

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

A meeting of the Committee will be held on

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

Lunch will be served at the end of the meeting.

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
CANTERBURY REGIONAL LAND TRANSPORT COMMITTEE
ORDER PAPER

1. APOLOGIES –
2. MINUTES OF MEETING – 16 November 2005
3. MATTERS ARISING
4. DEPUTATIONS AND PETITIONS

MATTER FOR COUNCIL DECISION

5. MEMBERSHIP OF RLTC

MATTERS FOR COMMITTEE DECISION

6. SUBMISSION ON TRANSIT NEW ZEALAND'S DRAFT 2006/07 – 2015/16 10-YEAR STATE HIGHWAY FORECAST
7. SUBMISSION ON DRAFT NATIONAL LAND TRANSPORT PROGRAMME

MATTERS FOR INFORMATION

8. PRESENTATION BY CANTERBURY DISTRICT HEALTH BOARD
9. DRAFT CANTERBURY REGIONAL PASSENGER TRANSPORT PLAN 2006
10. CANTERBURY MAYORAL FORUM MEETING ON TRANSPORT ISSUES
11. NOTICES OF MOTION
12. EXTRAORDINARY AND URGENT BUSINESS
13. QUESTIONS
14. NEXT MEETING – 21 June 2006
15. CLOSURE

REGIONAL LAND TRANSPORT COMMITTEE

MINUTES OF THE FOURTH MEETING OF THE COMMITTEE HELD IN THE
COUNCIL CHAMBER, FIRST FLOOR, ENVIRONMENT CANTERBURY,
58 KILMORE STREET, CHRISTCHURCH, ON WEDNESDAY,
16 NOVEMBER 2005 COMMENCING AT 10.00 A.M.

CONTENTS

1. APOLOGIES
2. MINUTES OF MEETING – 21 SEPTEMBER 2005
3. MATTERS ARISING
4. DEPUTATIONS AND PETITIONS

MATTERS RESOLVED BY THE COMMITTEE

5. RECOMMENDATIONS ON TIMING OF RLTC MEETINGS FOR 2006
6. SUBMISSION ON TRANSIT PLANNING POLICY MANUAL
7. DEVELOPMENT OF REGIONAL IMPLEMENTATION PLAN

MATTER FOR INFORMATION

8. REVIEW OF REGIONAL PASSENGER TRANSPORT PLAN

MATTER RESOLVED BY THE COMMITTEE

9. 2005/06 NATIONAL LAND TRANSPORT PROGRAMME AND STATE HIGHWAY FORECAST
10. NOTICES OF MOTION
11. EXTRAORDINARY AND URGENT BUSINESS
12. QUESTIONS
13. NEXT MEETING – TO BE ADVISED
16. CLOSURE

PRESENT

Cr J M Waters (Chairperson), Cr A J Blackie, Cr T K Burke, J Curtis, Mr P Goodwin, L Griffen, Dr S Kingham, Prof C Kissling, C Knaggs, Cr R I R Little, Cr J Morten, Cr M E Oldfield, Cr M Oliver, Mayor J O'Neill, Mr G Ritchie, Cr B Shearing, Cr B Tasker, and Mr B Wearing.

IN ATTENDANCE

Cr W E Woods

MANAGEMENT AND OFFICERS PRESENT

Mr J D Talbot (Director – Policy and Planning), Mr L McCallum (Energy, Transport and the Built Environment Policy Manager), Mr N Bryan (Transport Policy Analyst), and Mrs R Pay (Administration Officer).

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

1. APOLOGIES AND WELCOME

Apologies were accepted from Cr H Broughton, Mayor J Coles, Insp D Erasmus, P Falloon, and S van Dorsser.

The Chairperson welcomed everyone to the meeting, and brief introductions were made.

2. MINUTES – 21 SEPTEMBER 2005

Resolved

That the minutes of the meeting held on 21 September 2005, as circulated, be confirmed as a true and accurate record.

Cr Oldfield – Cr Burke

3. MATTERS ARISING

Cr Burke reported that Environment Canterbury endorsed the recommendations of the Canterbury Regional Land Transport Advisory Subcommittee.

4. DEPUTATIONS AND PETITIONS

Nil.

MATTERS RESOLVED BY THE COMMITTEE

5. RECOMMENDATIONS ON TIMING OF RLTC MEETINGS FOR 2006

The Committee received a report outlining meeting requirements for 2006. It is desirable for meetings to be timed to meet various deadlines during the year, including Annual Monitoring Report, and input to the National Land Transport Programme and Transit's programme.

The Committee approved the following committee meeting dates for 2006:

29 March 2006
21 June 2006
27 September 2006
29 November 2006

Resolved

- (a) *That the Regional Land Transport Committee receives the report "Recommendations on Timing of RLTC Meetings for 2006".*
- (b) *That the Regional Land Transport Committee recommends to Environment Canterbury that the meeting dates for 2006 be 29 March, 21 June, 27 September and 29 November 2006.*

Cr Oliver – Cr Tasker

6. SUBMISSION ON TRANSIT PLANNING POLICY MANUAL

The report was presented by Nick Bryan. It noted the release of Transit NZ's Planning Policy Manual Supplement and sought endorsement of a draft submission on the supplement.

Several points were raised for inclusion in the submission, including:

- Seek amendment of the wording of 2.3 Transit's planning objectives (page (e) of the supplement) LU1 as follows: *At a macro level, advocate for the integration of functional transport networks and local and regional growth and development.*
- Add words "passenger transport, cycling etc" after "rail" in second bullet point under 3.3 Influencing plans and strategies (page (h) of supplement).
- Add comment on need to provide an integrated system for all modes and acknowledge Transits requirement to consider cyclists and pedestrians in all new road developments in the fourth bullet point under 2.3 Transit's planning objectives (page (f) of supplement).
- Suggested adding cycleways to the road hierarchy diagram (page (i) of supplement); staff to check whether this is appropriate. If not appropriate to include in table, then encourage Transit to add commentary on the use of cycleways along state highways.
- Encouragement of the development of cycleways that are separated from highways, rather than just lane markings at the side of the road.
- Add reference in section 3.3.2 (page (j) of supplement) to the decreasing attractiveness of alternative modes of transport.
- Add to the submission commentary regarding support of strong control on road hierarchy and access where practical, but include comments regarding practicalities on rural highways.
- Amend the words "all metropolitan areas" in the fourth paragraph of the submission to "major urban areas".
- Amend word "altered" in submission section 1.1 second paragraph to read "improved".
- Delete last sentence of the first paragraph of section 2.3 of the submission.
- Include comments regarding government encouragement of development strategies in major urban areas in section 3.3 of the submission.

Resolved

- (a) *That the Regional Land Transport Committee receives the report "Submission on Transit Planning Policy Manual".*
- (b) *That the Regional Land Transport Committee endorses the submission, as amended, to be sent to Transit New Zealand.*

Cr Oldfield – Dr Kingham

7. DEVELOPMENT OF REGIONAL IMPLEMENTATION PLAN

This report was presented by Nick Bryan.

Development of a regional implementation plan for land transport in Canterbury was raised at the August meeting of the Canterbury Mayoral Forum. It was considered that having such a plan in place could be useful when applying for government funding as well as assisting those lobbying central government for increased funding for the region.

The suggestion received support from the Canterbury Technical Officers' Group in October. It was thought that the plan would be valuable in providing an overview for activities of approved authorities and would provide a direct implementation platform for the Regional Land Transport Strategy. It was felt that it would be appropriate to develop three sub-regional implementation plans (South Canterbury, Greater Christchurch, and North Canterbury), recognising the diverse nature of the region and work already underway in the development of the Greater Christchurch Transport Strategy.

Resolved

- (a) *That the Regional Land Transport Committee receives the report "Development of a Regional Implementation Plan".*
- (b) *That the Regional Land Transport Committee oversees development of the Regional Implementation Plan by the Canterbury Technical Officers' Group.*
Cr Burke – Cr Kissling

MATTERS FOR INFORMATION

8. REVIEW OF REGIONAL PASSENGER TRANSPORT PLAN

This report detailed process for the renewal of the Regional Passenger Transport Plan (RPTP) and highlighted areas where committee members could be involved. It is proposed that a minor update be undertaken now (with completion by June 2006), with the process then being brought into line with the Regional Land Transport Strategy (RLTS) timeframe.

Areas identified as requiring updating include:

- Consequential updates to bring the RPTP into line with government legislation and policy
- Amendments to correct dates and minor errors
- Updating of tables and graphs
- Document formatting to align the RPTP with the RLTS

Because the review is limited, there will not be wide consultation before the draft is produced. Hearing panel details have not yet been finalised, but in the past panel members have been regional councillors.

Mr Ritchie asked about the Christchurch Public Passenger Transport Strategy. Nick Bryan said this document is being prepared jointly by Environment Canterbury and Christchurch City Council, and it will sit alongside the RPTP.

Clarification was sought between the roles of this committee and Environment Canterbury's Public Passenger Portfolio Committee. It was noted that the portfolio committee has roles in liaison, discussion, promotion etc. The Council itself makes policy decisions.

Resolved

That the Regional Land Transport Committee receives the report "Review of the Regional Passenger Transport Plan".

Cr Tasker – Mr Griffen

MATTER RESOLVED BY THE COMMITTEE

9. 2005/06 NATIONAL LAND TRANSPORT PROGRAMME AND STATE HIGHWAY FORECAST

This report was presented by Nick Bryan and provided the committee with information from the 2005/06 National Land Transport Programme (NLTP) and Transit's ten-year State Highway Forecast.

The NLTP confirmed a record level of expenditure nationally of \$1.7 billion, a 20% increase from the 2004/05 year. Canterbury's allocation is \$93.97 million, 5.5% of the national total. This is marginally lower than the previous year, with maintenance and passenger transport having increased, but construction reduced.

The ten-year State Highway Forecast (SHF) details a record level of investment nationally of \$1.04 billion, with 5% of this allocated to the Canterbury region. Only one large Canterbury project (Main North Road four-laning) has been allocated N funding, with other large projects being denoted as requiring R funding. Only 18 small-medium sized projects (<\$3m) are listed for Canterbury, with 32 on the waiting list.

Committee members expressed continuing frustration and disappointment at the lack of funding coming to Canterbury. The committee had made strong submissions to central government in the past, but there appeared to be no change in funding emphasis as a result of these submissions. It was noted that there will be further opportunity to make strong submissions to Transit's programme in March 2006.

Resolved

- (a) *That the Regional Land Transport Committee receives with disappointment the report "2005-06 National Land Transport Programme and State Highway Forecast".*
- (b) *That, while accepting the current need to spend money in the Auckland region, the Regional Land Transport Committee writes to the funding authority expressing its dissatisfaction with the current programme.*
- (c) *That the Regional Land Transport Committee writes to South Island Members of Parliament providing a copy of the report to the Committee and their seeking support.*

Cr Shearing – Prof Kissling

10. NOTICES OF MOTION

Nil.

11. EXTRAORDINARY AND URGENT BUSINESS

Nil.

12. QUESTIONS

Nil.

13. NEXT MEETING – 29 MARCH 2006

14. CLOSURE

Before the meeting concluded, Mr Lachie Griffen noted that this could be his last meeting of the Regional Land Transport Committee, with the result of the amalgamation poll in the hands of Banks Peninsula District Council ratepayers. He said he would be relying on Christchurch City Council members to fly the flag for the Banks Peninsula area. Two issues he identified for the future were the harbour basin road, and access to the Port. He said he had enjoyed listening to the comments of member of other smaller authorities over the years.

In closing the meeting, the Chairperson wished members a Happy Christmas.

The meeting concluded at 12.17 p.m.

CONFIRMED

Date _____ Chairperson

AGENDA ITEM NO: 5	SUBJECT MATTER: MEMBERSHIP OF RLTC
REPORT: Regional Land Transport Committee	DATE OF MEETING: 29 March 2006
FILE REFERENCES:	PORTFOLIO: RLT PROJECT: Democratic OUTPUT: Membership
REPORT BY: John Talbot Director Policy and Planning	ENDORSED BY:

PURPOSE

To consider the membership of the Committee with regard to a request from Christchurch City Council to appoint the Mayor, Garry Moore, and to consider representation in the light of the abolition of Banks Peninsula District Council.

BACKGROUND

The Terms of Reference for the Committee provide for representation from each district council being one appointee, and two appointees from the Christchurch City Council. A request has been received from CCC to add Mayor Garry Moore to the Committee in addition to the current two appointees.

With the abolition of Banks Peninsula District Council, the membership of the Committee has been reduced by one member.

CONSIDERATION OF OPTIONS

The Committee has two options: either accept an increased membership from the CCC, or ask the CCC to substitute one of its current representatives to allow Mayor Garry Moore to be appointed to the Committee.

A factor that may be relevant is the loss of direct representation for the Banks Peninsula area. The Committee may consider that the existing two members now have the enlarged representation role, or that an additional member (perhaps the councillor representing that area) is warranted.

RECOMMENDATION

That the Regional Land Transport Committee recommend to the Canterbury Regional Council to:

either

- (a) Increase the Christchurch City Council membership of the Committee by one, and appoint Mayor Garry Moore as the City's additional representative*

or

- (b) Ask the Christchurch City Council to substitute one of its current two representatives with Mayor Garry Moore.*

AGENDA ITEM NO: 6	SUBJECT MATTER: SUBMISSION ON TRANSIT NEW ZEALAND'S DRAFT 2006/07 – 2015/16 10-YEAR STATE HIGHWAY FORECAST
REPORT: Regional Land Transport Committee	DATE OF MEETING: 29 March 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 consider and approve a draft submission made to Transit New Zealand on their Draft 2006/07 – 2015/16 10-Year State Highway Forecast.

ATTACHMENTS

- Draft Submission by the RLTC on the Draft 2006/07 – 2015/16 10-Year State Highway Forecast.
- Canterbury Newsletter produced by Transit as part of the consultation material. (The entire Draft 2006/07 – 2015/16 10-Year State Highway Forecast is a large document. Copies have been distributed to all key stakeholders and can be viewed on Transit's website: www.transit.govt.nz).

BACKGROUND

Transit has produced the Draft 2006/07 – 2015/16 10-Year State Highway Forecast (Draft Forecast). This document has been produced for consultation in accordance with Land Transport Management Act 2003 (LTMA).

Transit is seeking comments on this Draft 10 year State Highway Forecast by 24 March 2006. A letter has been received from the chief executive of Transit, Rick van Barneveld, confirming, "if a draft submission was made before the end of the consultation process, any updates resulting from your RLTC meeting would be incorporated into the final documents to our Board". Therefore, the attached Draft submission will be sent to Transit New Zealand before the RLTC meeting and a follow up communication made confirming the RLTC's endorsement of the submission and informing them of any changes made by the committee.

The Transit NZ RLTC member, Colin Knaggs, will give a brief presentation at the meeting on the development of the Draft Forecast and be available to answer questions from other members of the committee.

Transit have had the difficult task of producing this Draft Forecast accommodating reduced revenue projections by Land Transport NZ and rapidly increasing costs of maintenance and construction materials. This is a difficulty facing all road controlling authorities and it should be recognised that as a consequence, across the country some projects will inevitably have to be delayed or modified.

The key points of the draft submission are as follows:

- Support for recognition of LTMA
- Support recognition of RLTC recommendations for R funding.
- Significant concerns that Canterbury's transport issues are not being addressed in a timely and cost effective manner.
- Strong disappointment at the delays in large activities within Canterbury.
- Concern that Transit has reduced the level of N funding significantly, and that without R funding very little would be delivered in the region.
- Seek that efforts are made to align timing of programme development with other organisations.
- Concern about the omission of some key regional issues and activities identified in the Canterbury Regional Land Transport Strategy.
- Support for the State Highway maintenance programme and recognition of the importance of protecting existing assets.
- Support for the Large Activities in Canterbury seeking earlier start dates in order to minimise costs and avoid problems in the region, especially the Southern Motorway Extension and the Northern Arterial.
- Request that the priority order for the complementary works of the Memorial Avenue Intersection and the 4-laning of SH1 from Sawyers Arms to Memorial Avenue, Memorial Avenue to Yaldhurst Rd and Yaldhurst Rd to Waterloo Rd be swapped with the Western Belfast Bypass in the rankings.
- Concern that the Mingha Bluff to Rough Creek project has been removed from the list of large activities.
- Support continuing expenditure on small and medium sized projects.
- Support the large number of passing lane projects identified for SH1 within Canterbury.
- Support for advanced transport planning and the inclusion of a number of strategic studies for Canterbury.
- Support for the identification of cycle pinch points and walking and cycling activities.

The RLTC has the opportunity to be heard in support of this submission in Christchurch. Hearings are currently scheduled for Friday 7th April 2006.

RECOMMENDATION

- (a) That the Regional Land Transport Committee receives the report "Submission on Transit New Zealand's Draft 2006/07 – 2015/16 10-Year State Highway Forecast".*
- (b) That the Regional Land Transport Committee approves the attached Draft Submission on Transit New Zealand's Draft 2006/07 – 2015/16 10-Year State Highway Forecast.*
- (c) That the Chair of the RLTC represents the committee at the hearings on 7th April 2006.*

21 March 2006

In reply to: Draft 2006/07 – 2015/16 10-Year State Highway Forecast

SHF
Transit New Zealand
P O Box 5084
WELLINGTON

**DRAFT SUBMISSION BY THE CANTERBURY RLTC ON THE
DRAFT 2006/07 – 2015/16 10-YEAR STATE HIGHWAY FORECAST**

The Canterbury Regional Land Transport Committee (RLTC) thanks you for this opportunity to submit on Transit's Draft 10-Year State Highway forecast. Thank you also for your letter of 10 February (Ref: ST6-0001) confirming that you would consider any amendments resulting from the RLTC meeting (scheduled for 29th March) as long as a draft submission was provided within the consultation period. This communication should be treated as a draft submission. Confirmation of approval of the contents subject to any amendments agreed by the RLTC will be sent to you as soon as possible following the meeting.

The Regional Land Transport Officers Group (TOG) has prepared this draft submission. The TOG discussed the Draft Forecast at a meeting on 8 March 2006. As outlined above the RLTC will consider the draft at its meeting on 29 March 2006. This submission relates to the contents of the Draft Forecast having checked this against the 2005-06 Forecast and the indications provided to Land Transport New Zealand on the prioritisation and use of Regional "R" funding.

The RLTC request to be heard in support of this submission.

Key points of submission

- Support for recognition of LTMA
- Support recognition of RLTC recommendations for R funding.
- Significant concerns that Canterbury's transport issues are not being addressed in a timely and cost effective manner.
- Strong disappointment at the delays in large activities within Canterbury.
- Concern that Transit has reduced the level of N funding significantly, and that without R funding very little would be delivered in the region.
- Seek that efforts are made to align timing of programme development with other organisations.
- Concern about the omission of some key regional issues and activities identified in the Canterbury Regional Land Transport Strategy.

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

- Support for the State Highway maintenance programme and recognition of the importance of protecting existing assets.
- Support for the Large Activities in Canterbury seeking earlier start dates in order to minimise costs and avoid problems in the region, especially the Southern Motorway Extension and the Northern Arterial.
- Request that the priority order for the complementary works of the Memorial Avenue Intersection and the 4-laning of SH1 from Sawyers Arms to Memorial Avenue, Memorial Avenue to Yaldhurst Rd and Yaldhurst Rd to Waterloo Rd be swapped with the Western Belfast Bypass in the rankings.
- Concern that the Mingha Bluff to Rough Creek project has been removed from the list of large activities.
- Support continuing expenditure on small and medium sized projects.
- Support the large number of passing lane projects identified for SH1 within Canterbury.
- Support for advanced transport planning and the inclusion of a number of strategic studies for Canterbury.
- Support for the identification of cycle pinch points and walking and cycling activities.

General Comments

It is encouraging to see that Transit is continuing to embrace the changes brought about by the Land Transport Management Act and that Transit has given due consideration to the proportion of R funding that was indicated as being allocated to state highway projects in the RLTC's recommendations to Land Transport New Zealand.

It is recognised that Transit have had the difficult task of adjusting the Draft Forecast to reduced predictions of revenue and rapidly increasing maintenance costs. This is frustrating for all and it is recognised that some projects will inevitably have to be delayed as a result.

The greatest concern of the RLTC, as communicated in previous submissions, is the continual pushing back of a small number of large projects that are considered of great importance to the region. Canterbury has a number of issues as identified in the Draft Forecast, as well as others identified by the RLTC (see below). It is of utmost importance that these issues are addressed before they become significant problems.

The RLTC recognises that there are significant traffic problems in and around Auckland. However, it is widely accepted that it is much more cost effective to plan ahead and prevent problems occurring than it is to 'fix them' once they have occurred. It is, therefore, of concern to those in the region that the trend in funding continues to promote very expensive projects to fix problems in Auckland, rather than making wise investments now in other regions that are on the cusp of experiencing similar problems.

There are a relatively small number of large activities required around Greater Christchurch, at a total cost of \$247.1M (excluding the Western Belfast Bypass). Studies and investigations have shown that these projects are required in order to provide a safe and sustainable state highway network around the city. Christchurch is of great importance for the economy of the South Island and therefore New Zealand. It seems shortsighted that only two large projects, at a cost of \$100.5M, are scheduled for a construction start in the next decade and these are only proceeding using R funding.

This can be compared to a total of \$2104.8M that is being spent on roads in Auckland in the same period, many of which are likely to be congested the day they open. The shortfall to complete ALL the large activities in Greater Christchurch (\$146.6M) equates to only 7% of the budget that has been identified in Auckland for the next 10 years. This situation is unacceptable to the RLTC, especially given that the funding is gathered from motorists all around the country.

Also of importance are a number of key routes that provide vital links to surrounding regions and support economic activity throughout the south island. A relatively small investment would make these routes far safer and more resilient to disruption from accidents and natural hazards. It is of great concern to Canterbury and neighbouring regions that these routes do not seem to carry much importance in the national ranking.

Concerns about the timing of the release of the Draft Forecast

It is a concern that the release of the Draft Forecast is not co-ordinated with the release of the Draft National Land Transport Programme by Land Transport New Zealand. The timing does not align with the LTCCP process for local authorities either. This makes integrated planning difficult. It is appreciated that Transit has limitations on the timing of their processes, as other organisations do. The RLTC asks that Transit continue to seek to find ways to better align the programming cycles and commits to work with Transit to see that this is done as much as possible.

Canterbury Regional Transport Issues

Attachment A of the Draft Forecast provides a summary of regional land transport issues. The document captures a number of issues that are relevant to state highways within the Canterbury Region. The recognition of congestion on the main arterial routes within Christchurch City as a high priority issue in Canterbury is strongly supported.

The Draft recognises that there are issues related to land use changes, particularly growth in forestry and the effects of increasing heavy vehicle volumes and residential development to cater for growth around Greater Christchurch. The implications of the Christchurch Urban Growth Strategy are also captured. Recognition of these issues is also supported.

The identification of the growth in heavy vehicles and limitations to passing opportunities to the North and South of the region on SH1 are also supported.

The introduction to Appendix A states that the issues are based on regional land transport strategies and discussions with Regional Land Transport Committees. It is of concern therefore that the issues reported in Attachment A do not capture all of the issues in the Canterbury RLTS.

The adopted Canterbury Regional Land Transport Strategy outlines the following pressing issues:

- Links between town and country are critical for economic, social and cultural aspects of quality of life. We rely on Canterbury's extensive and high quality road network to provide these links for both people and freight. It is important to maintain these links, regardless of any traffic management measures, demand restraints or increased use of other modes.
- By 2011, Christchurch can expect a threefold increase in congestion on the roads from 1996 levels unless significant improvements are made to the transport system and demand can be managed. This level of congestion would seriously affect quality of life and create economic and environmental impacts for the entire region.
- Rising traffic levels make the road environment increasingly less attractive, especially for people without cars. Thirty percent of trips are made by modes other than car and there is a significant proportion of society (twelve percent) without direct access to cars or who choose to travel by walking, cycling and public transport. There is a need to provide for these people and ensure their access is not compromised by increases in car traffic.
- The social cost of road crashes remains high at over \$400M per year in the region and further improvements are sought.

- Adverse environmental effects from transport are widespread. There is concern over community severance, traffic noise, vehicle emissions (such as carbon dioxide (CO₂)), smoky vehicles, and the degrading of the built and natural environment from transport growth.

In the submission made to Transit last year on the Draft 2005/06 Plan a number of key issues with regard to the State Highway system were noted. It is of concern that some of these issues have not been captured in the Draft Forecast given the time and effort put into making the previous submission. The following issues identified in that submission do not appear to have been incorporated:

- The importance of the state highway network in providing inter-district connections.
- The need to complete the strategic road network and relieve congestion in Christchurch through the Christchurch Southern Motorway and Northern Arterial Access.
- The need to ensure efficient access to the state highway system.
- To provide for public transport priorities where necessary.
- To integrate state highway activities with activities of other organisations
- To provide for walking and cycling activities.

The RLTC also rates the issue of road safety as very important and supports inclusion of this as an issue in the Draft Forecast. The passing lane strategy to reduce driver frustration is strongly supported and the RLTC would like to see this implemented as quickly as possible. The removal of "out of context" sections and roadside hazards to reduce the incidence of road crash trauma is also welcome.

Another major issue that arises in Canterbury is the need to ensure that the State Highway system is resilient to natural hazards. Canterbury provides access to many markets for produce from all over the South Island. It is vital that links between districts and to neighbouring regions are maintained wherever possible. This is particularly relevant for routes like SH 73 and 7, where narrow sections and rock-fall may sever connections.

Contribution to the Land Transport Management Act Objectives

The discussion in Attachment B on Transit's Role with respect to the Land Transport Management Act is welcome and Transit's objective to operate the state highway network in a way that contributes to an integrated, safe, responsive, and sustainable land transport system is supported. We request that Transit continue to work with other councils and agencies to fully integrate all activities and ensure a system based approach is taken to develop optimised multi-modal solutions.

The New Zealand Transport Strategy requires the provision of a sustainable land transport system. This does not imply that any one mode or part of the transport system on its own must be sustainable, but that the whole system must be sustainable. This recognises that the provision for single occupant motor vehicles may not be sustainable in many situations. This is why the Canterbury Regional Land Transport Strategy promotes improvements for alternative forms of transport, the use of demand management and supportive land use policy.

The Attachment goes on to outline Transit's contribution to meeting the five objectives in the New Zealand Transport Strategy (NZTS). The commentary on improving access and mobility focuses on protecting access to and the function of state highways. Whilst this is important with respect to protecting levels of mobility on the state highway network, the primary function of the transport system is to enable people to travel and transport goods from one place to another (i.e. have access to the places they need or want to get to). This does not appear to be recognised and appears contrary to Transit's objective to contribute to an integrated transport system.

The recognition of the use of active modes in promoting public health is supported. However, there is no recognition of the negative impacts that roads can have on the health of local communities, for example through air pollution, noise and vibration and severance. Recognition of these effects within Transit's activities would greatly strengthen their contribution to the delivery of the NZTS.

Regional Funding

It is reassuring to see that the table of allocation of Regional funds in Attachment B recognises the indicative allocation of 65% of Regional funding to state highway activities made to Land Transport New Zealand by the Canterbury RLTC.

The original requirement of R funding was to ensure that additional land transport activities occur throughout New Zealand. Additional funding to the sector is welcomed but it does not appear that R funding is being used to deliver additional activities to Canterbury. It appears that R funding is allowing some projects to proceed, but that if it were not ring fenced for the region Canterbury could expect very few works in the next decade and probably beyond. This is a significant concern to the region especially given the identified issues of congestion around Christchurch and commercial vehicle growth in the wider region.

We continue to strongly support the I&R and design projects identified within Canterbury and urge Transit New Zealand and Land Transport New Zealand to approve this work as soon as possible. This is particularly relevant for the Christchurch Southern Motorway and the Northern Arterial that have been identified as key road links for the completion of the strategic network in Christchurch.

State Highway maintenance

The realistic recognition of the impact of increasing costs and increasing heavy traffic damage on the requirements for maintenance is welcomed. The Regional Land Transport Strategy recognises the need to maintain the strategic road network, of which the state highway forms a major part. The RLTC supports the maintenance of current assets with regard to the state highway network as a first priority for funding.

Committed Activities

The RLTC look forward to the completion of the activities listed in the Committed Works List. It is hoped that those projects identified in the investigation or design phase can be carried forward to the construction phase as soon as possible. Particular projects to note include the southern motorway extension, which has been identified as a high priority project for the region, minor safety works and passing lane projects to reduce risk and driver frustration and the completion of the stock truck effluent disposal site network.

Large Activities – National and Regional Funding

It is of great concern that without R funding the large activity programme would contain very little outside of Auckland. This is an unacceptable outcome as was indicated as early as three years ago when the Draft State Highway programme prioritised everything in Auckland. Whilst it is recognised that investment is needed in Auckland it is not acceptable that issues in other regions are almost entirely ignored.

The purpose of R funding was identified as providing additional activities. It is a significant concern that projects that have been identified in Transit's programmes for some years continue to slip back in the schedule and would not proceed at all without R funding. We stress again that regional funding was not to be used merely as a replacement for national funding.

While there are still large activities itemised for Canterbury, it is of concern that Transit are indicating that there will be no allocation of national funding to the region. In the previous forecast \$66.5M of N funding was allocated to the Canterbury region. This was lower than the national allocation in the 2004/05 programme where there was \$73.3M allocated to Canterbury. It is recognised that Transit has had to amend the forecast in light of reduced income estimates over the next ten years. However, given that most of the projects in Canterbury have been identified for some time and the issues they are designed to address are getting more pressing each year it is felt that there is no justification for reducing the national allocation to Canterbury to nothing, especially while other regions are receiving significant funds solve transport problems that are very expensive relative to the projects identified in Canterbury (see discussion above).

It is frustrating to see that the top two ranked projects in Canterbury, Christchurch TDM, ranked at 24 with an expected cost of \$3.1M, and the Christchurch Southern Motorway Extension, ranked at 35 with an expected cost of \$97.4M are indicated as being funded from R funding. This is despite the fact that projects in other regions with a lower ranking (i.e. Bringham Creek in Auckland, ranked 36, estimated cost \$31.3M and Harbour Link in Bay of Plenty, ranked 37, estimated cost \$240M) are indicated as being funded from N funding.

Large Activities – Canterbury

The RLTC strongly supports the inclusion of all large activities included in the Draft forecast.

It is felt that at least the top two activities warrant national funding (see discussion above). The RLTC is very disappointed at the number of projects scheduled to proceed in the next decade and seek that as many of these projects as possible proceed in this 10-year time frame.

Rank (05/06 rank)	Project	Cost	Start date (05/06 timing)
• 24 (11)	Chch TDM	\$3.1M	2009/10 (2006-08)
• 35 (36)	Chch Southern Mwy Extn	\$97.4M	2012/13 (2008-11)
• 70 (63)	Northern Arterial	\$87M	2015/16+ (2013-15)
• 72 (New)	QEII 4L	\$14.8M	2015/16+ (New)
• 73 (New)	Western Belfast Bypass	\$33.8M	2015/16+ (New)
• 88 (New)	Memorial Ave intersection	\$15.8M	2015/16+ (New)
• 92 (60)	Memorial to Yaldhurst 4L	\$13.1M	2015/16+ (2010-13)
• 95 (83)	Okarahia North realignment	\$5.0M	2015/16+ (2014-16)
• 99 (53)	Sawyers to Memorial 4L	\$11.2M	2015/16+ (2008-11)
• 100+ (61)	Yaldhurst to Waterloo 4L	\$4.7M	2015/16+ (2010-13)
• 100+ (New)	Woodend Bypass	\$15.0M	2015/16+ (New)
• Not listed (107)	Mingha Bluff to Rough Creek Investigation		(2011)

The inclusion of the **Christchurch TDM Implementation** project is supported, although the delay in start date is a concern given this project was scheduled to begin later this year when it was introduced in the 2005/06 forecast. It is of great concern that without R funding this project may not even appear within the 10 -Year period (see discussion above).

The **Christchurch Southern Motorway Extension** has been included at a national ranking of 35 with an indicative construction date of 2012/13 a significant delay to the expected delivery from 2008 to 2011, despite a climb in the rankings by one place. This project is recognised as a top priority in Canterbury and we seek the earliest possible start date for construction of this project. It is of great concern that without R funding this project may not even appear within the 10 -Year period (see discussion above).

The **Christchurch Northern Arterial** is also a vital link to complete the strategic network for Greater Christchurch. This project was identified as a key requirement in the Northern Roding Options Scoping Study. Significant growth to the North of Christchurch is putting significant pressure on the network leading to rapidly increasing congestion. The longer this project is delayed the more difficult and expensive it will be to deliver as land is developed and the price of land increases. Therefore we request that every effort be made to progress this project earlier than programmed (see discussion above).

The RLTC is greatly concerned that the **Mingha Bluff to Rough Creek** project has been removed from the list of large activities and is now only identified as a strategic study. It is appreciated that this means that investigation work will proceed earlier than previously indicated, which is supported. However, the removal of this work from the list of large activities implies that any on the ground action is not likely to occur for some significant time. This is a grave concern given the importance of this route for inter regional movements and the significant safety concerns on this section of road.

New Activities

The inclusion of 4 new large activities is especially welcome as the RLTC requested these activities be considered in the submission on the Draft 2005/06 Plan.

The Northern Arterial and associated works are already noted as being of particular importance. These associated works include the QE2 Four laning to Hills Road, which is linked to important projects being undertaken by Christchurch City Council; therefore the inclusion of this work is strongly supported.

As noted last year, the Western Belfast Bypass, the Memorial Intersection and the Woodend Bypass all warrant investigation to ascertain the land purchase and designation requirements that may be required in the future. It is important to identify and protect those areas of land that will be necessary in the future. The RLTC is very keen to ensure that our future transport options are not built out in the near future and the inclusion of these activities is strongly supported.

The ranking of the new activities has been carefully considered to establish whether the order of works in Canterbury is appropriate. The QEII 4-laning project is associated with the Northern Arterial and therefore these projects sit comfortably ranked alongside each other.

It is felt that the ranking of the Western Belfast Bypass higher than previously identified works along SH1 to the West of Christchurch is inappropriate. The NROSS study identified that the construction of either the Northern Arterial or the Western Belfast Bypass would have a negative impact on the viability of the other. As the Northern Arterial is ranked at 70 and the Western Belfast Bypass at 73 it seems that the results of this study may not have been taken into account in the relative ranking of these projects. Christchurch City Council resolved that development of the Northern Arterial should occur ahead of the Western Belfast Bypass and other affected districts support this view.

It would be preferable to see the package of complementary works of the Memorial Avenue Intersection and the 4-laning of SH1 from Sawyers Arms to Memorial Avenue, Memorial Avenue to Yaldhurst Rd and Yaldhurst Rd to Waterloo Rd swapped with the Western Belfast Bypass in the rankings. Therefore, bringing these projects forward in the programme and delaying the construction of the Western Belfast Bypass accordingly. It is however important that the route for the Western Belfast Bypass is protected as discussed above.

Small and medium sized activities

The RLTC has previously expressed strong support for expenditure on these activities. Many of the activities in Canterbury fall within this category and we again welcome the additional activities included for the region. We note that some activities have been completed faster than expected in the current financial year and that there are some new activities in this Draft Forecast.

It is a concern however, that of the nine safety and efficiency projects identified for completion in the 3-year plan, only three are expected to receive national funding. It is also a concern that no indications have been given as to where funding has been allocated from to progress passing lanes, stock truck effluent disposal and walking and cycling facilities. This again indicates that without R funding the plan for Canterbury would be reduced significantly.

The inclusion of all potential projects, not just those within the 3-year plan, is welcomed as it allows the ranking of projects falling outside of the plan period to be identified. This was requested in the submission made by the RLTC on the 2005/06 Draft Plan and the continued inclusion of a complete list of prioritised projects would be supported.

Passing Lanes

The RLTC support continuing implementation of the passing lane strategy and welcome the inclusion of a large number of projects on state highway 1, where traffic levels are high and passing opportunities reduce driver frustration. We support the construction of those projects identified. It is not clear in the Draft Forecast that these projects will be progressed in the 3-Year Plan period. Verbal communication from Transit officers has indicated that all projects listed are included in the Plan and we seek assurance that all these projects will be included in the final Plan accordingly.

Stock Effluent Disposal Facilities

The RLTC seeks the completion of the stock truck effluent disposal site network as quickly as possible. Contracting pressures have already led to a delay in the construction of the Kaikoura site by 2 years to 2006/07 with considerable additional cost implications. The RLTC seek assurances that construction of the Kaikoura and Pareora sites will occur in 2006/07.

Strategic Studies

The RLTC supports the increased emphasis given by Transit to undertaking strategic studies. We recognise the importance of pro-active transport planning to provide robust transport solutions in the future. We stress that these studies must identify how all modes of transport are integrated to create a transport system consistent with the objectives of the NZTS. The transport system comprises of many components, not just the State Highway network. Therefore the RLTC strongly supports that Transit is working with other agencies when undertaking these investigations. It is implied that these studies will all be progressed in 2006/07. The immediate implementation of these studies is supported. It is important to note that the results of these studies and others that are underway (i.e. Christchurch Rolleston and Environs Transport Study) will need to be used to inform the priorities in future forecasts.

Walking and Cycling

The RLTC supports improvements for cycling and walking in Canterbury and welcomes any improvements to removing or mitigating the physical barriers to cycle activity on Canterbury. This includes addressing the barrier of the Lyttelton Tunnel and the many narrow bridges that exist around Canterbury. It is hoped that the inclusion of the project to investigate cycle pinch points will identify ways to remove many of these barriers. The additional activities of cycle lanes in Christchurch and Jed River Bridge improvements are also supported. It is not clear in the Draft Forecast that these projects will be progressed in the 3-Year Plan period. Verbal communication from Transit officers has indicated that all projects listed are included in the Plan and we seek assurance that all these projects will be included in the final Plan accordingly.

Thank you for this opportunity to submit on the Draft State Highway forecast. The Regional Land Transport Committee strongly supports this collaborative approach to the development of transport networks in the region.

As outlined at the beginning of this draft submission any amendments to the information presented above by the RLTC at it's meeting on 29th March will be forwarded to Transit as soon as possible after the meeting.

Should you have any questions regarding the submission, please contact Nick Bryan at (03) 371 7130 or nick.bryan@ecan.govt.nz.

Yours faithfully

John Talbot
DIRECTOR POLICY AND PLANNING

Cc. Mr C Knaggs

WE WOULD LIKE YOUR FEEDBACK ON OUR PROPOSED ACTIVITIES AND PRIORITIES.

Each year we develop a State Highway Forecast that outlines proposed improvements and maintenance activities for state highways throughout New Zealand, over the next 10 years. The purpose of this consultation is to give New Zealanders the opportunity to comment on the work we propose to do and the priorities we have given that work. We are also consulting on the Authority's Land Transport Programme, which is about road policing and education in relation to state highways.

Canterbury

February 2006

How you can make a submission

Anyone can make a submission on the Draft State Highway Forecast (SHF). Your views are important. We want to hear all relevant facts and opinions relating to the State Highway Forecast in order to reach the best possible outcome for your region's transport network.

Make your submission by using one of the following options: Complete the enclosed form and:

Post to SHF, Transit New Zealand,
P O Box 5084, Wellington

Deliver to Level 9, Investment House,
20-26 Ballance Street, Wellington

Fax to 04 496 6666 Attn: SHF

Complete the submission form ONLINE:

Electronic submission:

using the form available from www.transit.govt.nz

Email to: SHF@transit.govt.nz

When making a submission please indicate whether or not you wish to be heard in support of your submission. If you wish to be heard you will be given notice of the hearing and the procedure to follow at the hearing.

Submissions close at 12 noon on Friday 24 March 2006

You will receive an acknowledgement of your submission. Following the hearings, Transit's Board will consider all submissions. You will receive another communication after this outlining the Board's decisions and the reasons for them.

Where can I find a copy of the full Draft State Highway Forecast?

- > The principal library in your region
- > Your local city, district or regional council office
- > Transit's website www.transit.govt.nz
- > Your nearest Transit regional office
- > Transit National Office in Wellington

NATIONAL Overview



This year's Draft Forecast proposes to continue the strong positive trend begun in 2005 for increased investment in state highways. At \$12 billion over 10 years, this is our largest Forecast to date and expenditure on capital projects already underway is unprecedented.

Debt funded activity is included at a similar level as in our previous Forecast. Of this, \$178 million is associated with the SH1 Northern Motorway Extension (ALPURT B2) toll road north of Auckland. In addition, \$860 million relates to completion of Auckland's Western Ring Route by 2015. Completion of the WRR within this time frame will only be possible with support from Auckland for a comprehensive tolling scheme.

Funding for state highways from the National Land Transport Plan is currently indicated to increase by a further 12% in 2006/07, but it is increasing at a slower rate than predicted in August 2005. This is due mainly to the predictions of future revenue into the National Land Transport Fund being less than what was predicted in August 2005 and increased spending on other transport activities.

(continues over)



The new 2.6km of state highway just south of Timaru (shown here under construction) is now a significantly safer and more efficient section of road due to an improved alignment, increased lighting and double passing lanes at the south end to improve passing opportunities. The \$6 million project opened in May 2005 and finished five months ahead of schedule.

National Overview (continued)

In addition, increased costs and more rapid progress on highway projects have also had a significant constraining impact on this Draft Forecast.

The impact of these factors will be felt nationwide.

Finally, it is important to remember that this year's Draft Forecast can only be indicative, due to the uncertainties in forecasting costs and project scopes up to a decade ahead, and the assumptions made regarding future funding and cost escalation.

Projects completed or underway

Significant projects recently completed or currently under construction in Canterbury include:

- › The Normanby Realignment south of Timaru (completed May 2005)
- › The Main North Road Four-laning in Christchurch (under construction)
- › Passing lane construction on SH1 at Clarence North and Seadowne (under construction)
- › Rural realignments at Haypaddock Hill, Okiwi Bay, Saltwater Creek, and Handyside to Waterfall (all under construction)
- › Intersection improvements in Christchurch City (some completed, some to be done).

What's next?

Key activities proposed for Canterbury over the next 3 years include:

- › Commencement of the Christchurch Southern Motorway design
- › Commencement of the preliminary planning for:
 - › Memorial Ave intersection
 - › Woodend Bypass

- › Christchurch Northern Arterial
- › QEII Four-laning
- › Western Belfast Bypass

KEY TRANSPORT ISSUES in Canterbury



- › Congestion: traffic on the main arterial routes within Christchurch City is increasing by 4% per year, and up to 8%, per year on the recently developed "ring route". Key hot points include:
 - › Cranford Street
 - › Papanui Road
 - › Memorial Avenue / Fendalton Road
 - › Riccarton Road
 - › Blenheim Road
 - › Ferry Road
 - › The inner city areaJourneys during peak periods are regularly taking 15-20 minutes longer than during off-peak periods
- › The Christchurch Urban Growth Strategy has implications for transport in the City
- › Ongoing residential development on the outskirts of Christchurch
- › Ongoing commercial development to the west of Christchurch, around SH1
- › Continuing tourism development around Kaikoura
- › Provision of passing opportunities on SH1, north of Kaikoura and south of Ashburton
- › Significant heavy vehicle growth on SH1
- › Road safety

HOW we plan to address these KEY ISSUES



While there is a significant emphasis for Transit in Canterbury on maintaining the existing state highway network, there are a number of activities prioritised in the Draft 10-year State Highway Forecast to reduce congestion, improve road safety, and improve the route security and efficiency of routes into and out of Canterbury.

A further priority is managing the connections between state highways and local roads, as well as access to state highways from adjacent land, to support the medium to long distance travel function of key arterial roads.

Funding

The timeframe for the development and construction of the improvements proposed is indicative only and may change depending on the availability of additional funding from Land Transport New Zealand (known as regional distribution funding). The priorities assigned are based on expected funding levels if 65% of regional distribution funding is allocated to state highways.

Large Activities

This section contains information about large activities (activities that are expected to cost more than \$3.4 million).

Project Name	Location	Indicative national prioritisation	Expected construction cost (\$million)*	Indicative construction date
Christchurch TDM Implementation		24	3.1	2009/10
Christchurch Southern Motorway Extension	SH73	35	97.4	2012/13
Christchurch Northern Arterial Rural	SH1	70	87.0	2015/16+
QE2 4-Laning Northern Arterial to Hills Road 4-Laning (Christchurch)	SH74	72	14.8	2015/16+
Western Belfast Bypass	SH1	73	33.8	2015/16+
Memorial Ave Intersection (Christchurch)	SH1	88	15.8	2015/16+
Memorial Ave to Yaldhurst Road 4-Laning (Christchurch)	SH1	92	13.1	2015/16+
Okarahia North Realignment (between Kaikoura and Cheviot)	SH1	95	5.0	2015/16+
Sawyers Arms to Memorial Ave 4L (Christchurch)	SH1	99	11.2	2015/16+
Yaldhurst Rd to Waterloo Rd 4L (Christchurch)	SH1	100+	4.7	2015/16+
Woodend Bypass	SH1	100+	15.0	2015/16+

* Expected construction cost excludes allowance for future price escalation.

Travel Demand Management

The highest priority for the Canterbury region is the continuation of implementing a Travel Demand Strategy. The object of travel demand management is to reduce the negative impact of the car, using initiatives such as improving public transport and cycling facilities, increasing parking prices, and tolling roads. The 2003 Land Transport Management Act signals the need for travel demand management as an integral component of a sustainable approach to land transport. Transit endorses this principle and proposes to actively participate in an investigation of opportunities for travel demand management in Christchurch.

Access to the North

Progress is being made on implementing improved access to and from growth areas to the north of Christchurch. Specific activities include:

- › A new four-lane arterial to link the Northern motorway with QE2 Drive
- › The Western Bypass of Belfast
- › The QE2 four-laning projects

An activity that is not included for construction in this forecast is the Woodend Bypass where options are being considered for protection of the preferred route.

Access and Mobility Around Christchurch

The duplication and extension of the Christchurch Southern Motorway (SH73) south of the city and the four-laning of the Western Bypass Route (SH1) between Sawyers Arms and Waterloo Road will ensure efficient travel along these key routes. The Southern Motorway Extension will commence construction in 2012/2013. In addition, a number of intersection upgrades and two significant four-laning improvements on either side of Memorial Avenue (SH1) in Christchurch will improve efficiency and safety for all road users. A third four-laning project on SH1, from Yaldhurst Road to Waterloo Road, is a potential project, which may be progressed subject to regional distribution funding.

Rural Safety

Two large safety projects are proposed in the forecast period. Of particular concern is the need to improve SH73 between Mingha Bluff and Rough Creek, a narrow and difficult bit of road to drive. The other safety project proposed is the Okarahia North realignment on SH1 in the Hunderlee ranges, south of Kaikoura.

Strategic Studies

We are proposing to undertake the following strategic studies for the Canterbury region, to improve our long term planning and ensure good decisions that lead to safer and more efficient highways in New Zealand:

- › Woodend Bypass
- › Christchurch Urban
- › Risk Mitigation Mingha Bluff to Rough Creek
- › SH73 Springfield to Arthur's Pass
- › Greater Christchurch
- › Kaikoura, including Cycling

Other Activities

This section contains information about activities that cost less than \$3.4 million, for development and possible construction in the next three years, depending on funding. They will assist in addressing the key transport issues in the Canterbury region.

Road Safety

Transit has identified a number of activities to improve the safety and efficiency of sections of state highway, including intersections. Projects include:

- › On SH1: the East-West Street Intersection (at the northern entrance to Ashburton), the Coopers Creek Bridge Replacement, Conway Bluffs Realignment, improvements to the Shingle Fans, and the Northern Motorway four-laning project (length of 2km, immediately north of Kaiapoi)
- › On SH7 near Lewis Pass: Engineer's Camp to Boyle River Guard Rails and the Stewart's Fan Realignment
- › On SH8: Burkes Pass West Curve Realignment
- › SH73 at Yaldhurst: Pound Road Intersection
- › SH74 at New Brighton: Bexley Road Upgrade
- › On SH77: Windwhistle Corner Realignment
- › On SH79: Elliot's Bridge Widening, Upper Orari Bridge Widening (north of Geraldine) and Inmans Bridge Safety Improvements, including bridge widening

Secure and Efficient Transport Corridors

Transit has identified the following intersection improvements aimed at reducing congestion and contributing towards a more efficient transport corridor:

- › On SH1: Halswell Junction Road/Main South Road Intersection Signals, Rolleston Intersection Improvements, SH1/SH8 Intersection Improvements north of Timaru, Main North Road/Darroch Street intersection in Christchurch, and Walnut Avenue Intersection Improvements in Ashburton.
- › SH73: Yaldhurst Road/Curletts Road Intersection Improvements in Christchurch
- › SH74: Marshland / QE2 Intersection Improvements in Christchurch
- › SH74: Travis Road/Burwood Road/QE2 Drive Intersection Improvements in Christchurch
- › SH75: Dunbars Road Intersection Improvements, Halswell

Passing Opportunities

Limited passing opportunities in some parts of the region's road network lead to driver frustration and accidents. The following passing lanes or slow vehicle bays, all on SH1, have been identified:

- › Hinds Passing Lanes, south of Ashburton
- › Limestone Creek Slow Vehicle Bay
- › St. Andrews North Passing Lane, south of Timaru
- › Ealing Passing Lanes, Orari North Passing Lanes, Orari South Passing Lanes, Rangitata South Passing Lanes, and Winchester Passing Lane, between Ashburton and Timaru
- › Hapuku and Tirohanga Southbound Passing Lanes, north of Kaikoura

Walking and Cycling

Walking and cycling activities identified for Canterbury are:

- › Investigations into various cycle pinch point options throughout Canterbury
- › Christchurch City Cycle Lane Safety Improvements
- › Jed River Bridge pedestrian facilities.

Stock Effluent Disposal Facilities

As part of a national programme to provide a safe and convenient network of stock effluent sites Transit proposes to progress the Pareora Stock Effluent Disposal Facility on SH1, south of Timaru.

MAINTENANCE and OPERATIONS



The safe operation of the state highway network is a key function for Transit. Processes are in place to manage traffic efficiently, provide consistent and reliable information for road users, undertake maintenance work on the highway in the safest and least disruptive way, monitor locations where crashes occur and, where appropriate, take corrective action.

The state highway network is a \$15 billion transport infrastructure asset that demands sophisticated and effective management. Transit has systems in place to do this, ranging from natural inventory databases (containing information on natural features that might cause problems), long-term deterioration modelling tools, and annual condition data collection supported by advanced contract delivery methods and regular performance reporting.

Maintenance activities make up the majority of the forecast expenditure in the Canterbury. In addition to preserving the highway network and undertaking maintenance and improvements to meet future levels of service, we propose to:

- › Improve the availability of road condition information to road users at critical points on the network using electronic variable message signs. Such signs have already been erected on SH7 (Lewis Pass and Rahu Saddle) and on SH73 (Arthur's and Porters Pass)
- › Introduce thermal mapping of the inland network to better predict where ice will occur
- › Introduce more road weather stations to improve road condition predictions and maintenance team responses to ice and snow, and continue to trial the use of the de-icer: CMA (calcium magnesium acetate)
- › Continue to work on risk analysis of rock falls and river erosion, and prioritise work accordingly
- › Strengthen a number of bridges on the network to reduce their vulnerability in the event of a severe earthquake
- › Continue to maintain and improve the coastal defences of SH1, north and south of Kaikoura
- › Work with the Department of Conservation to ensure that maintenance work within New Zealand's national parks represents world best practice



PRIORITISATION process

Given that the value of possible work exceeds the likely funding from Land Transport New Zealand, we have adopted the following process to prioritise ongoing work:

- › Identify key regional transport issues (and land use trends)
- › Identify whether any activities (including state highway, local road and passenger transport improvements) could be combined together to deliver a better outcome
- › Determine a “profile” for each activity using the following factors:
 - › Urgency and seriousness (how urgent and serious are the transport issues the activity is trying to fix?)
 - › Effectiveness (how well does the activity address the problem and contribute to the New Zealand Transportation Strategy objectives, National Energy Efficiency & Conservation Strategy and the relevant Regional Land Transport Strategy?)
 - › Economic efficiency (is the activity efficient in terms of costs and benefits, and in its use of scarce resources?)
 - › Any relevant additional factors
- › Compare each activity against the others to find the best fit in priority order.

Consistency

As in previous years we have tried to ensure there is reasonably even progress towards each of the New Zealand Transport Strategy objectives (assisting economic development, assisting safety and personal security, improving access and mobility, protecting and promoting public health and ensuring environmental sustainability). In addition to maintaining the existing state highway network, we are continuing to:

- › have a greater focus on travel demand management (e.g. improving traffic flows on motorways without causing extra delays on local roads), priority for public transport (e.g. bus priority lanes) and better managing the existing transport network to keep traffic moving and minimise delays
- › future-proof all new and, where possible, existing state highway transport infrastructure to accommodate new technology including advanced traffic management systems
- › pursue activities that help ensure environmental pollutants resulting from the operation of the state highway network are reduced to a sustainable level

- › work with local authorities and developers to ensure:
 - › the capacity of the existing state highway network is not reduced by inappropriate land use development
 - › demand is sensibly managed, with priority for freight movement, passenger transport and trips between significant destinations, such as cities or tourist spots
- › improve safety on existing highways, by carrying out activities such as rural realignments and median barriers
- › ensure major improvements and other activities, where appropriate, are designed to cater for multiple modes of transport, i.e. allow cars, trucks, buses, cyclists, pedestrians and/or rail to travel safely within the one corridor
- › reduce traffic congestion and increase economic development

Authority's Land Transport Programme

For the first time Transit is seeking comments on road policing and education in relation to state highways.

Many of these activities are planned and funded for delivery through what was the Safety Administration Programme (SAP) and is now being developed into Land Transport New Zealand's Land Transport Programme, known as the Authority's Land Transport Programme (ALTP).

The published 2005/06 SAP (the draft ALTP for planning purposes) provides information relating to the road safety outcomes sought from the *Road Safety to 2010 Strategy*. It also provides a basis for consultation and for recommending activities and activity classes for inclusion in future ALTPs. It describes:

- › the new legislative basis and strategic context for the SAP/ALTP,
- › the current methodology for resource allocations for road policing and the community road safety programme; and
- › the Land Transport New Zealand and New Zealand Police activities funded by the programme.

Transit would be pleased to receive your comments on the ALTP relating to road policing and education. This will then be fed back to Land Transport New Zealand, who manage the allocation of resources, as well as road policing and education in relation to New Zealand's roads.

Copies are available from the website:

www.landtransport.govt.nz/funding/sap/2005.

CANTERBURY Region

State Highway Network as at February 2006





Send submissions to:
SHF, Transit New Zealand
P O Box 5084, Wellington
or email SHF@transit.govt.nz
or visit www.transit.govt.nz

AGENDA ITEM NO: 7	SUBJECT MATTER: SUBMISSION ON DRAFT NATIONAL LAND TRANSPORT PROGRAMME
REPORT: Regional Land Transport Committee	DATE OF MEETING: 29 March 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 approve a submission on the Draft National Land Transport Programme.

BACKGROUND

When setting the timing for this RLTC meeting last year, one of the key considerations was the expected timing of consultation on the Draft National Land Transport Programme (Draft NLTP). Indications from Land Transport New Zealand at that time were that the Draft NLTP would be released in early March. At time of drafting this report the Draft NLTP has not yet been released.

Indications from staff at Land Transport New Zealand are that the Draft NLTP will be released sometime in the week preceding the RLTC meeting.

As the contents of the Draft NLTP are unknown at present, it is not possible to supply more information to RLTC members in this order paper.

It is hoped that the Draft NLTP will be released in time for officers to give it due consideration and table a Draft submission to Land Transport New Zealand at the RLTC meeting for discussion.

RECOMMENDATION

- (a) *That the Regional Land Transport Committee receives the report "Submission on Draft National Land Transport Programme".*

And, should the Draft NLTP be released in time for the RLTC meeting:

- (b) *That the Regional Land Transport Committee approves a submission to Land Transport New Zealand on the Draft National Land Transport Programme.*

AGENDA ITEM NO: 8	SUBJECT MATTER: PRESENTATION BY CANTERBURY DISTRICT HEALTH BOARD
REPORT: Regional Land Transport Committee	DATE OF MEETING: 29 March 2006
FILE REFERENCES:	PORTFOLIO: Regional Land Transport PROJECT: OUTPUT:
REPORT BY: Dr Lynley Cook RLTC member, and Nick Bryan Transport Policy Analyst	ENDORSED BY: John Talbot Director Policy and Planning

PURPOSE

For the District Health Board to outline their interests with regard to representation on the Regional Land Transport Committee by highlighting the links between the Canterbury District Health Board's Strategic objectives and those of the New Zealand Transport Strategy.

Dr Lynley Cook will present this item.

BACKGROUND

The District Health Board were invited to nominate a representative to sit on the Regional Land Transport Committee following the release of the Land Transport Management Act 2003, which amended the required representation on the committee to include a suitable person to represent the objective of public health.

Transport is a key element to our lives providing us with access to work, school, shopping, social networks and recreation and vital to business and services. Transport has many direct effects on health through influencing physical activity levels, road traffic injuries, effects of air pollution and access to health services. The Canterbury District Health Board's (CDHB) first core direction is to improve the health status of our community and health gains and a key priority is disease prevention and management of cardiovascular disease, diabetes and cancer. In recognising the influence of transport on CDHB's objectives and outcomes, the CDHB is keen to work more closely with the transport sector to promote health.

RECOMMENDATION

That the Regional Land Transport Committee receives the report "Presentation by District Health Board".

AGENDA ITEM NO: 9	SUBJECT MATTER: DRAFT CANTERBURY REGIONAL PASSENGER TRANSPORT PLAN 2006
REPORT: Regional Land Transport Committee	DATE OF MEETING: 29 March 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

To inform the Regional Land Transport Committee of progress on the updating of the Canterbury Regional Passenger Transport Plan (RPTP).

BACKGROUND

Legal Background

Pursuant to section 175(2)(k) of the Land Transport Act 1998, any Regional Passenger Transport Plan prepared by a regional council is included in that council's Regional Land Transport Strategy.

The Land Transport Management Act 2003 repealed section 176(1) of the Land Transport Act 1998 to read:

“A Regional Land Transport Strategy prepared under section 175 –

- (a) must, at all times, be kept current for a period of not less than 3 years in advance but not more than 10 years; and
- (b) may be renewed from time to time, but must be renewed at least once every 3 years”.

The Regional Passenger Transport Plan was adopted by Environment Canterbury on 28 February 2002. Therefore under the requirements of the LTMA it is overdue for renewal.

A technical review of the Current Regional Passenger Transport Plan was undertaken and a Draft RPTP adopted for consultation by the Regional Council on 2nd March 2006.

Technical review

The technical review involved an internal policy review and a series of meetings with key stakeholder groups to ensure all issues were identified.

Meetings were held with the following stakeholders:

- Red Bus Limited
- Leopard Coachlines
- Ritchies Coachlines
- Black Cat Group Limited
- Bus and Coach Association NZ Inc

- Canterbury Branch New Zealand Taxi Federation Incorporated
- Transit New Zealand
- Land Transport New Zealand
- Christchurch City Council
- Timaru District Council
- Selwyn District Council
- Waimakariri District Council
- Christchurch Bus Service
- Christchurch Total Mobility Committee

Christchurch Passenger Transport, Geraldine Tourism Service and the Ministry of Transport were all sent information and invited to attend a meeting but did not feel it was necessary. Information was also sent to Ashburton, Timaru and Waimate Total Mobility Committees with an invitation to provide feedback.

The types of change that are proposed as a result of the review can be split into two categories:

1. Improvements to the general structure, content and terminology used.
2. Changes to policy.

1. IMPROVEMENTS TO STRUCTURE AND CONTENT OF RPTP

The following changes with regard to structure and content have been incorporated into the Draft RPTP adopted for consultation:

- The chapters have been restructured to improve presentation and align with the structure of the Canterbury Regional Land Transport Strategy (RLTS).
- Text, figures and tables have been updated to reflect current data.
- The content of the plan has been edited to improve clarity.
- The terminology used within the RPTP was reviewed for constancy. Improvements were made including better description of service types.
- The plan has been updated to reflect legislative and funding process changes.
- A section outlining the relationship between the RPTP and other plans and strategies has been added.
- References to the Canterbury Regional Passenger Transport Operational Plan have been enhanced to clarify its role in relation to the RPTP.
- A chapter on monitoring has been added.
- A glossary has been added.
- The text describing the development process of the plan has been moved to an appendix.

2. POLICY CHANGES

The main policy changes proposed in the Draft RPTP are outlined below:

- **Consolidation of policies relating to infrastructure.**

In the current plan there are a number of policies that refer to infrastructure and the setting of minimum standards. The policies have been combined to remove repetition and amended to reflect the fact that minimum standards have never been set down and that infrastructure standards might vary depending on the local situation. The wording has also been amended to better reflect that infrastructure for public passenger transport services is provided by road controlling authorities and that Environment Canterbury will work with them in partnership to ensure infrastructure provision is appropriate to meet the objectives of the plan.

- **Maximum allowable vehicle chassis age.**

Issues have arisen with the interpretation of the current policy with regard to the term “not more than” when referring to the chassis age. It has been previously interpreted both as under 15 years old and under 16 years old. The wording has been changed to clarify the policy. The maximum allowable ages have been set at the later ages as interpreted to date in order to ensure costs are minimised and to recognise that the vehicles this policy was introduced to exclude from certain services are all now older than this extended age anyway.

- **Clarifying service reliability policy.**

Existing policy relating to service reliability is open to interpretation. It is proposed to tighten the policy to clearly identify that service reliability standards are applicable to trips in any day on any service.

- **Policy to set minimum acceptable operating speed.**

The current plan contains a policy that sets a target travel time for services relative to car travel times. This policy is difficult to monitor and allows service levels to deteriorate significantly as increasing congestion leads to longer car travel times. It is considered more desirable to set a service standard that is not directly related to another mode, but provides consistency for services over time. Therefore, a policy has been introduced that sets the minimum average speed that should be acceptable along high passenger demand corridors. The minimum speed proposed is 26km/h. This reflects the existing policy and sets a high level of service standard as the baseline. This is needed in order to ensure that measures are put in place to address the congested sections of the network and retain a high level of service on other key sections should conditions change for the worse.

- **Clarifying cost recovery policies.**

The existing policies setting out cost recovery from fares are inconsistent and unclear. The rationale behind these policies is to aim for a cost recovery of at least 50% overall. This reflects objectives to recognise the benefits accruing to each funding party and is consistent with total mobility cost recovery policy and indications on funding policy direction from Land Transport NZ. It is proposed to improve the policies by resetting the policy relating to the whole network to aim for at least 50% recovery from fares and the policy relating to individual services to aim for at least 40% for each service. This recognises that some services will always be more

commercially successful than others and allows flexibility across the services that make up the overall system.

- **Improved equity of reduced fare policy.**

It is proposed to amend policy on reduced fares to provide an equitable fare system for all users. Currently the policy provides for reduced fares only for persons under 18, and qualifying persons with a congenital or intellectual disability. To qualify, an individual must be working at an approved sheltered workshop or work scheme. This reduction for one specific group in the community is contrary to the objective to have a funding system that is fair to users of the services. Therefore, it is proposed to remove the provision for reduced fares for all users except those under 18.

CONSULTATION PROGRAMME

The renewal has been timetabled for completion in August 2006. The programme for undertaking the consultation stage is as follows:

March 2006

- Preparation and printing of materials for public consultation.

April - May 2006

- Public consultation period

May – June 2006

- Officer reports produced

July 2006

- Hearings completed

July – August 2006

- Hearing committee reports produced
- Hearing committee recommendations presented to council for adoption of a final RPTP.

RECOMMENDATION

That the Regional Land Transport Committee receives the report “Draft Canterbury Regional Passenger Transport Plan 2006”.

AGENDA ITEM NO: 10	SUBJECT MATTER: CANTERBURY MAYORAL FORUM MEETING ON TRANSPORT ISSUES
REPORT: Regional Land Transport Committee	DATE OF MEETING: 29 March 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

To inform the Regional Land Transport Committee on proceedings at the Canterbury Mayoral Forum meeting. The topic for the meeting was transport issues.

BACKGROUND

Transport issues were discussed at the meeting of the Canterbury Mayoral Forum on 20 April 2006. The need to obtain a greater understanding of transport issues facing each local authority and the wider region and the desire to develop a plan of action to push for improvements from central government have been discussed at previous meetings of the Forum.

The purpose of this meeting was for the Mayors to develop a better understanding of the issues facing others in the region with regard to transport and have a discussion on approaches that may be employed to strengthen coordination within Canterbury.

The agenda for the meeting was as follows:

TRANSPORTATION – CANTERBURY ISSUES

Land Transport New Zealand, CEO (Wayne Donnelly)

- LTNZ role.
- National Funding Processes.
- How do Canterbury's priorities fit into National Programme?

Transit New Zealand, CEO (Rick van Barneveld)

- Transit NZ role.
- Need for a coordinated approach

Ken Tremaine

- Benefits of a coordinated approach to land use and transport planning in the Bay of Plenty.
- Mayors to outline their District programmes.
- Chairman to lead a discussion on Canterbury coordinated approach.

Presentations by Land Transport New Zealand and Transit New Zealand.

The meeting began with presentations from the CEO's of Land Transport New Zealand and Transit New Zealand on the topics identified in the agenda above. Questions and discussion followed the presentations.

The following points of interest to the RLTC were covered in this session:

Land Transport New Zealand's mission statement is to improve land transport for all New Zealanders. They see their primary function as promoting land transport sustainability and safe transport. Their 3 strategic goals for land transport are:

- Use of land transport is sustainable and safe
- Greater synergy within the land transport sector
- Improved performance of land transport networks

An overview of the NLTP, who controls it, the process for developing it and adjustments made in 2005 were outlined.

The changes that led to the adjustments in budget in 2005 were outlined as follows:

Draft Land Transport Programmes received indicated that:

Local road maintenance	\$210m up
State Highway maintenance	\$120m up
Passenger Transport operations	\$320m up
Road policing	<u>\$240m up</u>
Total cost increase	\$890m

Revenue forecasts indicated that:

RUC and fuel excise	\$250m down
	=====
Total change	\$1,140m

This has led to the following adjustments in the NLTP:

State Highway development	\$740m down
Local Authority road development	\$420m down
Passenger Transport development	no change

For the nation this means less funding is available and whilst maintenance and operations will continue to receive N funding, Canterbury will struggle to receive N funding for other activities within the timing of the NLTP. Furthermore it is recognised that there is not enough R funding to complete all the activities identified in the region.

Wayne Donnelly noted that there is a backlog of problems in the North Island. Of greater concern is that he stated that Land Transport New Zealand are "Watching a problem happen in Canterbury".

The presentation from Transit focussed on their planning approach and that they want to ensure growth and development is supported by an effective transport system. Rick van Barneveld made it clear that Transit does not want to control land use but are interested in land use activities that have the potential to adversely affect the function of the state highway and complementary local networks.

Rick van Barneveld called for the development of a regionally agreed growth strategy that is tied to a regional land transport strategy and regional funding strategy. He suggested that the challenge is in forcing closure between the growth strategy and the funding strategy, i.e. deciding where the funding should come from to close the gap. He advocated that a regionally agreed governance structure was required to make this happen. The potential to increase the use of developer contributions was debated as a potential method to do this.

In the discussion that followed the role of the RLTC was discussed. Mayor Garry Moore suggested that the profile of the RLTC needs to be raised and that more of the Mayors should consider sitting on the RLTC.

The role of the RLTS was also covered briefly. It was noted that the RLTS should sit under a wider growth strategy, which should form the primary driver in setting the transport policy for the region. It was also recognised that any growth strategies needed to have 'ownership' at the highest level.

Presentation on integration of land use and transport planning in the Bay of Plenty.

Ken Tremaine, recently appointed project leader for the Greater Christchurch Urban Development Strategy (UDS), gave a presentation on his experience working on the Smart Growth project in the Bay of Plenty.

The Smart Growth project was established in response to rapid growth in the region and associated issues that were resulting with regards to pressures on infrastructure. The project looked at the links between long-term changes in land use (30-50 years) and the consequences for infrastructure. The completion of the Smart Growth project allowed the funding gap between growth pressures, and infrastructure required to cope with the growth, to be identified. This was then fed into the RLTS, which was in effect driven by the Smart Growth project.

The work undertaken by the Bay of Plenty led to the establishment of a Joint Officials Group by central government. This group then effectively audited the processes undertaken and an agreement was reached with government to provide extra funding to make up the identified shortfall. This only occurred because the region had developed a good case before talking with ministers and because they presented a united perspective based on the results from a collaborative approach.

Ken identified the following key success factors to the project:

- Regional unity (Mayors and CEOs).
- Good links to government.
- Ability to establish funding locally.
- The parallel development of the various workstreams (i.e. future land use and transport).

The debate that followed the presentation explored the current structures in Canterbury and how they might need to be developed further in order to undertake a similar process for the region. There was generally agreement that there were benefits to working collaboratively although some Mayors felt that there needed to be further discussion to establish a process that was agreed to be beneficial by all parties before any work should progress.

The Mayoral Forum resolved to set up a group of Chief Executives comprising of Brian Lester (Ashburton District Council), Bryan Jenkins (Canterbury Regional Council), Lesley McTurk (Christchurch City Council), Glen Innes (Mackenzie District), and Paul Davey (Selwyn District Council) to summarise the issues the Canterbury Mayoral Forum wished to raise with the Ministers. The summary document is to be circulated to the Territorial Authority Mayors and the Regional Council Chairman for consideration prior to a delegation presenting the issues to Wellington.

Outline of issues and programmes of territorial authorities.

Each Authority had the opportunity to outline the issues that were most pressing in their area as well as comment on their programmes. Some common issues that came out in the discussions were:

- Increasing costs of maintenance is a significant concern, affecting the ability to progress works and in some districts reaching a point where conditions will soon start to deteriorate.
- Changes in land use leading to pressures on the network, especially increases in heavy vehicles (e.g. from forestry and milk tankers).
- Actions to address issues on the state highway being pushed back in Transit's programme.
- Lack of clarity around the use of R funding and for some an inability to use funding due to local share requirements.
- Funding issues related to FAR.
- Safety issues high on many agendas.

RECOMMENDATION

That the Regional Land Transport Committee receives the report "Canterbury Mayoral Forum Meeting on Transport Issues".