicle operating costs.

Options and Preferred Option

- 11 There are two options available for consideration.
- 12 Option 1 is to seal the 1.4km unsealed section of Spur Road to provide a sealed surface for the entire length. It is important that the seal extension be designed for heavy traffic as this road has a high proportion of heavy traffic. This is a total estimated cost of \$300,000 excluding GST.
- 13 Option 2 is to maintain the current unsealed sections of Spur Road by continuing to regularly grade the road and renew the gravel surface layer when appropriate to ensure the road surface is well maintained. This option is the status quo.

Consultation

- 14 The seal extension project would generally be supported by the community and provision for seal extension projects is included in the Council Annual and Long Term Plans.

Relevant Legislation, Council Policy and Plans

- 15 Council's seal extension policy states that Council will fund seal extensions in extraordinary circumstances. It is considered that this criteria is met.
- 16 The Timaru District Annual and Long Term Plan that provide funding for seal extension projects.

Financial and Funding Implications

- 17 There is \$100,000 unallocated funding in the Approved 2019/20 Annual Plan budgets for seal extensions. This funding is part of an annual provision for Council funded and approved seal extension projects.
- 18 The Draft Annual Plan 2020/21 provides \$330,000 excluding GST for seal extensions that are specifically approved by Council in accordance with the Council's seal extension policy. If supported there is sufficient funding in the Draft 2020/21 budget for this seal extension project. However, this project must be considered with other seal extension priorities in the District.
- 19 This project is highly unlikely to be eligible for NZ Transport Agency financial assistance as it does not meet the current priority criteria under the Government Policy Statement.

Other Considerations

- 20 Seal extensions have a benefits to road user safety as sealed roads are generally safer to drive on. There are also benefits to health and the environment with the reduction in dust when the road is sealed.

Attachments

1. Spur Road Location

SPUR ROAD LOCATION MAP



7.2 Orari Back Road Seal Extension

Author: Andrew Dixon, Land Transport Manager

Authoriser: Erik Barnes, Acting Group Manager Infrastructure

Recommendation

That the Infrastructure Committee recommend that Council consider the inclusion of the seal extension of Orari Back Road and allocate additional funding of \$1.2 million excluding GST in the 2020-21 Annual Plan.

Purpose of Report

- 1 To consider the seal extension of unsealed sections of Orari Back Road and request the Infrastructure Committee to endorse that funding for this work be considered as part of the 2020/21 Annual Plan process.

Assessment of Significance

- 2 This project has low significance under the Council's Significance and Engagement Policy. However it is considered of significance to the Geraldine Community Board who have recommended this project be considered by the Infrastructure Committee.

Background

- 3 Orari Back Road is a 7.4km road that starts at Orari Station Road in Orari and ends at SH79 north of Geraldine. This road is classified as a Primary Collector under the nationally used One Network Road Classification (ONRC) system. The road has an average daily traffic of 70 to 110 vehicles per day and is one of the higher trafficked unsealed roads in the District.
- 4 Part of this road is sealed with 4.6km remaining unsealed. This consists of two sections being 1.4km and 3.2km lengths.
- 5 Sealing has progressed slowly in recent years through property owner financial contributions. There are very few houses adjacent to unsealed sections of this road.
- 6 The Geraldine Community Board has requested that the seal extension of Orari Back Road be considered in the Draft 2020-21 Annual Plan. This matter has been referred to the Infrastructure Committee for consideration in accordance with the Council seal extension policy. This policy states that seal extensions are funded only in extraordinary circumstances and upon approval of the Infrastructure Committee.

Discussion

- 7 Orari Back Road is a key freight route used by high proportion of heavy vehicles. This is fundamentally due to the reduced travel distance and time travelling north being a more direct route from Orari to north of Geraldine particularly as it by-passes the Geraldine township.
- 8 Given the relatively high use by heavy vehicles the maintenance of the unsealed sections of this road are reasonably high with grading required on a fortnightly basis and frequent

renewal of the wearing course layer is also required. On this basis the costs of maintaining this unsealed road are high.

- 9 An economic analysis (using Net Present Value) has demonstrated that the proposed seal extension has a greater long term cost than maintaining the unsealed road. However road aggregates are increasing in cost as river sources get more restricted. The total discounted cost over a 25 year period calculates that the cost of maintaining the current unsealed road is approximately 20% less cost (\$360k) than a seal extension.
- 10 However, there are other benefits of sealing this road with the greater amenity, improved environmental and health benefits and improved road smoothness that reduces vehicle operating costs.

Options and Preferred Option

- 11 There are three options available for consideration.
- 12 Option 1 is to seal the 4.6km unsealed section of Orari Back Road to provide a sealed surface for the entire length in the next financial year. It is important that the seal extension be designed for heavy traffic as this road is used predominately by heavy traffic. This is a total estimated cost of \$1,200,000 excluding GST.
- 13 Option 2 is to seal the two unsealed sections of Orari Back Road over two or more financial years. The two unsealed sections that are estimated to cost \$805,000 excluding GST for the 3.2km section and \$385,000 excluding GST for the 1.4km section. It should be noted that committing to funding this project over a number of years may prevent other seal extensions being considered as the budgets would be fully committed.
- 14 Option 3 is to maintain the current unsealed sections of Orari Back Road by continuing to regularly grade the road and renew the gravel surface layer when appropriate to ensure the road surface is well maintained. This option is the status quo.

Consultation

- 15 If the Orari Back Road seal extension project and additional funding is supported, community engagement may be undertaken in conjunction with the Draft Annual Plan.

Relevant Legislation, Council Policy and Plans

- 16 Council's seal extension policy states that Council will fund seal extensions in extraordinary circumstances. It is considered that this criteria is met.
- 17 The Timaru District Annual and Long Term Plan that provide funding for seal extension projects.

Financial and Funding Implications

- 18 There is \$100,000 unallocated funding in the Approved 2019/20 Annual Plan budgets for seal extensions. This funding is part of an annual provision for Council funded and approved seal extension projects.
- 19 The Draft Annual Plan 2020/21 provides \$330,000 excluding GST for seal extensions that are specifically approved by Council in accordance with the Council's seal extension policy.
- 20 This project is highly unlikely to be eligible for NZ Transport Agency financial assistance as it does not meet the current priority criteria under the Government Policy Statement.

Other Considerations

- 21 Seal extensions have a benefits to road user safety as sealed roads are generally safer to drive on. There are also benefits to health and the environment with the reduction in dust when the road is sealed.

Attachments

1. **Orari Back Road Location**

ORARI BACK ROAD LOCATION MAP



7.3 Draft Government Policy Statement on Land Transport Submission**Author:** Andrew Dixon, Land Transport Manager**Authoriser:** Erik Barnes, Acting Group Manager Infrastructure**Recommendation**

1. That the Infrastructure Committee support a submission on the Draft Government Policy Statement on Land Transport 2021/22 – 2030/31 on the basis of the key points outlined in this report.
2. That the final submission be approved by the Chair of the Infrastructure Committee and the Acting Group Manager Infrastructure.

Purpose of Report

- 1 To brief the Infrastructure Committee on the final Government Policy Statement on Land Transport 2021/22 – 2030/31 (GPS2021) and endorse a Timaru District Council submission.

Assessment of Significance

- 2 This matter is considered medium significance as it may have an impact of future roading financial assistance funding for our community and the nature of our transport networks.

Background

- 3 The Ministry of Transport has released the draft Government Policy Statement on land transport 2021/22–2030/31 (Draft GPS2021) for public feedback. The GPS guides Government investment in land transport by providing a long term strategic view of the Government's priorities for investment in the land transport network. The Ministry of Transport is currently consulting on the Draft GPS2021. Submissions close on 11 May 2020.
- 4 The Draft GPS2021 provides direction and guidance on investment decisions from the National Land Transport Fund (NLTF) in which we receive our financial assistance for roading activities. The document sets out the priorities, objectives and funding levels for land transport, establishing funding ranges for land transport activity classes and identifying the results expected from this investment for the next ten years.
- 5 The draft GPS2021 builds on the strategic direction of GPS2018 by maintaining the priorities but updating them to align with recent policy work. The Government is proposing to prioritise safety, better transport options, improving freight connections, and climate change. The GPS is reviewed by government a minimum of once every three years.
- 6 The GPS 2021 does not determine how much a Council will receive for maintenance and operations or which projects will be funded, or how much funding any particular project will receive. Rather, the GPS sets ranges of funding which Government will make available for different types of activity for the next three years and indicatively for years 4 to 10. The New Zealand Transport Agency then determines the co-funding contribution for maintenance and operations, which projects receive funding and to what level within those overall funding ranges.

Discussion

- 7 The Draft GPS2021 is based on four strategic priorities that should be generally supported. These are:
- 7.1 Improving road safety and implementation of the Government road safety strategy 'Road to Zero' that aims to reduce harm on our roads. This includes infrastructure improvements, enforcement provisions and education.
 - 7.2 Better travel options with a significant focus on public transport in metropolitan cities.
 - 7.3 Improving freight connections which was previously bundled under the heading of "Access" in the previous GPS. This is a welcome addition as a priority and recognises the important of reliable, resilient and multi modal freight networks.
 - 7.4 Climate Change that has a focus on mitigation through reducing transport emissions but also touches on adaptation to the effects of climate change to ensure future transport resilience.
- 8 The Draft GPS2021 acknowledges the need to support the regions which is positive. Generally this will be done through improving road safety and freight connections.
- 9 The road safety priority is heavily focussed on infrastructure and is disappointing that Police enforcement is being held at current levels. The road to Zero strategy requires a step change in the area of road safety. Effective enforcement is a key factor in achieving the targets and without additional resourcing the targets may not be achieved.
- 10 Better travel options are heavily focussed on mass public transport. There should be some balance with active transport and innovative technology based public transport solutions such as the MyWay "on demand system" in Timaru.
- 11 Improving freight connections as a strategic priority is very positive and recognises the importance of freight movement to our economy. There is some focus on rail and coastal shipping. The investment in rail is questioned as it has difficulty in meeting customer demands, is less resilient, and with the coastal railway track locations particularly in the South Island is exposed to the effects of climate change through sea level rise and erosion.
- 12 In regard to investment it is positive that lead investment is being supported to proactively meet future demands. It is noted that government is providing additional Crown funding to transport through the NZ Upgrade programme which should be supported. However, it is also noted that the effects of the Covid-19 pandemic on transport funding with reduced fuel excise duties have not been considered.
- 13 The funding class investment envelopes show a minor increase in local road maintenance and renewals that basically account for inflation. Given the increasing demands of freight movement on local roads and ageing infrastructure it is disappointing that financial assistance funding for this activity has not been increased.
- 14 A more detailed analysis of the Draft GPS2021 and key concerns or points that will form the basis of a submission are outlined in Attachment 1.

Options and Preferred Option

- 15 There are three options or courses of action that the Committee can take.
- 16 The first is to make a submission on behalf of Timaru District Council confirming the support and concerns on various aspects or content of the GPS2021. This would be in accordance with

the draft submission prepared by Council Officers that is attached to this report. This is the recommended option.

- 17 The second option would be to not put in a separate Timaru submission but support and endorse the proposed Canterbury Regional Transport Committee submission that is being prepared by Environment Canterbury Officers with input from the Canterbury Councils through the Technical Officers Group. This submission has not been completed to date.
- 18 The third option is not to make a submission to the GPS2021. This is not a recommended option.

Consultation

- 19 The Draft GPS2021 is being publically consulted on through the Ministry of Transport. The implications of this document will be realised in the preparation of the next long term plan and our community will be consulted during this process.

Relevant Legislation, Council Policy and Plans

- 20 Land Transport Management Act that through the NLTF provides financial assistance to Council for road activities through the National Land Transport Fund that must have regard to the GPS2021.
- 21 The proposed Canterbury Regional Land Transport Plan 2021-31 that must have regard to the GPS2021.
- 22 The Proposed Timaru District Long Term Plan 2021-31 that will be influenced by the GPS2021 given the direction on funding

Financial and Funding Implications

- 23 The Draft GPS2021 sets the government direction through strategic priorities for land transport activities and investment particularly for the three year financial year periods from 2021/22 to 2023/24.
- 24 The Draft GPS2021 sets government funding envelopes for various road activities that guides the NZ Transport Agency (NZTA) in providing financial assistance to the various transport authorities (Councils, State Highways, Department of Conversation and KiwiRail).
- 25 Some of these financial envelopes are likely to be oversubscribed in financial assistance funding applications particularly local road maintenance and renewals. This may result in Council's road activities not being fully financially assisted by NZTA and therefore greater rates funding will be required.

Other Considerations

- 26 The Draft GPS2021 also has links to the NZ Rail Plan that is also being consulted on. A review of this plan has highlighted that climate change and its effects have not been considered in the plan. This is seen as a significant omission and it is proposed to make a submission on this basis.

Attachments

1. **Key submission points on the Draft GPS2021**

Draft GPS2021 on Transport - Proposed Timaru District Council Submission points

Page	Heading	Comment
7	Transitioning from GPS2018 to GPS 2021	We support the concept of value for money being a principal rather than a strategic priority.
13	The Strategic priorities for the Draft GPS2021	<p>We support the four strategic priorities proposed in the Draft GPS2021 but wish to make the following comments.</p> <p>The focus on road safety in the GPS2021 and the priority giving effect to the recent government road safety strategy “Road to Zero” is encouraged. This is a bold strategy that will require a step change in road safety and the necessary funding to enable this is essential to the success.</p> <p>We support the “Better Travel options” strategic priority. This should focus on improving public and active transport in our towns and not just on mass transit systems in a two major cities.</p> <p>We support the identification of “Improved Freight Connections” as a strategic priority. Freight access is a fundamental concern and need in Provincial New Zealand where the effective movement of freight is pivotal to our economy.</p> <p>We support the ‘Climate Change’ as a strategic priority but should emphasise the need to focus on climate change adaptations, not just mitigation. Adaptation is the key to a reliable and resilient transport network. It is important that a long term view of the effects of climate change are understood as this may change the response and investment in transport modes that are vulnerable to the effects of climate change such as rail.</p>
15	Supporting Regions	We support the GPS acknowledgement and focus on supporting regional development through providing safer roads, improving freight networks and providing sufficient funding to maintain the existing road network to ensure it is fit for purpose. The maintenance of the existing network is a key result area for many rural and provincial area’s.
17	Strategic Priority: Safety	We support road safety being a strategic priority and the commitment to the ‘Road to Zero’ road safety strategy. The implementation of this strategy will require a step change in road safety across the key areas of Engineering, Enforcement and Education. It is disappointing that the GPS fails to recognise the importance of enforcement to achieving success and meeting road safety targets. To maintain current levels of road policing staff numbers is not the step change required and the reduction in deaths

		and serious injury crashes sought may not be achieved. Enforcement is the key to success in achieving the road safety strategy and a greater Police presence is required.
19	Strategic Priority: Better Travel Options	It is noted that there is a significant focus on public transport in the Draft GPS2021. This focus is on traditional scheduled, fixed route transport systems that were designed last century. Will this 20 th century public transport system meet the demands and needs of today's 21 st century customers. Technology is changing as we have seen in the taxi industry and people are requiring more responsive and flexible public transport solutions particularly when competing with private vehicles. Timaru is leading with the implementation of an on-demand public transport service and these solutions should be explored further.
20 - 21	Strategic Priority: Improving Freight Connections.	<p>We support the inclusion of this as a strategic priority. The efficient movement of freight is key to our local, regional and national economy.</p> <p>Today's business practices rely on a resilient, reliable, flexible, efficient and fast freight transport system. Although we note the Government's intention to promote greater use of rail will this meet the customer demands of today's business. We suggest that the Government reflect on whether a rail system designed and built 150 years ago is suitable for the needs of today. There is a significant investment in rail signalled but is this value for money. Would a focus on a safe, resilient high capacity road network better suit today's markets and the future.</p> <p>It should be recognised that a large part of the NZ rail network in the South Island is along the coastline. With climate change there will be increased sea levels and coastal erosion that will threaten the existing rail network. Rail has no detours or flexibility so is rail a viable option and robust investment in the future for large parts of the South Island in particular?</p> <p>We are encouraged that the delivery of the outcomes sought to improve freight connections includes the maintaining roads that are crucial for linking production with key distribution points. As a district that supports a prosperous primary production economy the source of the production point is the farm gate. On this basis most of our rural low volume roads are crucial link roads to distribution points and we need adequate funding to ensure that these roads are well maintained and fit for purpose to meet the freight demands required.</p>
23	Strategic Priority: Climate Change	We support the actions outlined in paragraph 77 regarding the National Climate Change Risk Assessment (NCCRA). It

		is crucial that we focus on climate change adaptations as this is the key to transport resilience. The completion of this may require a change in direction as the risk to vulnerable transport infrastructure such as rail will be determined.
25	Proposed indicators	We note that Strategic Priority 3 Improved freight connections to support economic development, indicator N refers to priority routes. We have been unable to find a definition of a priority route and request that one be included in the final GPS2021.
30	3.2 Principles for Investing	We support the principle of lead investment. Paragraph 103 acknowledging that it may be appropriate to make investment ahead of demand is encouraging. This will allow for investment to proactively meet demand rather than the past of being entirely reactive. This principle of lead investment can better shape transport networks and manage future needs.
31	Dedicated funding for delivering transport priorities	The modelling of future revenue inputs into the National Land Transport Fund needs to account for the implications of the recent pandemic and the resulting reductions in fuel excise duties collected.
34-35	Activity classes and proposed funding ranges	<p>It is noted that the local road maintenance activity class funding proposes an increase of 5.5% on the previous GPS2018. The cost escalations since June 2018 being the commencement of the GPS2018 and December 2019 have been 3.5%. In addition to this many local authorities have additional transport assets through continuing growth to maintain. The proposed increase in local road maintenance funding will only effectively manage rising costs.</p> <p>In addition many local authorities transport assets continue to age and maintenance/renewal requirements continue to increase. With a focus on maintaining the assets we currently have more funding is required and should be allocated to this activity class.</p> <p>It is considered that funding priorities should be on maintaining current assets and getting the best out of these and this should not be at the expense of new transport assets.</p>
37	Crown funding for land transport	We support the additional government funding from the NZ Upgrade Programme for new infrastructure projects.

- 8 Consideration of Urgent Business Items**
- 9 Consideration of Minor Nature Matters**