

MEETING OF THE REGIONAL LAND TRANSPORT COMMITTEE

TO THE CHAIRPERSON AND MEMBERS OF THE COMMITTEE

MEMBERSHIP OF THE COMMITTEE

Cr J M Waters (Chairperson) Environment Canterbury

Cr A J Blackie	Waimakariri DC	H Latimer	Cultural Interests
Cr H Broughton	Christchurch City Council	Cr R I R Little	Environment Canterbury
Cr T K Burke	Environment Canterbury	P McNoe	PT Providers
N Campbell	NZ Railways Corp	Mayor G Moore	Christchurch CC
Mayor J Coles	Waimate DC	P Morris	Rail Service Providers
Dr L Cook	Public Health Interests	Cr J Morten	Selwyn DC
J Curtis	Land Transport NZ	Cr M Oldfield	Environment Canterbury
Insp D Erasmus	NZ Police	Cr M Oliver	Timaru DC
P Falloon	Economic Dev. Interests	Mayor J O'Neill	Mackenzie DC
P Goodwin	Road Transport Forum	Cr B Seddon	Kaikoura DC
Mayor G Jackson	Hurunui DC	Cr B Shearing	Christchurch City Council
Dr S Kingham	PT Users/Pedestrians	Cr B Tasker	Ashburton DC
Prof C Kissling	Chartered Institute of Logistics and Transport NZ	S van Dorsser	Cyclists
C Knaggs	Transit NZ	B Wearing	Automobile Assn

A meeting of the Committee will be held on

Wednesday, 29 November 2006 commencing at 10.00 a.m.
(Morning tea will be available from 9.45 a.m.)

Lunch will be served at 12.30 p.m.

VENUE: Council Chamber
First Floor
Pegasus Building
58 Kilmore Street
Christchurch

BUSINESS: As per Order Paper attached.

Dr Bryan Jenkins
CHIEF EXECUTIVE

**RECOMMENDATIONS IN REPORTS ARE NOT TO BE TAKEN
AS COUNCIL POLICY UNTIL ADOPTED BY THE COUNCIL**

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COMPLIANCE WITH LOCAL GOVERNMENT ACT 2002 DECISION-MAKING REQUIREMENTS

Except as below, a statement of compliance and a completed decision checklist is required for any agenda item on a council committee or the council recommending that a decision be made. This will be the responsibility of the person signing off the agenda item.

The compliance statement and checklist will not be used for:

- Recommendations that information be received or that the Council make a decision.
- Decisions taken under the Resource Management Act 1991 or the Biosecurity Act 1993 in relation to resource consents, decisions required when following the procedures set out in Schedule 1 of the Resource Management Act 1991, other permissions, submissions on plans, or references to the Environment Court.
- Decisions taken to proceed with enforcement procedures under various primary or secondary legislation or regulations, including procedures under the Resource Management Act 1991, the Biosecurity Act 1993, the Local Government Act 2002, and Environment Canterbury Bylaws.
- Administrative and personnel decisions that are entirely internal to Environment Canterbury.
- Other decisions where the procedures to be followed are set out in Legislation.

COMPLIANCE STATEMENT

The council committee (or the council) must formally certify that:

- (a) It is satisfied that it has sufficient information about the options and their benefits and costs, in terms of the region's social, economic, environmental and cultural well-being and the effects on community outcomes, bearing in mind the significance of the decisions.
- (b) It is satisfied that it knows enough about and has given adequate consideration to the views and preferences of affected and interested parties bearing in mind the significance of the decision.

INFORMATION CHECKLIST

(a)	A Statement of the Proposed Decision
(b)	A Statement of the Objective of the Proposed Decision and the Issue or Problem being addressed
(c)	A list of all reasonably practicable options, (including doing nothing).
(d)	For each option in (c): An evaluation of the Benefits and Costs, in terms of the region's social, economic, environmental and cultural well-being.
(e)	For each option in (c): A statement of the extent to which community outcomes would be promoted or achieved in an integrated and efficient manner.
(f)	For each option in (c): A statement of the Impact, if any, on Environment Canterbury's capacity to undertake its statutory responsibilities
(g)	If the Proposed Decision is a significant decision in relation to land or a body of water, a statement of how Maori values have been taken into account
(h)	A Statement of significant inconsistencies, if any, with any Existing Policy, Plan or Legislation arising from the Proposed Decision.
(i)	A statement how the views and preferences of affected or interested persons have been given adequate consideration during the definition of the problem or issue, the objective, the assessment of options and the development of the proposed decision, including the particular contribution of Maori to the decision-making process.

Notes:

The significance of proposals and decisions determines how much time, money and effort is put into exploring and evaluating options and obtaining the views of affected and interested parties. The significance of proposals and decisions is determined through reference to criteria contained in the policy on significance.

The policy on significance together with Section 76 of the Local Government Act 2002 set out the Council's requirements in relation to decisions. Some decisions can only be made through the Long-Term Council Community Plan, or after the Special Consultative Procedures set out in the Act have been used, (refer to the policy on significance and the Act).

All decisions of Environment Canterbury are subject to the decision-making requirements of section 76 of the Act unless inconsistent with specific requirements of other legislation.

ENVIRONMENT CANTERBURY
REGIONAL LAND TRANSPORT COMMITTEE
ORDER PAPER

1. APOLOGIES – Dr S Kingham
2. MINUTES OF MEETING – 27 September 2006
3. MATTERS ARISING
4. DEPUTATIONS AND PETITIONS

MATTER FOR RECOMMENDATION TO REGIONAL LAND TRANSPORT ADVISORY SUBCOMMITTEE

5. ADVICE ON THE DISTRIBUTION OF R FUNDS TO LAND TRANSPORT NZ

MATTERS FOR INFORMATION

6. FREIGHT WORKING GROUP UPDATE ON DELIVERY OF THE FREIGHT ACTION PLAN
7. UPDATE ON CHRISTCHURCH ROLLESTON AND ENVIRONS TRANSPORTATION STUDY
8. UPDATE ON DEVELOPMENT OF THE METRO STRATEGY 2006 – 2012
9. GREATER CHRISTCHURCH URBAN DEVELOPMENT STRATEGY UPDATE
10. MEETING WITH THE TRANSPORT MINISTER
11. NOTICES OF MOTION
12. EXTRAORDINARY AND URGENT BUSINESS
13. QUESTIONS
14. NEXT MEETING – 2007 DATES TO BE ADVISED
15. CLOSURE

REGIONAL LAND TRANSPORT COMMITTEE

MINUTES OF THE SIXTH MEETING OF THE COMMITTEE HELD IN THE COUNCIL CHAMBER, FIRST FLOOR, ENVIRONMENT CANTERBURY, 58 KILMORE STREET, CHRISTCHURCH, ON WEDNESDAY, 27 SEPTEMBER 2006 COMMENCING AT 10.00 A.M.

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MATTER FOR INFORMATION

5. CANTERBURY LAND TRANSPORT EXPENDITURE AND INCOME REPORT

MATTER RECOMMENDED TO THE COUNCIL

6. DRAFT 2006 ANNUAL MONITORING REPORT

MATTER RESOLVED BY THE COMMITTEE

7. IMPLEMENTING THE GREATER CHRISTCHURCH URBAN DEVELOPMENT STRATEGY THROUGH THE REGIONAL LAND TRANSPORT STRATEGY

MATTERS FOR INFORMATION

8. CANTERBURY REGIONAL PASSENGER TRANSPORT PLAN 2006
9. TRANSPORT OFFICERS GROUP PLAN UPDATE ON DEVELOPMENT OF A IMPLEMENTATION PLAN FOR TRANSPORT
10. NOTICES OF MOTION
11. EXTRAORDINARY AND URGENT BUSINESS
 - Support for Regional Funding of State Highway Projects
12. QUESTIONS
13. NEXT MEETING – 29 NOVEMBER 2006
14. CLOSURE

PRESENT

Cr J M Waters (Chairperson), Cr A J Blackie, Cr H Broughton, Cr T K Burke, N Campbell, Mayor Coles, Dr L Cook, J Curtis, Prof C Kissling, Cr R I R Little, Cr J Morten, Cr M Oliver, Mayor J O'Neill, Dr W J Rosenberg, Cr B Shearing and Cr B Tasker.

IN ATTENDANCE

Cr W E Woods (Environment Canterbury), M Blyleven (Transit NZ), I McChesney, L Griffin, K Tremaine (Project Manager Urban Development Strategy).

Staff from Ministry of Transport, Automobile Association, Land Transport New Zealand and Christchurch City Council were also in attendance.

MANAGEMENT AND OFFICERS PRESENT

J D Talbot (Director Policy and Planning), J Atkinson (Portfolio Manager Transport), L McCallum (Energy, Transport and Built Environment Policy Manager), P Quinn (Senior Regional Transport Planner), and L M McDonald (Administration Officer).

1. APOLOGIES AND WELCOME

Apologies were accepted from, P Falloon, Mayor G Jackson, Dr S Kingham, P McNoe, Mayor G Moore, Cr B Seddon, and B Wearing.

2. MINUTES – 21 JUNE 2006

Resolved

That the minutes of the meeting held on 21 June 2006, as circulated, be confirmed as a true and accurate record.

Cr Tasker – Dr Cook

3. MATTERS ARISING

There were no matters arising from the minutes.

4. DEPUTATIONS AND PETITIONS

Nil.

Cr Waters advised that an additional item had been raised by Transit New Zealand after the agenda had been prepared. A report dated 27 September 2006 entitled "Extraordinary and Urgent Business – Support of Regional Funding of State Highway Projects" was tabled.

Resolved

That the item: "Support for Regional Funding of State Highway Projects" be accepted as an extraordinary and urgent item of business which has been requested by Transit to meet the timeframe of LTNZ for funding of State Highway projects.

- Cr Waters - Cr Little

This item would be considered later in this meeting at item 11.

MATTER FOR INFORMATION

5. CANTERBURY LAND TRANSPORT EXPENDITURE AND INCOME REPORT

Ian McChesney presented information on the provisional findings for 2004/05 and 2005/06 with a powerpoint presentation (notes from this presentation were tabled).

Mr McChesney advised that the figures were still provisional for 2004/05 and estimated for 2005/06, and some information is being checked with Christchurch City Council. The final report should be available soon.

In reply to a question from Mayor O'Neill regarding the 15% increase in expenditure over 2 years, Mr McChesney explained that the figures were taken from a series of indexes that Land Transport New Zealand publish. Construction costs including the cost of bitumen has increased and there has also been an increase in fuel and labour costs associated with public passenger transport.

Prof Kissling arrived at 10.20am.

Resolved

That the Regional Land Transport Committee receives the report "Canterbury Land Transport Expenditure and Income Report".

Cr Burke- Cr Shearing

MATTER FOR RECOMMENDATION TO COUNCIL

6. DRAFT 2006 ANNUAL MONITORING REPORT

Patrick Quinn introduced this item and the "Draft Annual Monitoring Report for 2005/06" which had been circulated separately. A revised page 17 of the report was tabled.

Cr Broughton arrived at 10.30am.

The committee considered the report and requested that a glossary of terms and acronyms used in the document be included.

The following suggestions were made for future reports:

- It would be useful to include figures on the share of freight moved by rail and coastal shipping. It was noted that if these figures could be obtained that the movement of bulk coal would need to be identified as to avoid distortion of the figures.
- Alternative mode indicator values (table 4 page 17) would benefit from separating out alternative mode expenditure to identify public transport.
- Provide more comment in support of the reports from organisations implementing the strategy.
- Actual figures would be more useful than percentage changes. For example the figures for road deaths. The conclusion drawn from those figures that road safety is improving needs further analysis as the reduction in deaths could be due to improved vehicle standards rather than roading.
- It was suggested that the target for reducing traffic could be reconsidered and expressed in terms of expected growth.

Recommended

That the Annual Monitoring Report for 2005/06, as amended, be adopted.

Cr Shearing – Dr Rosenberg

MATTER FOR COMMITTEE DECISION

7. IMPLEMENTING THE GREATER CHRISTCHURCH URBAN DEVELOPMENT STRATEGY THROUGH THE REGIONAL LAND TRANSPORT STRATEGY

Ken Tremaine (UDS Project Team Leader – Technical) and Laurie McCallum (Energy, Transport and the Built Environment Policy Manager, Environment Canterbury) presented this report.

Mr Tremaine explained that the implementation framework is key to making the Greater Christchurch Urban Development Strategy (UDS) happen. A variety of mechanisms are available including the Resource Management Act, Long Term Council Community Plans (LTCCP) and the Regional Land Transport Strategy.

The estimated 25% growth in Christchurch population by 2041 will result in increased numbers of households, and the labour force, that will impact on transport and the wider Canterbury region. It will be important to establish land use patterns, provide economic analysis and quantifiable numbers, to demonstrate to central government what Canterbury needs.

Dr Cook said that from the health perspective the UDS was very important in encouraging intensification instead of urban sprawl.

Mr Tremaine acknowledged the excellent work done on the health assessment and the importance of this link to the people aspect as now required by the Local Government Act.

Resolved

That the Regional Land Transport Committee receives the report “Implementing the Greater Christchurch Urban Development Strategy Through the Regional Land Transport Strategy”.

Prof Kissling – Cr Broughton

Item 9 was taken at this time

MATTERS FOR INFORMATION

9. TRANSPORT OFFICERS GROUP UPDATE ON DEVELOPMENT OF A REGIONAL IMPLEMENTATION PLAN FOR TRANSPORT

Laurie McCallum introduced this item, noting that the issue of regional implementation plan for transport tied in with the issues raised in the previous item regarding the implementation of UDS.

As resolved at an earlier meeting of this committee the Transport Officers Group (TOG) had undertaken the first stage of instigating the development of an implementation plan.

Cr Broughton expressed concern that elected members were not part of this work to date, and proposed a motion recommending that the TOG officers take the issues back to their councils before referring information to this committee.

Mr McCallum advised that material would be bought back to this committee and discussed individually with each council.

Some members expressed the view that the staff would discuss issues with their councils anyway and felt uncomfortable with this committee directing staff to do so.

Moved Cr Broughton, seconded Mayor O'Neill

That the information developed by the Transport Officers Group in relation to the development of a regional implementation plan for transport be referred back to individual councils before going to the Regional Land Transport Committee.

This motion was put and LOST. A division was called with the voting as follows:

Yes (5 votes)

Cr Waters
Cr Broughton
Mayor Coles
Cr Little
Mayor O'Neill

No (8 votes)

Cr Blackie
Cr Burke
Mr Campbell
Prof Kissling
Cr Morton
Cr Oliver
Cr Shearing
Cr Tasker

Abstained

Dr Cook
Ms Curtis
Dr Rosenberg

The motion was declared LOST.

Resolved

That the Regional Land Transport Committee receives the report "TOG Update on Development of a Regional Implementation Plan for Transport".

Cr Waters – Cr Little

Cr Shearing left at 11.45am.

8. CANTERBURY REGIONAL PASSENGER TRANSPORT PLAN 2006

Laurie McCallum presented this report on the submissions received on the Draft Canterbury Regional Passenger Transport Plan 2006 and the changes recommended by the hearing committee.

Resolved

That the Regional Land Transport Committee receives the report "Canterbury Regional Passenger Transport Plan 2006."

Cr Tasker – Dr Cook

10. NOTICES OF MOTION

Nil.

11. EXTRAORDINARY AND URGENT BUSINESS

Support for Regional Funding of State Highway Projects

Michael Blyleven presented this report and explained that Transit were seeking to formalise support previously provided on large and block projects in the State Highway Forecast 2006/07 to 2015/16. (A report had been tabled, and the recommendation to take this late item had been adopted, at the commencement of this meeting).

Disappointment was expressed that, despite submissions made in March 2006 recommending national funding for these projects, these projects were competing for regional funding. Therefore support for the regional funding for the projects identified in the report was made on the basis that, while the committee supported national funding, the decision had been made. The need to avoid any delays in progressing these projects was recognised.

Resolved

That the Regional Land Transport Committee receives the report "Support for regional funding of state highway projects" and confirms support for regional funding of the state highway projects outlined in the proposal of this report.

Cr Tasker – Cr Oliver

12. QUESTIONS

Nil.

13. NEXT MEETING – 29 November 2006

14. CLOSURE

The meeting concluded at 12.06 p.m.

CONFIRMED

Date _____ **Chairperson**

AGENDA ITEM NO: 5	SUBJECT MATTER: ADVICE ON THE DISTRIBUTION OF R FUNDS TO LAND TRANSPORT NZ
REPORT: Regional Land Transport Committee	DATE OF MEETING: 29 November 2006
FILE REFERENCES:	PORTFOLIO: Regional Land Transport PROJECT: OUTPUT:
REPORT BY: Nick Bryan Transport Policy Analyst	ENDORSED BY: John Talbot Director Policy and Planning

PURPOSE

For the Regional Land Transport Committee to discuss Draft Advice to Land Transport New Zealand on the distribution of R funds in Canterbury in order to inform the decisions of the Regional Land Transport Advisory Subcommittee (Meeting to follow RLTC meeting).

ATTACHMENT

- Draft Advice on the distribution of R funds in Canterbury

BACKGROUND

Land Transport NZ has requested in the NLTP guidelines that regional advisory groups submit advice on the distribution of R funds to Land Transport NZ by the 6th November. A Draft Advice has been forwarded to Land Transport NZ subject to approval at the Regional Land Transport Advisory Subcommittee meeting, which follows this meeting of the RLTC.

The TOG met in September to discuss the use of R funds in the Canterbury region. A number of funding opportunities were discussed. This process revealed that the R funding available will not meet all the aspirations of the approved organisations in the region. Therefore, a clear set of criteria for prioritisation is required to identify and reach agreement on the activities that should be funded.

Through these discussions it became clear that the principles previously adopted for the region, that formed the criteria for evaluation of activities, needed to be reviewed. This is largely due to the fact that they were drafted at a time when the message from central government was that the funds were to be used to purchase “additional activities”. However, it has become clear that R funding will have to be used to progress activities that were at that time not considered to be additional.

The TOG is developing the Canterbury Transport Regional Implementation Plan. This Plan will provide a strong framework for transport investment in the region and will therefore assist strongly in the prioritisation of activities and identification of appropriate funding mechanisms.

Given these considerations the TOGs recommendation for the Regional Land Transport Advisory Subcommittee is to re-iterate the approximate splits agreed last year to Land Transport NZ. More detailed recommendations will then be made following a reassessment

of the eligibility criteria for Canterbury and development of the Transport Regional Implementation Plan.

PROPOSAL

That the Regional Land Transport Committee recommend to the Regional Land Transport Advisory Subcommittee that the attached Draft Advice on the distribution of R funds to Land Transport NZ be approved.

RECOMMENDATION

- (a) *That the Regional Land Transport Committee receives the report "Advice on the distribution of R funds to Land Transport NZ".*
- (b) *That the Regional Land Transport Committee recommends to the Regional Land Transport Advisory Subcommittee that the Draft Advice on the distribution of R funds to Land Transport NZ be endorsed.*

Draft

29 November 2006

Jackie Curtis
Partnership Manager
Level 5, BNZ House
129 Hereford Street
P O Box 13-364
CHRISTCHURCH

Dear Jackie,

ADVICE ON THE DISTRIBUTION OF R FUNDS FOR CANTERBURY

This advice has been produced in response to the National Land Transport Programme Guidelines for 2007/08.

The Regional Land Transport Advisory Subcommittee endorsed the contents of this advice on 29th November 2006. The Advisory Subcommittee consists of those members of the Canterbury Regional Land Transport Committee that represent approved organisations.

The Regional Land Transport Officers Group (TOG) met in September 2006 to discuss the use of R funds in the Canterbury region. A number of funding opportunities were discussed and it is clear that the R funding available will not meet all the aspirations of the approved organisations in the region. Therefore, a clear set of criteria for prioritisation is required to identify and reach agreement on the activities that should be funded.

Through these discussions it became clear that the principles previously adopted for the region, that formed the criteria for evaluation of activities, needed to be reviewed. This is largely due to the fact that they were drafted at a time when the message from central government was that the funds were to be used to purchase "additional activities". However, it has become clear that R funding will have to be used to progress activities that were at that time not considered to be additional.

The TOG is currently developing a Canterbury Transport Regional Implementation Plan. This Plan will provide a strong framework for transport investment in the region and will therefore assist strongly in the prioritisation of activities and identification of appropriate funding mechanisms.

Given these considerations the advice to Land Transport NZ is that the approximate splits submitted to Land Transport NZ in 2005 are still an appropriate indication of how the funding should be spent in the region. More detailed recommendations will be made following a reassessment of the eligibility criteria for Canterbury and development of the Transport Regional Implementation Plan.

Table 1 presents the advice for allocating R funding within the Canterbury region.

Our Ref: PL5C/00109
Your Ref:
Contact: Nick Bryan

Draft

Table 1: Advice on recommended level of funding by activity class

Activity Class	% R funds
Improvement & replacement of local roads	20%
Large State highway projects	60%
State highway block projects	5%
Transport demand management projects	1.5%
Passenger transport infrastructure projects	10%
Walking & cycling projects	3.5%

The commentary that was provided in support of these recommendations in the Advisory Committees submission in 2005 is attached. The commentary outlines the rationale behind the recommendations on how R funds might be used. Assumptions on N funding are also provided and the discussion reiterates the region's concerns regarding the overall shortage of funding, especially for the state highway network. This discussion remains relevant but it is now recognised that the development of a Regional Implementation Plan will further inform priorities for the region, which may in turn result in changes to this advice.

The approved organisations in Canterbury thank you for this opportunity to provide input to the development of the National Land Transport Programme (NLTP). We appreciate that the allocation of funding is not a straightforward process given the complications brought about by regionally distributed funding.

Should you have any questions regarding this letter, please contact Nick Bryan on (03) 3717130 or by e-mail to nick.bryan@ecan.govt.nz.

Yours sincerely

John Talbot
DIRECTOR POLICY AND PLANNING

**Commentary on recommended level of funding by activity class
Extracted from Advisory Committees 2005 submission**

Improvement and replacement of local roads

Within this activity class there is strong support around the region to make funds available for minor safety works and the strategic purchase of land to protect future transport systems. Minor safety works are often small projects but collectively they will have a significant impact on safety issues around the region. Land purchase is required in order to protect key parcels of land that might otherwise be 'lost' to development. An indicative level of funding for these activities has been estimated to be in the order of around a million dollars per year over the 9-year period for each type of activity.

There are many local road projects, especially within Christchurch City, with significant benefits. It is assumed that such projects will continue to receive N funding at a similar level to recent years. The allocation of 20% to this activity class recognises that there are local improvement and replacement projects with a significant regional benefit that may not receive N funding. Examples include seal widening Thompsons Track or upgrades to Factory Road, which provides access to the Clandeboye dairy plant.

It is important to ensure that the investigations put forward for funding in 2005/06 are progressed in order that activities can be identified that will effectively address the region's transport issues. Once these investigations are complete the region will be in a better position to identify specific activities that may require R funding. It is likely that there will be a limit to the number of local road projects that have regional benefits. Given the above factors it may be desirable to review the level of funding in this activity class, especially once a review of state highway block projects has been undertaken (see below).

Large state highway projects

In the 2004 submission to Land Transport NZ it was requested that national funding subsidy be provided for activities already identified in community plans or other work programmes of approved organisations. This request did not appear to have been taken into consideration in the formation of the 2005/06 NLTP. Whilst this has affected others in the region, Transit and the regions state highway network appear to have been hardest hit by the replacement of N funding with R funding in their programmes of identified activities.

There is a strong feeling in Canterbury that state highways form a national network and should be funded using national funds.

Transit New Zealand's state highway forecast 2005/06 – 2014/15 identifies 8 large projects that will require R funding to proceed in the next 10 years, namely:

- Christchurch TDM Implementation
- Christchurch Southern Motorway Extension (Stage 1)
- Sawyers Arms to Memorial Ave 4L
- Yaldhurst Rd to Waterloo Rd 4L
- Memorial Ave to Yaldhurst Rd 4L
- Christchurch Northern Arterial Rural
- Mingha Bluff to Rough Creek
- Okarahia North Realignment

The total value of these projects amounts to \$194.15m. If projections for R funding are correct it will not be possible to fund all of these projects, as there will be a shortfall of around \$20m¹ based on the recommendation to use 60% of regional funding for this activity class.

This list will also be extended to include further projects identified as a result of investigations that are currently being completed. The resulting shortfall is a significant concern to the region, as many regional issues will only be addressed if the function of key strategic corridors is protected into the future.

[†] revised from \$37 in 2005 submission to reflect R fund projections in 2007/08 NLTP guidelines.

State highway block projects

Transit have identified approximately \$30m of block projects in their programme that could be progressed between 2005 and 2010 that are not expected to receive N funding. It is reasonably safe to assume that this level of shortfall is likely to continue throughout the 10-year window for R funding. The recommendation to use 5% of regional funding for State highway block projects amounts to around \$13m over 10 years. Therefore, some further prioritisation of activities within the block programme is required.

A detailed breakdown of block projects was not available in time to include a full prioritisation for incorporation in this submission. It has been agreed that this work will be completed over coming months and that a regional view will be able to inform submissions on the draft NLTP in March 2006.

The RLTC has expressed strong support for safety initiatives and passing lanes and have expressed a desire to see more funding allocated to these activities. Given the importance of this work it is hoped that some of the shortfall in available funds to complete the block projects will be made up with N funding. If this is not the case there may be a case to increase the recommended allocation of R funds to this activity class.

Transport Demand Management

The level of investment in Transport Demand Management (TDM) projects is unclear as this area of work is still developing. At this stage an estimate has been made as to the level of R funding that might be required within the region. Therefore, this recommendation may need to be revised in future years as TDM projects and programmes are instigated.

Passenger Transport Infrastructure

There are a number of PT infrastructure projects currently in the planning stages that may require R funding. These include:

- Christchurch bus exchange expansion
- Christchurch suburban interchanges
- Priority bus routes for Christchurch
- Park and Ride sites

The total estimated cost of these activities is around \$50m. The recommendation to use 10% of regional funding for this activity will provide around \$26m over 10 years. A significant amount of N funding will be required if they are to all be delivered. In setting this recommendation it has been assumed that N funding will be available for some of these projects.

Walking and Cycling

The level of investment in walking and cycling projects is still being established as strategies for active modes are developed around the region. At this stage an estimate has been made as to the level of R funding that might be required within the region. This recommendation may need to be revised in future years as district strategies and the regional cycle network strategy, cycling in Canterbury, are progressed and levels of N funding are known.

AGENDA ITEM NO: 6	SUBJECT MATTER: FREIGHT WORKING GROUP UPDATE ON DELIVERY OF THE FREIGHT ACTION PLAN
REPORT: Regional Land Transport Committee	DATE OF MEETING: 29 November 2006
FILE REFERENCES:	PORTFOLIO: Regional Land Transport PROJECT: OUTPUT:
REPORT BY: Peter Goodwin Chair - Freight Working Group	ENDORSED BY: John Talbot Director Policy and Planning

PURPOSE

For the Regional Land Transport Committee to receive an update on the work of the Freight Working Group in delivering the Canterbury Regional Land Transport Freight Action Plan.

BACKGROUND

A copy of the Group's newsletter is attached for information. The newsletter outlines work by the Group over the last two years to implement the Freight Action Plan. Key outputs and achievements include:

- The Canterbury Strategic Freight Network was adopted in the Canterbury Regional Land Transport Strategy 2005 - 2015
- A review was undertaken of freight provisions in the region's district plans
- Research was completed on heavy vehicle movements at key locations
- Submissions and input into statutory planning processes (including development planning applications and plan variations)
- The Group developed a strategic approach to promote the Freight Action Plan's objectives through Resource Management Act processes, with a focus on creating and protecting key freight transport infrastructure
- Involved with the development of the Christchurch Commercial Vehicle Model update

The Group has completed almost half of its work programme objectives, with some tasks requiring ongoing work, such as monitoring, regional freight infrastructure investment priorities and input to national transport funding processes. A forward work programme has been identified and there are still significant challenges and opportunities for the Group. In the short term, work will focus on achieving gains through Resource Management Act processes and with freight transport operators on Best Practice activities.

RECOMMENDATION

That the Regional Land Transport Committee receives the report "Freight Working Group update on delivery of the Freight Action Plan".

AGENDA ITEM NO: 7	SUBJECT MATTER: UPDATE ON CHRISTCHURCH ROLLESTON AND ENVIRONS TRANSPORTATION STUDY
REPORT: Regional Land Transport Committee	DATE OF MEETING: 29 November 2006
FILE REFERENCES:	PORTFOLIO: Regional Land Transport PROJECT: OUTPUT:
REPORT BY: Nick Bryan Transport Policy Analyst	ENDORSED BY: John Talbot Director Policy and Planning

PURPOSE

For the Regional Land Transport Committee to receive information on the Christchurch Rolleston and Environs Transportation Study (CRETS).

ATTACHMENT

- CRETS “Draft Transport Strategy for Consultation” booklet.

BACKGROUND

Transit NZ, Selwyn District Council, Christchurch City Council, Environment Canterbury and Christchurch International Airport commissioned consultants Connell Wagner to deliver the Christchurch Rolleston and Environs Transportation Study (CRETS).

The study focuses on identifying the future transport needs to the west and south of Christchurch. The study area includes:

- The towns of Rolleston, Lincoln, Springston, West Melton, Tai Tapu, Templeton and Prebbleton.
- Christchurch south-western suburbs of Hornby, Wigram and Halswell.
- The Christchurch International Airport.

A Draft Transport Strategy for Consultation was released for public comment in September, with submissions sought by 17 November 2006. The overview booklet that was created for public consultation is attached.

The Draft Strategy for consultation outlines a proposed road network hierarchy and a range of projects that would meet the needs of expected growth in this part of the region.

The feedback from the consultation will feed into the final stage of the study, which will lead to a recommended strategy for the study area. This will provide a framework for decisions by the partner organisations, which will then be responsible for progressing the recommendations that emerge in the final strategy.

RECOMMENDATION

That the Regional Land Transport Committee receives the report “Update on Christchurch Rolleston and Environs Transportation Study”.

CHRISTCHURCH ROLLESTON AND ENVIRONS TRANSPORTATION STUDY

Christchurch

**DRAFT TRANSPORT
STRATEGY FOR
CONSULTATION**

**PUBLIC INPUT
WANTED**

SEPTEMBER 2006



ROLLESTON

CHRISTCHURCH ROLLESTON AND ENVIRONS TRANSPORTATION STUDY

INFORMATION FOR PUBLIC CONSULTATION

The Christchurch Rolleston and Environs Transportation Study focuses on identifying the future transportation needs to the west and south of Christchurch. The study area includes:

- the towns of Rolleston, Lincoln, Springston, West Melton, Tai Tapu, Templeton and Prebbleton
- Christchurch south-western suburbs of Hornby, Wigram and Halswell
- and the Christchurch International Airport.

The Christchurch to Rolleston area is seen as a key component in the planning for the development of Canterbury's roading network to the west and south of Christchurch. The aim of the study is to produce a Draft Transport Strategy that is robust and flexible to accommodate a number of future urban growth possibilities. This Draft Transport Strategy is a long-term vision for the future transport needs of the study area to around the year 2021. It also comments on a range of public passenger transport and cycle opportunities within the area and how these contribute to an integrated, safe and sustainable land transport system in the future.

Consultants, Connell Wagner are conducting the study on behalf of Transit New Zealand (Transit), Selwyn District Council (SDC), Christchurch City Council (CCC), Environment Canterbury (ECan), and Christchurch International Airport Limited (CIAL).

Previous public consultation, technical analysis and consideration of social and environmental impacts has helped develop the study to this point.

The key transport issues to be addressed in the study area have been identified as:

- land use development in Rolleston, Lincoln, Prebbleton, south-west Christchurch, and around Christchurch International Airport

- increasing traffic flows from beyond and within the study area
- road network capacity constraints especially through Sockburn and along parts of the State Highway network
- road safety concerns and access issues onto arterial roads, particularly at Christchurch International Airport and Rolleston
- social and environmental issues through townships on busy arterial roads, especially Templeton, Lincoln and Prebbleton
- the lack of clear roading hierarchy
- accessibility for cyclists and pedestrians.

A number of options and alternatives were developed and tested in order to arrive at the Draft Transport Strategy that best addresses these issues.

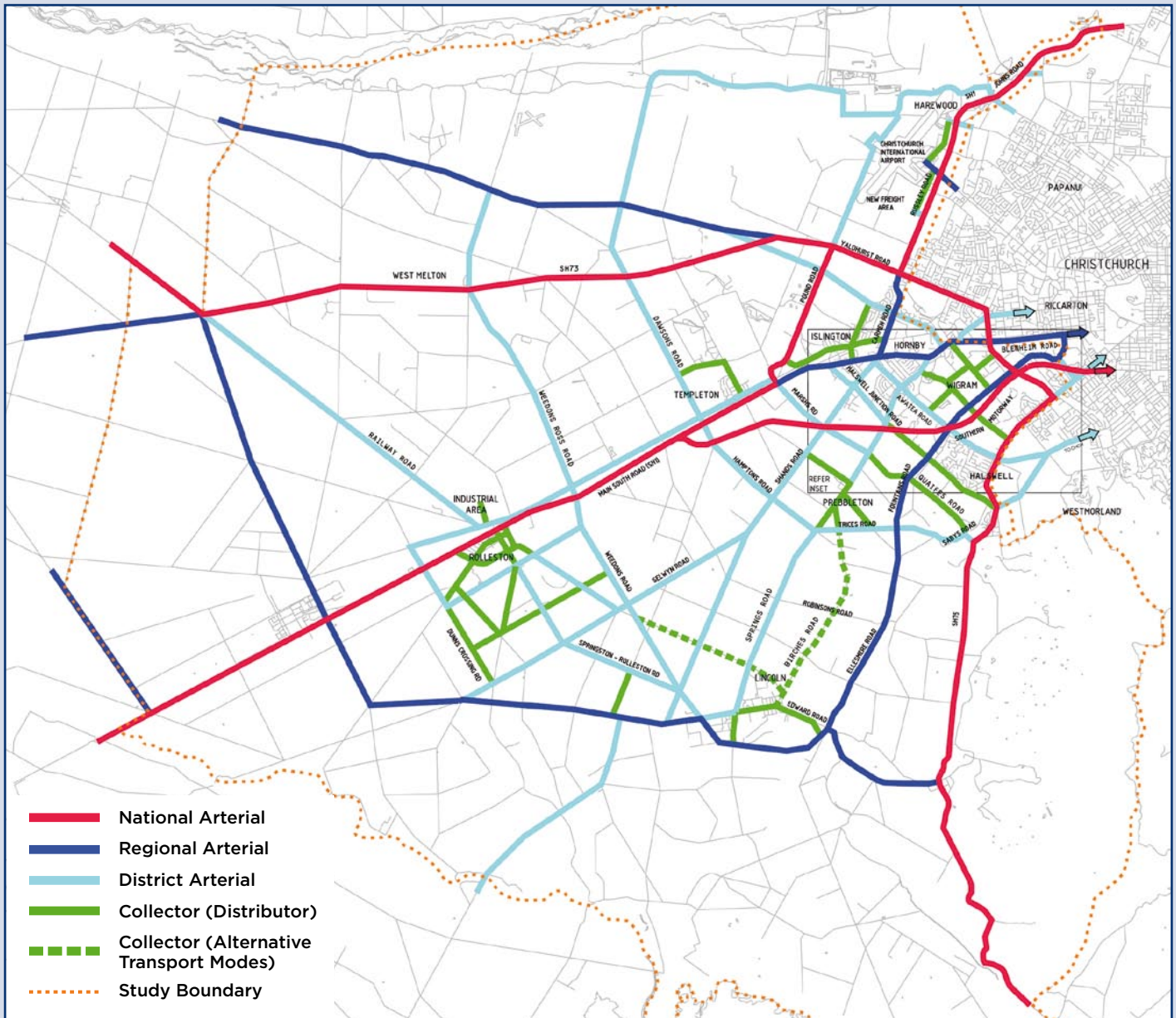
THE DRAFT TRANSPORT STRATEGY OUTLINED IN THIS BROCHURE IS PRESENTED FOR PUBLIC CONSULTATION.

YOUR INPUT IS WELCOMED.

SUBMISSIONS CLOSE 17 NOVEMBER 2006.

It is important to note that the key outcomes of this study are at the strategic or broadbrush level and your input is welcomed. This means that to date the study has developed conceptual schemes for the transport corridors and intersections rather than detailed solutions. Each of the road controlling authorities (Transit, CCC, and SDC) is required to carry out detailed assessment, design and consultation before any works proposed by this study are carried out.

DRAFT TRANSPORT STRATEGY MAIN ROAD NETWORK



The Christchurch Rolleston and Environs Transportation Study proposes a Draft Transport Strategy to address the transport issues of the west and south Christchurch area up to around the year 2021. The strategy reinforces the use of main roads, both new and existing, to minimise the effects of traffic through the townships of Templeton, Lincoln and Prebbleton. The suggested improvements will also provide improved travel time reliability along key corridors, and a safe and integrated land transport system.

Roads can be classified based upon their function. The main road network is made up of roads that are expected to move large volumes of traffic (cars, buses and cycles). The map above classifies the main roads in the study area.

Red: (national arterial) These roads are major through roads for traffic moving long distances (ie south to north or north to south) or to a port or airport, and are normally state highways. Direct property and side road access to arterial roads is limited to ensure that 'mobility' is maintained.

Dark blue: (regional arterial) These are roads that people are encouraged to use to get to key

destinations not served by the national arterials. Direct property access will also be restricted, but generally to a lesser extent than for national arterials.

Light blue: (district arterial) These roads are used by people to get to and around parts of the district or city. Some feed into the city and some make connections between national, regional and district arterials.

Green: (collector/distributor) These 'collect' traffic from local roads and 'distribute' them to arterial roads. Collector roads provide a mix of local access and limited through traffic function.

Local roads (not highlighted on the diagram) provide access to individual properties, businesses and community facilities.

The strategy suggests that the rail network will continue to be promoted for the movement of freight. Analysis has shown that insufficient people would use a commuter rail service, so public transport will be provided by road based bus services. Some roads, such as Birchs Road and Halswell Road, are identified as having a particular public transport and cycling function.

IN SUMMARY THE DRAFT TRANSPORT STRATEGY INCLUDES THE FOLLOWING PROPOSALS:

CHRISTCHURCH SOUTHERN ACCESS CORRIDOR (STAGE I) - CHRISTCHURCH SOUTHERN MOTORWAY, BARRINGTON TO HALSWELL JUNCTION / MAIN SOUTH

Duplication of the existing Christchurch Southern Motorway between Barrington Street and Curletts Road. Four lane extension of the Southern Motorway west of Curletts Road to Halswell Junction Road / Springs Road roundabout and upgrading of Halswell Junction Road north to Main South Road. Local road overbridges at Nash Road and a realigned Awatea / Dunbars Road. Major interchanges at Barrington Street and Curletts Road. Other supporting arterial network improvements (see south west Christchurch map).

CHRISTCHURCH SOUTHERN ACCESS CORRIDOR (STAGE II)

Four lane extension of the Christchurch Southern Motorway south west from Halswell Junction Road / Springs Road intersection to connect to SH1 about 2km south of Templeton, including intersection upgrades and closures. Major interchange at Marshs / Shands Road intersection with no access at Springs Road / Halswell Junction Road intersection. Possible south facing ramps around Awatea / Dunbars Road in the longer term.

BELFAST TO HORNBY CORRIDOR

Four-laning (with median barrier) of Johns Road, Russley Road, Masham Road and Carmen Road from the vicinity of Groynes Drive to the Main South Railway Line (at Hornby) including intersection upgrades, closures and access restrictions. Development of a state highway bypass of Hornby via Yaldhurst Road and Pound Road to rejoin Main South Road at an upgraded Barbers Road intersection, with associated realignment of Waterloo Road.

HORNBY TO BURNHAM CORRIDOR AND TEMPLETON TOWNSHIP

Traffic through Templeton is reduced by a diversion to the proposed Christchurch Southern Access Corridor. Main South Road through Templeton remains a state highway route and has no changes proposed except for new traffic signals at Barbers Road. This facilitates right turns into Templeton and

provides for safe pedestrian crossing of Main South Road. Four-laning (with median barrier) of SH1 from approximately 2km south of Templeton to a grade separated interchange at Weedons Road as main access point into Rolleston (via Levi and Lowes Road) and the industrial area (via Jones Road). Four lanes from Weedons Ross Road to just north of Hoskyns Road, then three lanes (two southbound) to Rolleston Drive south. Intersection restrictions due to median barrier. Development of a secondary alternative route via Shands Road, Selwyn Road, and Lincoln-Rolleston Road, incorporating road upgrades and intersection priority changes.

LINCOLN, PREBBLETON AND TAI TAPU TO CHRISTCHURCH CORRIDORS

The aim is to reduce future traffic growth on Springs Road through Prebbleton township. Promotion of a route between Lincoln and Christchurch that uses:

- a southern bypass of Lincoln
- Ellesmere Road
- improvements to Longstaffs and Fountains Roads
- a new link to Halswell Junction Road (then extended to Blenheim Road via Wigram Road, see south-west Christchurch map).

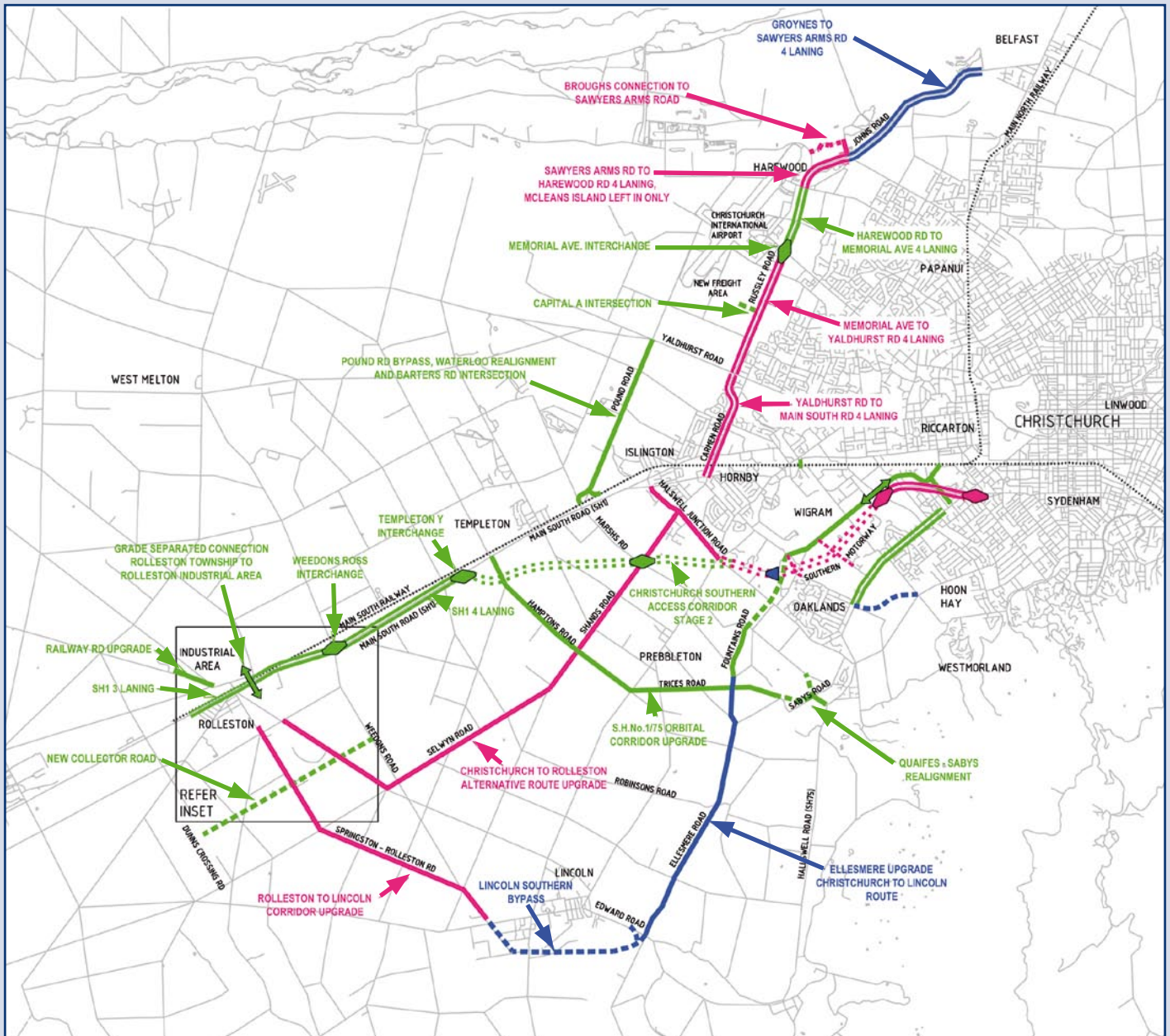
Improvements to Hamptons Road, Trices Road and Candys Road to provide an orbital route between Templeton, Prebbleton and Halswell and onto southern Christchurch via Sparks Road. Birchs Road is to be upgraded to provide a public transport route and off-road cycleway (under construction). No significant improvement between Tai Tapu and Halswell, but four-laning of Halswell Road (SH75) and Lincoln Road from Dunbars Road and Wrights Road to strengthen its use as a passenger transport corridor, (see south west Christchurch map).

ROLLESTON TO LINCOLN CORRIDOR

Upgrading of Springston-Rolleston Road including intersection priority changes. Upgrading of Weedons Road and Weedons Ross Road to provide an arterial connection to the proposed interchange on SH1. Boundary Road promoted as a public transport and cycle route from Rolleston to Lincoln and connecting with cycling facilities on Birchs Road.

Reference copies of supporting information for each corridor of the Draft Transport Strategy are available from Christchurch City Council and Selwyn District Council Service Centres and Libraries, or on the website <http://www.ecan.govt.nz/ChristchurchRollestonTransportationStudy/>

DRAFT TRANSPORT STRATEGY PROJECTS



Map colour coding

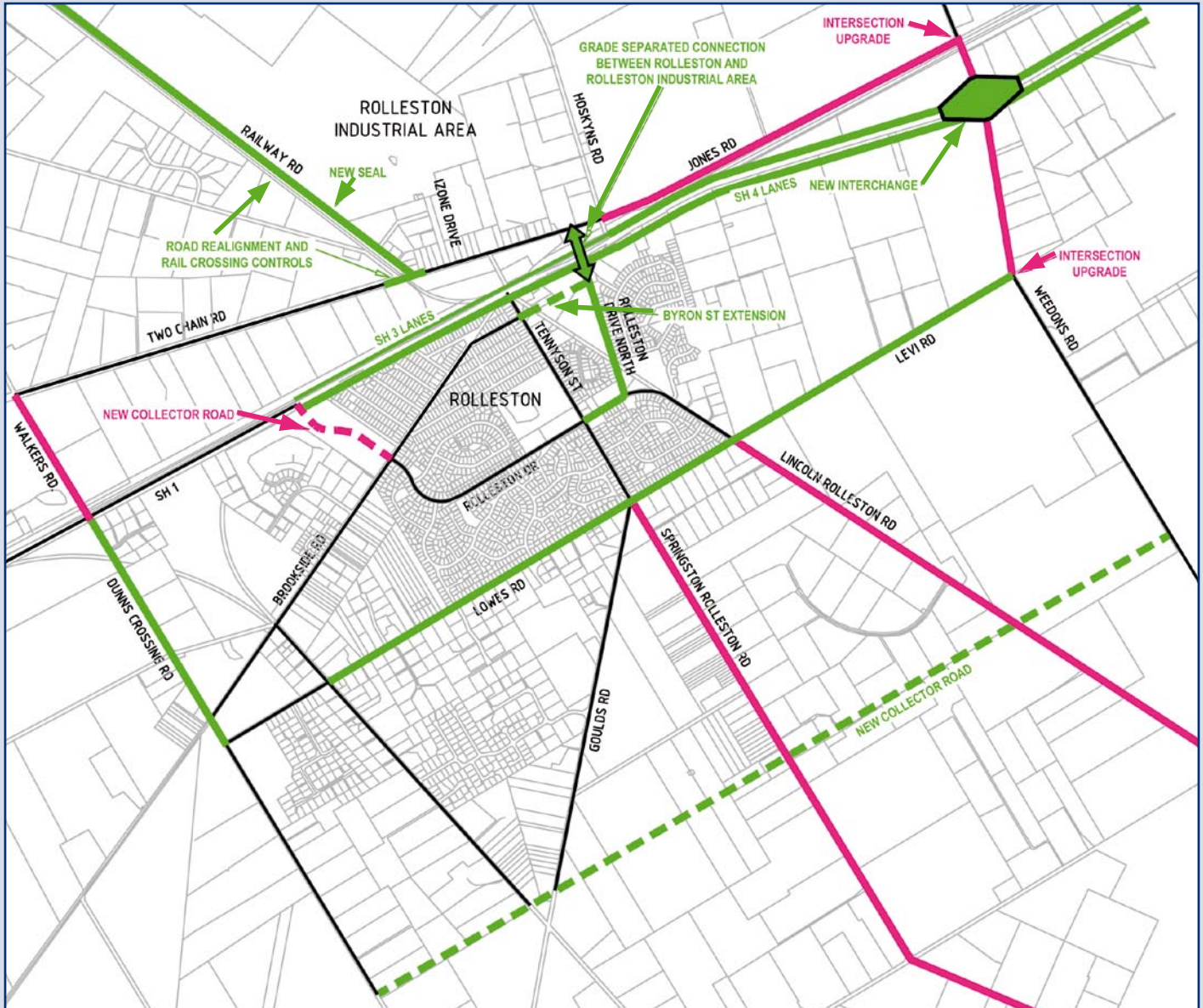
 Short term, by 2011	 Medium term, by 2021	 Long term, after 2021
 New road	 New road	 New road
 New road - 4 lane	 New road - 4 lane	 New road - 4 lane
 Road upgrade	 Road upgrade	 Road upgrade
 Road upgrade - 4 lane	 Road upgrade - 4 lane	 Road upgrade - 4 lane
 Grade separated interchange	 Grade separated interchange	 Grade separated half interchange
 Grade separated link	 Grade separated link	

Note: The possible staging and timing of the Draft Transport Strategy Projects is based on technical analysis only. It is up to the partner agencies to establish funding and identify timelines for the completion of the projects.

The overall cost of the improvements proposed in the Draft Transport Strategy is estimated to be in the order of \$250 million dollars. This does not include the cost of the planned Christchurch Southern Motorway duplication and extension (Stage 1) project.

ROLLESTON

Promotion of inner ring road (Rolleston Drive) and outer ring road (Weedons Road, Levi Road, Lowes Road, Dunns Crossing Road, Walkers Road, Two Chain Road, Jones Road and Weedons Ross Road) with associated road and intersection upgrades. Main access to Rolleston via a new Weedons Road interchange on SH1 (to replace the interim traffic signals currently planned). Restricted access to SH1 elsewhere (closures or left in/out) with proposed grade separated connection directly linking Rolleston township and the industrial area. Sealing of Railway Road for access from the west to the industrial area. New collector roads developed on the edge of Rolleston and at Rolleston Drive South. Byron Street extended to connect Tennyson Street and Rolleston Drive north. Upgrading of Springston Rolleston Road and Lincoln Rolleston Road.

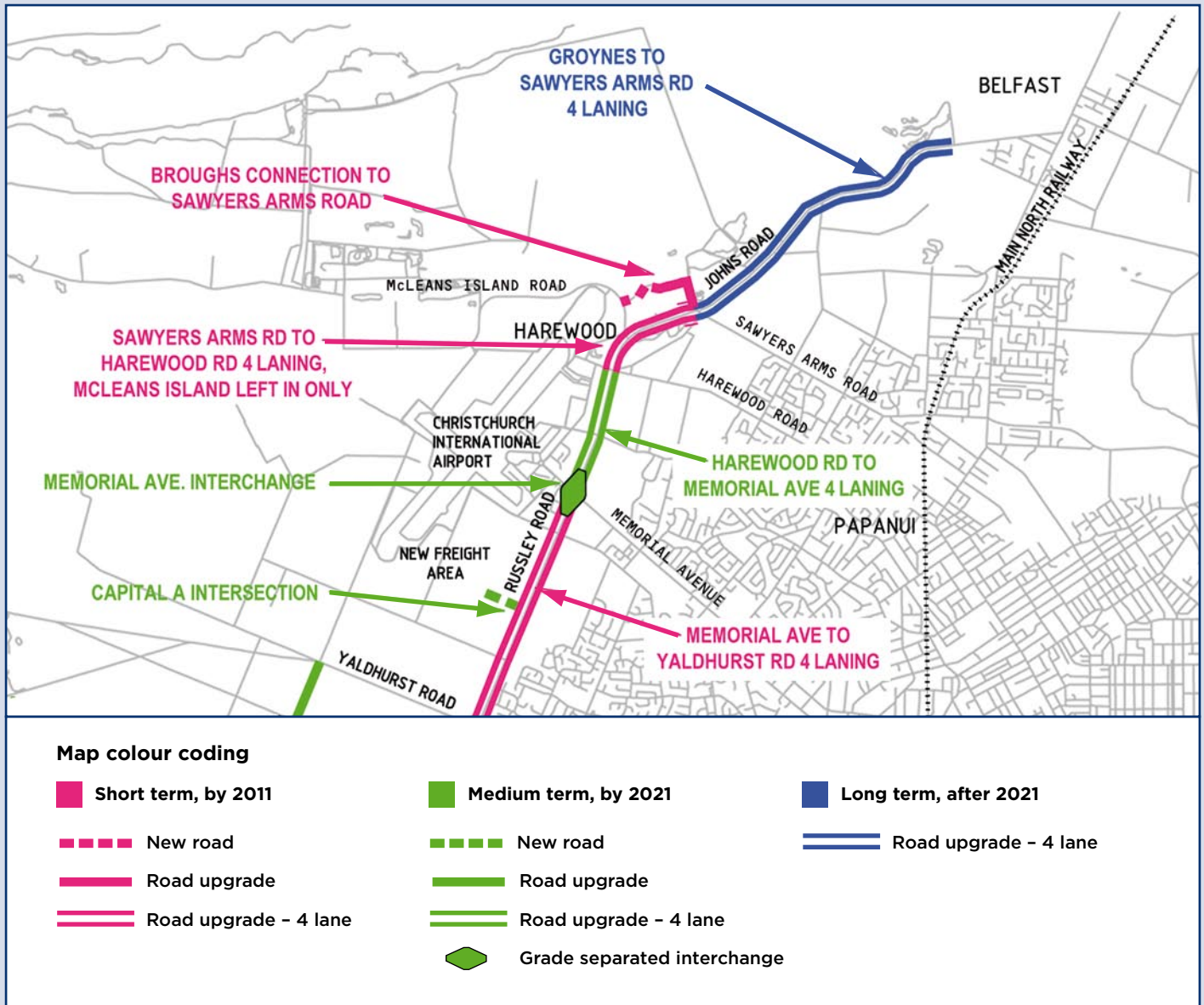


Map colour coding

- | | |
|--|--|
| ■ Short term, by 2011 | ■ Medium term, by 2021 |
| - - - - New road | - - - - New road |
| — Road upgrade | — Road upgrade |
| | = = = = Road upgrade - 4 lane |
| | ◊ Grade separated interchange |
| | ↔ Grade separated link |

CHRISTCHURCH INTERNATIONAL AIRPORT

- The main entrance to the airport would be via a grade separated interchange at the intersection of Russley Road and Memorial Ave. This would require Wairakei Road and Avonhead Road to be closed or revert to left in/left out.
- Harewood and Sawyers Arms Roads provide arterial access to the state highway.
- McLeans Island Road from SH1 would be left-in traffic only from the south and Broughs Road would be upgraded and extended to provide a new link between McLeans Island Road and Sawyers Arms Road for all other traffic.
- A proposed airport freight area south of Memorial Avenue would be served by the interchange and a new road (called Capital A Road).



SOUTH WEST CHRISTCHURCH

The Christchurch Southern Motorway scheme has recently been revised to exclude access at Awatea / Dunbars and Nash Road. Analysis shows that when these accesses are provided the motorway becomes overloaded east of Curletts Road and upstream on Brougham Street. By restricting local access the motorway can fulfil its strategic function into the future, while local travel demand is facilitated through the urban arterial network, public transport, walking or cycling.

Public feedback is sought specifically on the Christchurch Southern Motorway Duplication and Extension, and the overall package proposed for the south-west Christchurch area. The indicative timing for each project is:

- **Short term, by 2011**
- **Medium term, by 2021**
- **Long term, after 2021**

Christchurch Southern Motorway Duplication and Extension Stage 1 (already planned):

- duplication of the existing Christchurch Southern Motorway (Barrington St to Curletts Rd)
- four lane extension of the motorway to Halswell Junction Road
- improvements along Halswell Junction Road till it rejoins Main South Road at new traffic signals
- major interchanges at Barrington Street and Curletts Road
- an upgraded roundabout at Springs Road/Halswell Junction Road
- intersection improvements at Halswell Junction Road/ Shands Road
- motorway underpasses will be built at Awatea / Dunbars and Nash Rd (Aidenfield Drive) to connect with Wigram Road

- includes various walk/cycle crossing points and a cycleway along the corridor

Christchurch Southern Motorway Extension Stage 2 (medium term):

- four lane extension of the motorway beyond Springs Road / Halswell Junction Road to south of Templeton
- major interchange at Shands / Marshs
- removal of motorway access at Halswell Junction Road / Springs Road
- possible south facing ramps in the vicinity of Awatea / Dunbars in the long term

Orbital Arterial Roads

- Amyes Road - Awatea Road - Dunbars Road upgrade (medium term)
- extension of Dunbars Road south-eastwards to the Sparks / Hendersons intersection (long term, dependent upon future growth decisions)

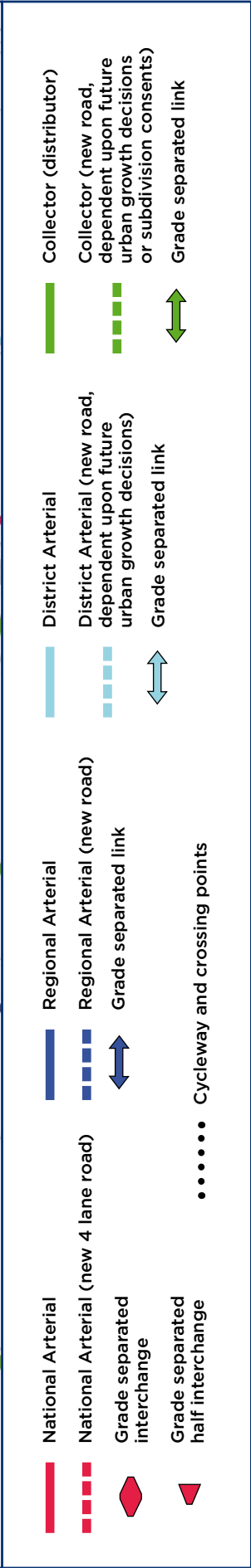
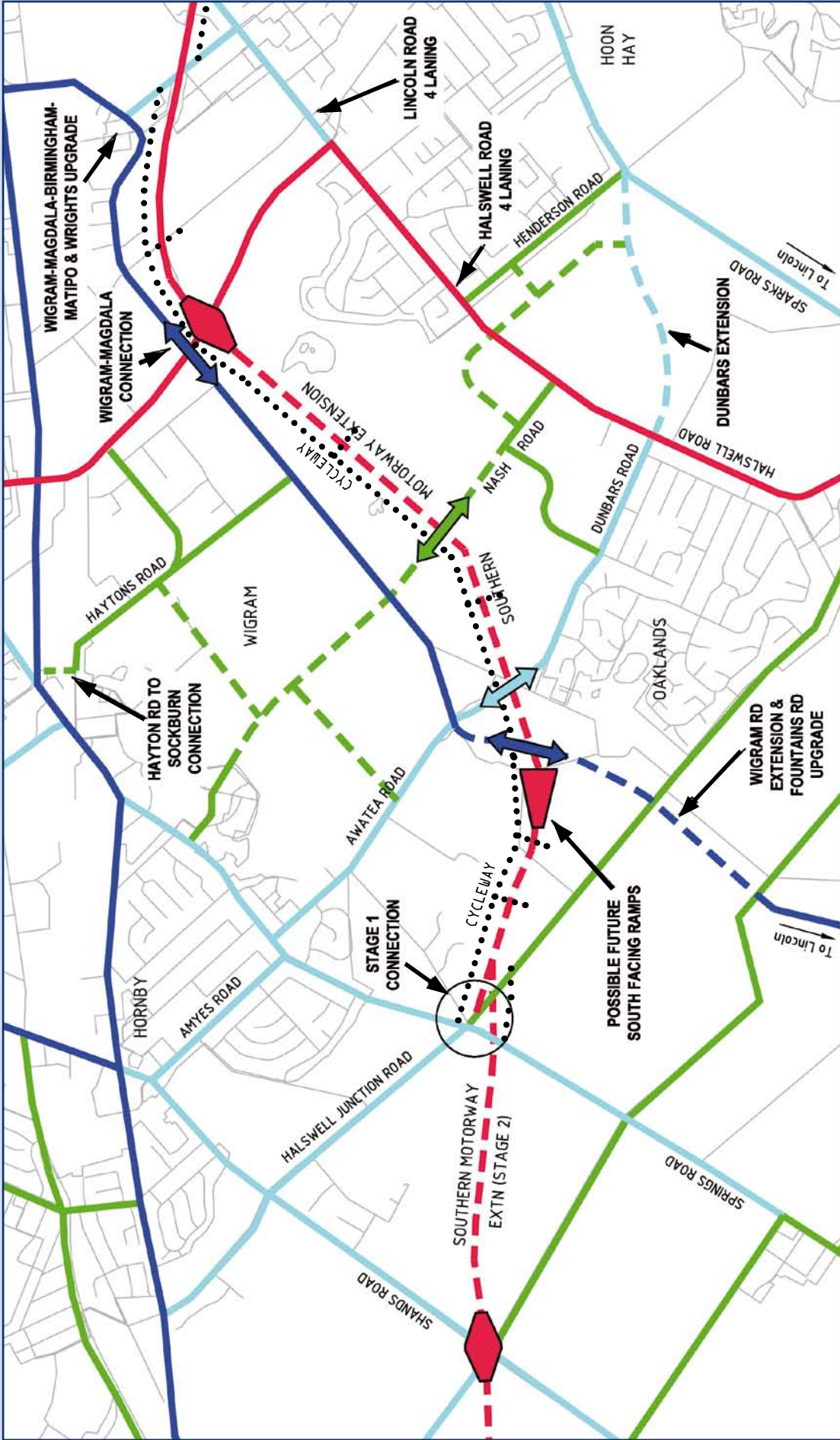
Radial Arterial Roads

- Springs Road, minor improvements (short term)
- Upgrade of existing parts of Wigram Road (medium term)
- Wigram Road extension north-eastwards for Lincoln and Wigram development traffic (medium term) via:
 - grade separated link (over Curletts Road) to Magdala Place
 - upgrade Magdala Place, Birmingham Drive and Matipo Street (to link with Blenheim Road) and Wrights Road (to link with Lincoln Road)

- Wigram Road extension south-westwards for Lincoln development traffic (medium term), via:
 - new roundabout with Awatea Road
 - grade separated link (over new Southern motorway) to a new road to connect with Fountains Road and the route to Lincoln via Ellesmere Road
- Halswell Road (SH75),(medium term) upgrade to four lanes with public transport priority between Dunbars Road and Curletts Road, including:
 - traffic signals at Dunbars Road (already planned) and new Aidenfield North connection
 - give way and stop controlled intersections at other side road intersections with u-turn facilities where intersection movements are restricted
- Lincoln Road, (medium term) upgrade to four lanes with public transport priority between Curletts Road and Wrights Road including:
 - give way and stop controlled intersections at other side road intersections with u-turn facilities where intersection movements are restricted

Other features (medium to long term, dependent upon future urban growth decisions)

- new link paralleling Hendersons Road connecting to the proposed traffic signals at the Aidenfield north connection with Halswell Road
- radial and orbital collector roads within the proposed Wigram development area
- Hayton Extension across the railway line to connect with Alloy Place at the Sockburn roundabout



HOW DOES THIS STUDY RELATE TO THE URBAN DEVELOPMENT STRATEGY?

Transit, SDC, CCC and ECan are also partners in the Greater Christchurch Urban Development Strategy (UDS) along with Waimakariri District Council and other stakeholders such as the Canterbury Employers' Chamber of Commerce, Federated Farmers, Ngai Tahu, and the Ministry of Education.

Transport is a key issue within the UDS process since land use and transport are inter-dependent. The UDS is taking a longer term approach to planning to prepare a consistent direction for the growth and development of the greater Christchurch area. The UDS study encompasses an area beyond the existing city boundaries to include such townships as Rangiora, Woodend, Kaiapoi and Rolleston (source: www.greaterchristchurch.org.nz/FAQ/).

The UDS process will produce a plan for managing the impact of growth in the Greater Christchurch area over the next 35 years. The impetus for the UDS came from population projections showing 120,000 extra people living within the area by 2041.

The draft UDS will be released for a major public consultation period from November to December 2006. Once the UDS is approved by the participating Councils and Transit, the timing of infrastructure improvements will depend upon how land use decisions are made by the UDS Councils, and by the respective transport agencies.

Although the UDS and the Christchurch Rolleston and Environs Transportation Study are separate processes, findings and feedback from consultation are being shared and will be used to inform the final strategies.

HAVE YOUR SAY ON THE CHRISTCHURCH ROLLESTON AND ENVIRONS TRANSPORTATION STUDY

Feedback is welcomed on the Draft Transport Strategy. A response form is included with this flyer and we encourage you to have your say. Please take the time to complete this form and return it by **17 November 2006**, or you can submit online at: www.ecan.govt.nz/ChristchurchRollestonTransportationStudy/

WHAT HAPPENS AFTER CONSULTATION?

All feedback from the consultation will be considered. The next step will see consultants, Connell Wagner presenting a proposed Transport Strategy to the five partner agencies. Transit, SDC, CCC, Ecan and CIAL will then consider the Transport Strategy and other information, including the UDS outcomes, before making decisions regarding projects to be taken further. The scheme details and construction timing of any of the projects that make up the Transport Strategy will be decided in further studies and consultations.

FURTHER INFORMATION

Reference copies of supporting information for the Draft Transport Strategy are available from Environment Canterbury, Christchurch City Council and Selwyn District Council Service Centres and Libraries, or on the website www.ecan.govt.nz/ChristchurchRollestonTransportationStudy/

OPEN DAYS

Hornby Meeting

10:00am to 7:00pm

Monday 16 October 2006

Hornby Presbyterian Community Church
27 Amyes Road, Hornby

Rolleston Meeting

10:00am to 7:00pm

Tuesday 17 October 2006

Rolleston Community Centre
Rolleston Drive, Rolleston

Halswell Meeting

10:00am to 7:00pm

Friday 20 October 2006

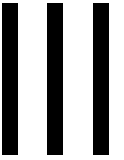
Halswell Community Hall
450 Halswell Road, Halswell

Phone: Duncan Whyte on (03) 366 0821
8:30am to 5:00pm
Monday to Friday

Email: whyted@conwag.com

Write to: Freepost 163936
Connell Wagner
PO Box 1061, Christchurch

Website: www.ecan.govt.nz/ChristchurchRollestonTransportationStudy/



Christchurch Rolleston and Environs Transportation Study
Connell Wagner
PO Box 1061
Christchurch Mail Centre
Christchurch 8140

Fold here

Your Contact Details

Name:

Address:

Fold here



CHRISTCHURCH ROLLESTON AND ENVIRONS TRANSPORTATION STUDY RESPONSES

FREEPOST RESPONSE FORM

Have your say. Your comments will be used in the preparation of the Proposed Transport Strategy to be recommended to the four partner organisations.

Please use this form to make your comments by **17 November 2006**.

Please attach any additional sheets of paper that you require to make your comments.

Post this form and any attachments to:

Christchurch Rolleston and Environs Transportation Study

Connell Wagner
PO Box 1061
Christchurch Mail Centre
Christchurch 8140

QUESTIONS:

What do you like about the Draft Transport Strategy?

What do you dislike about the Draft Transport Strategy?

Are there any other network improvements you believe should be included in the Draft Transport Strategy, and why?

Do you have any further comments about the Draft Transport Strategy or the Study as a whole?



AGENDA ITEM NO: 8	SUBJECT MATTER: UPDATE ON DEVELOPMENT OF THE METRO STRATEGY 2006 - 2012
REPORT: Regional Land Transport Committee	DATE OF MEETING: 29 November 2006
FILE REFERENCES:	PORTFOLIO: Regional Land Transport PROJECT: OUTPUT:
REPORT BY: Nick Bryan Transport Policy Analyst	ENDORSED BY: John Talbot Director Policy and Planning

PURPOSE

For the Regional Land Transport Committee to receive information on the development of the Metro Strategy 2006-2012.

BACKGROUND

In 1997, Environment Canterbury and Christchurch City Council, developed and adopted the Christchurch Public Passenger Transport Strategy "Our Future, Our Choice" to provide an overall strategic plan for the delivery of public passenger transport services.

The Strategy specified a range of improvements and targets that were to be delivered jointly by the councils to help mitigate growing traffic congestion and ensure that public transport was a viable alternative to the private car.

Among the various improvements sought were:

- New services ✓ Orbiter & Metrostar
- Newer buses ✓ Over 150 new super low floor vehicles introduced
- More frequent services ✓ Over 50% increase in frequency
- More shelters & seats ✓ On track for 500 shelters
- Better information ✓ Timetables & maps at over 2,000 bus stops + RTI

The key target that was set was a doubling of patronage by June 2008 to 17.1 million passenger trips. At the end of the 2005/06 financial year, patronage had increased by 73.6% since 1997/98 to 15.61 million passenger trips. If this trend can be maintained the target will be achieved.

With the expiry of this strategy in June 2006, the Regional and City Councils have been developing a new strategy to provide goals and targets for the next 6 years.

Initial consultation highlighted the need for some key improvements:

- A bigger and more efficient Bus Exchange with improved safety and facilities such as seating and café areas;
- An increase in the number and distribution of suburban interchanges;
- Improved bus service reliability;
- Improved information;
- Improved provision and marketing of services; and
- An improved ticketing system.

Following the initial consultation the 2 Councils, working with the Passenger Transport Advisory Group (PTAG), produced the "Draft Metro Strategy 2006 - 2012".

The overall goal of the Draft Metro Strategy was to increase Metro patronage to 32 million passenger trips by 2012. This target is broadly in line with the RLTS target for Christchurch to increase the proportion of all trips (excluding walking trips) made by public transport to six percent by 2011, given an assumption that there is a 4% per annum growth in total trips. Indicator data suggests this is a reasonable assumption.

The Draft Metro Strategy suggested that this target is to be achieved by:

- Installing bus priority measures;
- Provision of accurate and reliable service information and increased marketing;
- Ongoing frequency improvements;
- Expansion of the Central City Bus Exchange;
- Improving/increasing suburban passenger facilities;
- Improvements to the ticketing system;
- Achieving high standards in driver customer service;
- Achieving high vehicle standards; and
- Additional investigations into: other passenger transport service improvements; e.g. dial-a-ride; additional cross-suburban services; park and ride; provision in new residential and commercial developments; and addressing issues facing people with special needs.

The Draft Metro Strategy 2006 - 2012 was released for public consultation between 23rd August and 4th October 2006.

2,154 submissions were made on the Draft Metro Strategy. Resounding support for the proposed improvements was noted with an average of 80.4% of respondents saying they are satisfied with the proposed improvements. In rating the proposed improvements as "How important is it to you?", submitters rated improved frequency as the most important issue followed by bus priority and drivers' customer service. The consultation raised a shortcoming in the Draft Metro Strategy with regards to the role of land use planning controls to support passenger transport. A number of possible improvements are being considered to address this issue.

Whilst the Draft strategy was out for consultation the PTAG also undertook further evaluation of the Draft Strategy, as a result of this the growth target may be reduced from 32M million passenger trips by 2012 to 25 million by 2016. This is a significant reduction in the original proposal and moves away from the RLTS target for Christchurch to increase the proportion of all trips (excluding walking trips) made by public transport to six percent by 2011.

This target has been reviewed based on a realistic assessment of the sort of gains in patronage that can be achieved through improving the supply of passenger transport services and supporting infrastructure. To achieve higher gains in patronage will require further interventions such as parking controls, changes to pricing structures, significant priority measures making passenger transport more attractive than car travel and in the long term land use patterns that significantly improve the ability to service communities. Most of these interventions are outside of the scope of direct influence of the Metro Strategy. This highlights the importance of delivering a suite of initiatives across all of the key result areas within the RLTS, if the RLTS targets are to be achieved.

A Councillor Hearing Panel heard submissions on the 30th and 31st of October 2006. Both Councils will consider the Hearing Panel recommendations and recommendations for change that have come about from the PTAG. If the Councils accept the recommendations the Metro Strategy will be adopted in time to be launched in early 2007.

RECOMMENDATION

That the Regional Land Transport Committee receives the report "Update on Development of the Metro Strategy 2006 - 2012".

AGENDA ITEM NO: 9	SUBJECT MATTER: GREATER CHRISTCHURCH URBAN DEVELOPMENT STRATEGY UPDATE
REPORT: Regional Land Transport Committee	DATE OF MEETING: 29 November 2006
FILE REFERENCES:	PORTFOLIO: Regional Land Transport PROJECT: OUTPUT:
REPORT BY: Ken Tremaine UDS project leader (Technical)	ENDORSED BY: John Talbot Director Policy and Planning

PURPOSE

For the Regional Land Transport Committee to receive an update on progress on the Greater Christchurch Urban Development Strategy (UDS).

ATTACHMENT

- Greater Christchurch Urban Development Strategy
Appendix ii (a) – Anchoring the Strategy in the Regional Land Transport Strategy.

BACKGROUND

The draft Greater Christchurch Urban Development Strategy (the Strategy) was released for public consultation on Monday 6 November 2006. This is a significant milestone for the sub-region and the Strategy partners.

The release of the Strategy for consultation follows an extensive joint public consultation programme undertaken by the partners in the sub-region. This included:

Raising Awareness - The process began in February 2005 with an Introduction to Issues booklet. This booklet outlined key issues facing the Greater Christchurch area during the next 20-40 years.

Options Consultation - The Options Consultation ran in April and May 2005 and attracted a record 3,250 submissions.

Submissions on the Strategy close on 20 December 2006. Submissions will be heard and considered in February 2007. The partner Councils will adopt the Strategy in April 2007 following the hearing and determination of submissions.

The draft UDS covers the following key areas:

- A proposed settlement pattern for Greater Christchurch
- Location of future housing
- Development of activity centres
- Providing areas for new employment
- The impact of land use change on transportation networks
- Integrating land use, infrastructure and funding

Work is continuing during the strategy notification phase with a full justification for future business land requirements and locations.

Appendix i, relating to the scope of a proposed regional policy statement is also being revised to better reflect key issues such as the need to integrate long term land use and transportation.

An economic analysis quantifying the benefits of a more compact urban form against business as usual will also be completed prior to the hearing of submissions.

Once adopted the Strategy will be implemented through documents such as the Regional Policy Statement, the Regional Land Transport Strategy, partner councils' Long-term Council Community Plans (LTCCP), the Transit New Zealand State Highway forecast, Community Outcomes, and district and regional plans. Implementation will also involve:

- Governance and management arrangements out to 2010.
- Discussions initiated on the establishment of a Joint Officials Group on Transportation Funding, with a possible Crown Transport Grant but within the context of the UDS and the reviewed Regional Land Transport Strategy
- Working with Ministerial strategy champion(s) and Senior Officials on strategy implementation

The focus is to successfully complete and implement the Strategy. The sub-region needs to benefit from this Strategy for the future by ensuring that the partners speak and act as one on the key issues facing the sub-region. On-going engagement, planning and use of resources by working together and with Central Government, are critical to successfully implementing the Strategy.

It is also critical from a transport capital investment perspective that there is an agreed and well-anchored long-term land use plan for Greater Christchurch.

RECOMMENDATION

That the Regional Land Transport Committee receives the report "Greater Christchurch Urban Development Strategy Update".

UDS Appendix ii (a) Anchoring the Strategy in the Regional Land Transport Strategy

The Canterbury Regional Land Transport Strategy (RLTS) is a significant statutory document for the region. The RLTS has been identified as a key implementation tool for the Strategy because of the interrelationship between land use and transport.

The Role of the RLTS in Strategy Implementation

There is a critical synergy between the Strategy and the RLTS. The Strategy will establish a land use pattern for the Greater Christchurch area in two stages, with certainty to 2016 and 2026, as well as an indicative pattern out to 2041. Transport system infrastructure is a critical component for successfully implementing any longer term land use Strategy. The success of the Strategy will be reflected in the coordination of timing of land releases and transportation investment.

The Strategy has a strong focus on a consolidated footprint for urban development based on Christchurch City and the existing larger settlements of Waimakariri and Selwyn.

Part of the key to successfully implementing the Strategy is to take a more integrated approach in terms of planning land use and transport through a system of corridors. There are three logical corridors for integration of land use and transport. These are:

- Northern (Redwood/Marshland - Kaiapoi / Rangiora)
- South-West (Hornby – Rolleston)

- Central (Christchurch City)

As part of the Inquiry by Design exercise a comprehensive list of works has been identified for each of these corridors. In order to meet the funding criteria of the Land Transport Management Act 2003 these works will need to be packaged together in line with the corridor approach, including the optimal provision and management of infrastructure to support an integrated, sustainable, safe and responsive transport system, and covering:

- Roading
- Public passenger transport
- Walking and cycling
- Demand management

Sufficient material has been prepared to clearly outline in the Strategy the transportation challenges arising from growth, the potential levels of investment necessary to support the successful timing of land release and to significantly inform any potential changes to the RLTS.

Possible RLTS Amendments to Anchor and Reflect the Strategy

- Reinforcing an integrated land-use / strategic transport system (including corridors) approach in order to meet the Governments requirements that key transport projects are supported by the RLTS and the Strategy.
- Expanding recognition of the key requirements of the Land Transport Management Act 2003 including describing the Governments approaches to transportation funding through:

- The Land Transport New Zealand 10 year National Land Transport Programme,
- Transit New Zealand's 10 year State Highway Forecast
- Crown Grant approach to funding transport gaps
- Third party funding involvement
- Taking account of the Greater Christchurch Urban Development Strategy, particularly the sub-regional settlement pattern.
- Developing integrated transport packages for the region along with funding sources.
- Including key transport projects, with timing and costs in the RLTS.
- Developing work on Demand Management through a Demand Management Action Plan.
- Recognising and actioning the clear signal in ONTRACK's Annual Report that if the Canterbury region is serious about passenger rail then this needs to be identified and costed in the RLTS¹.
- Reviewing and incorporating as needed new policy of government agencies and organisations into the RLTS (eg the National Rail Strategy, the Ministry of Transport's Strategic Directions Document, the Surface Transport Costs and Charges Study, the Auckland Road Pricing Study, Transit NZ's Planning Policy Manual Supplement, Transit's review of their National State Highway Strategy, Land

Transport NZ's Participation in Land Use and Transport Planning Document).

- Incorporating intra and inter regional linkages into the RLTS.

One of the critical challenges in any RLTS amendment will be clearly identifying the projects as well as their costs, and reconciling these with the funding sources likely to be available in the region over the next 10 years. By doing this exercise it will be possible to see what the estimated funding shortfall is as well as what opportunities maybe available to close the gap.

A significant proportion of the funding will be on new infrastructure. A key challenge for the Strategy, however, will be the ability to maximise efficiencies from that infrastructure through innovative supply and demand management measures. The biggest challenge to the Strategy will be to not only complete key transport projects in a timely manner to meet the staged land development needs, but also better serve the future transport needs in a greater variety of ways than are available today.

Amendments to RLTS for the Strategy area will need to be accompanied by any additional expectations from the wider Canterbury region in order to achieve a more complete transport picture. The RLTS is next due for review in 2008, this process will be commenced in 2007. This new RLTS will be achieved through an Implementation Plan. The Plan will not just serve Greater Christchurch, but also the rest of the Canterbury Region, outside of the Strategy.

The projects to be included in the RLTS are listed in the table of key projects and programmes at the end of the following section

¹ "The Government has indicated ECan's initiative is consistent with the objectives of the National Rail Strategy. Transport Minister Pete Hodgson says the Government would fund 60 percent of the costs of buying rolling stock and extending infrastructure if that was needed. However, he's said funding will only be approved if the proposals are incorporated into a Regional Land Transport Strategy." (ONTRACK Annual Report 2005 at page 17).

AGENDA ITEM NO: 10	SUBJECT MATTER: MEETING WITH THE TRANSPORT MINISTER
REPORT: Regional Land Transport Committee	DATE OF MEETING: 29 November 2006
FILE REFERENCES:	PORTFOLIO: Regional Land Transport PROJECT: OUTPUT:
REPORT BY: Nick Bryan Transport Policy Analyst	ENDORSED BY: John Talbot Director Policy and Planning

PURPOSE

For the Regional Land Transport Committee to meet with the Transport Minister, Hon Annette King, to discuss national and regional transport initiatives and issues.

BACKGROUND

The Transport Minister, Hon Annette King, is to attend the Canterbury RLTC meeting in order to meet the committee members, discuss the regions transport issues and provide an opportunity for questions and debate. The RLTC will host the Minister from approx 11.30am to 12.30 pm.

The Chair of the Canterbury Transport Officers Group (TOG), Laurie McCallum, will give a brief presentation to introduce the work of the RLTC to the Minister. The Minister will make a short address to the committee. The floor will then be open for questions and debate.

In preparation for the meeting, the Minister's Office requested information on "the issues you would like the Minister to talk about". The following information was provided, with a recommendation that the Minister focus the talk on the items in bold, especially as they relate to the RLTC activities:

"Issues identified in Mayoral Forum issues paper

- **Management of growth areas:**
 - **Urban form and growth strategy to guide transport strategy, particularly for identifying and protecting corridors for infrastructure.**
 - **Use of developer contributions for PT services or state highway, are there any plans to change this?**
- **Maintenance of roads and infrastructure (particularly in rural areas):**
 - **Increased heavy traffic from agriculture and tourism development requires higher maintenance (benefits of national relevance but local/national funding balance remains unchanged).**
 - **Affordability (limited growth in rating base for local share whilst cost of maintaining roads increasing significantly).**
- *Access to Christchurch*
 - *Addressing growing congestion on northern and southern corridors*
- *Freight access:*
 - *Protecting access to Ports and freight hubs.*
 - *Interface of rural towns with State Highways:*

- *Reducing impact of heavy traffic and through traffic on local communities, for example, Ashburton, Washdyke, Rolleston, Woodend, Amberley*

Issues raised by Transport Officers Group

- **Funding:**
 - *FAR review, what is being delivered, when?*
 - *Possibility for forward commitment to funding (in line with LTCCPs)*
 - *Should local share be required for 'R' funded projects*
 - *Funding for footpaths (100% local funding, not integrated)*
 - *Future revenue sustainability, where from, petrol tax? Road pricing?*
- *Integration across land transport modes (i.e. road, rail, sea)*
- *Status of RLTS in terms of identifying programmes*
- *Difficulty with enforcement (Police recruitment issues, little change in recent times, link between traffic enforcement and crime levels)*
- *What changes are planned at central government to enable the vision and principles of the NZTS to be achieved?"*

RECOMMENDATION

That the Regional Land Transport Committee receives the report "Meeting with the Transport Minister".