

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

A meeting of the Committee will be held on

Tuesday, 25 September 2007 commencing at 10.00 a.m.
(Morning tea will be available from 9.45 a.m.)

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

BUSINESS: As per Order Paper attached.

Dr Bryan Jenkins
CHIEF EXECUTIVE

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

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COMPLIANCE WITH LOCAL GOVERNMENT ACT 2002 DECISION-MAKING REQUIREMENTS

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

The compliance statement and checklist will not be used for:

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

COMPLIANCE STATEMENT

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

- 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.
- It is satisfied that it knows enough about and has given adequate consideration to the views and preferences of affected and interested parties bearing in mind the significance of the decision.

INFORMATION CHECKLIST

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

Notes:

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

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

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

ENVIRONMENT CANTERBURY
REGIONAL LAND TRANSPORT COMMITTEE
ORDER PAPER

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5. CHAIRPERSON'S REPORT

MATTERS FOR RECOMMENDATION TO COUNCIL

6. ANNUAL MONITORING REPORT 2006/07
7. CANTERBURY REGIONAL LAND TRANSPORT STRATEGY REVIEW

8. NOTICES OF MOTION
9. EXTRAORDINARY AND URGENT BUSINESS
10. QUESTIONS
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12. CLOSURE

CANTERBURY REGIONAL LAND TRANSPORT COMMITTEE

MINUTES OF THE TENTH MEETING OF THE COMMITTEE HELD IN THE COUNCIL CHAMBER, FIRST FLOOR, ENVIRONMENT CANTERBURY, 58 KILMORE STREET, CHRISTCHURCH, ON WEDNESDAY, 20 JUNE 2007 COMMENCING AT 10.00 A.M.

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PRESENT

Cr J M Waters (Chairperson), Cr A J Blackie (until 12.30 p.m.), Cr T K Burke, N Campbell, P Falloon, P Goodwin, C Knaggs, Cr R I R Little, P McNoe, Cr J Morten (from 10.45 a.m.), Dr W Rosenberg, Cr B Shearing (until 12.35 p.m.), Dr A Stevenson, Cr B Tasker, S van Dorsser, B Wearing, Cr E Williams and M Yaxley.

IN ATTENDANCE

Representatives from Sustainable Business Network, Canterbury Active Transport Forum, Ministry of Transport and Christchurch City Council.

MANAGEMENT AND OFFICERS PRESENT

J D Talbot (Director Policy Planning), R Ball (Coasts, Biodiversity and Pests Policy Manager), L McCallum (Energy, Transport and Built Environment Policy Manager), N Bryan (Transport Policy Analyst), and R Pay (Administration Officer).

1. APOLOGIES

Apologies were accepted from Cr H Broughton, Mayor J Coles, J Curtis (alternate M Yaxley present), Insp D Erasmus, Mayor G Jackson, Dr S Kingham (alternate Dr B Rosenberg present), Prof C Kissling, Mayor G Moore, Cr M Oldfield, Mayor J O'Neill (alternate Cr E Williams present) and Cr B Seddon.

2. MINUTES – 21 MARCH 2007

Resolved

That the minutes of the meeting held on 21 March 2007, as circulated, be confirmed as a true and correct record.

Cr Waters / Cr Shearing

3. MATTERS ARISING

There were no matters arising.

4. DEPUTATIONS AND PETITIONS

A deputation was received by the Committee from Mr Brian Walsh representing the Sustainable Business Network (SBN). Mr Walsh was making a presentation on item 6 on the agenda – Request for Membership from the Sustainable Business Network.

The presentation backgrounded SBN's reasons for seeking a position on the Canterbury Regional Land Transport Committee. The main points raised included:

- SBN believes that environmental sustainability objectives as required by S178(2)(a) of the Land Transport Act are not adequately covered by the current membership.
- SBN could add value in the development and monitoring of the RLTS.
- SBN has the focus, information base, expertise, partnerships and programmes to make a proactive and positive contribution to the environmental sustainability aspects of work of this committee.

Mr Wearing noted that his organisation, the Automobile Association, become publicly dedicated to environmental sustainability at its annual conference held in April.

The Chairperson thanked Mr Walsh for taking the time to come and address the committee, and noted that the matter will be discussed as item 6 on the agenda.

MATTER RESOLVED BY THE COMMITTEE

5. RIGHT OF WAY FOR BUSES WHEN PULLING OUT FROM BUS STOPS

The report considered by the Committee was prepared and presented by Mr Paul McNoe, a committee member representing passenger transport providers. His report sought support from the committee for an initiative to give buses priority when pulling out from bus stops. This initiative was seen as fitting in with the policies contained in the Canterbury Regional Land Transport Strategy.

There were two possible ways of implementing any such change – either as a change to Land Transport New Zealand's road rules, or by the introduction of bylaws by the city/district councils. A change to the road rules was seen as more effective option (providing national consistency), although it could take a longer time to become operative. Promotion and education were seen as important components of any change.

There was wide support from the committee for the proposal, with any changes being applicable in built-up areas only (ie not in higher speed areas/open roads). There was also support for more general priority for buses where possible, eg bus priority lanes, priority when changing lanes on multi-lane motorways etc.

The Land Transport New Zealand representative on the committee noted that the existing road rules were written under the old legislation where safety was the prime issue. However new legislation requires consideration of a wider range of issues. Consultation on changes to the road rules will take place in early 2008, with implementation of any changes happening in 2008/09.

Resolved

- (a) *That the Regional Land Transport Committee receives the report "Right of Way for Buses When Pulling Out from Bus Stops".*

P McNoe – Dr B Rosenberg

- (b) *That the Regional Land Transport Committee agrees to support, in principle, a change to the road user rules that would require motorists to give way to buses, especially when leaving bus stops.*

Mr M Yaxley – Cr T K Burke

MATTER RECOMMENDED TO THE COUNCIL

6. REQUEST FOR MEMBERSHIP FROM THE SUSTAINABLE BUSINESS NETWORK

A request was received from the Sustainable Business Network (SBN) for a seat on the Regional Land Transport Committee (RLTC) to represent environmental sustainability objectives (as required under Section 178(2) of the Land Transport Act). The SBN Southern Co-ordinator made a deputation to the Committee in support of the request (ref item 4 above). SBN considers that the committee does not have a suitable member/s representing environmental sustainability objectives, and therefore does not comply with its legal requirements. SBN considers that it well placed to provide the expertise required on the committee.

The Committee considered the request taking into account the deputation from SBN, the current size of the committee, and the range of coverage provided by existing members.

There was wide discussion on this matter, with points raised including:

- Some members considered they represented more than one interest on the committee, and they felt that environmental sustainability was covered already by several members.
- The committee already has almost thirty members, and it is important that its effectiveness is not compromised by its size.
- There is only one more meeting of the committee before the local body elections in October. The committee will need to be reconstituted after the elections and it would seem sensible for any changes in membership to be investigated at that time.
- The Ministry of Transport "Next Steps Review" is signalling a possible change in direction for regional land transport committees in the future; this may result in a complete change of membership.
- Environment Canterbury has a councillor representative on the Sustainable Business Network. For the last six years that councillor representative has also been a member of the RLTC. This dual membership was considered to be beneficial to the RLTC and the committee supported continuing in this way.

Resolved by the Committee

- (a) *That the Regional Land Transport Committee receives the report "Request for Membership from Sustainable Business Network".*

Recommended to Council

- (b) *That the Sustainable Business Network be thanked for their interest in becoming a member of the Regional Land Transport Committee, but that their request be declined, noting particularly the valuable contribution made by the Environment Canterbury representative on the committee.*

Cr B Tasker – Cr M Oliver

MATTERS FOR INFORMATION

7. MINISTRY OF TRANSPORT BRIEFING ON NEXT STEPS REVIEW AND REGIONAL FUEL TAX

Mr John Allard, Group Manager Strategy and Sustainability, and Mr David Corlett, Christchurch Manager, Ministry of Transport (MOT) attended the meeting to present this item.

Mr Allard provided background information about the Next Steps in the Land Transport Sector review, and outlined the main findings of the review. He noted that the review has now moved into the implementation phase, lead by the Ministry of Transport in conjunction with SSC, Treasury and the Department of Prime Minister and Cabinet.

Key milestones include:

- consultation on policy issues with local government and others (June-August 2007)
- Cabinet report back on progress (3 July)
- Cabinet paper on final policy details due mid-August 2007
- Final Draft Bill August 2007
- Bill introduced mid-September 2007 followed by Select Committee process
- Legislation to be enacted August 2008

Particular points raised included:

- Dr Rosenberg asked about pedestrians/cyclists/public transport. He noted that point 105 records that future funding will be linked to road use, and he expressed concern if the more holistic needs of transport were not taken into account. Mr Allard gave an assurance that no particular weighting will be given to any specific mode and that the overall government objective of sustainability will remain the focus.
- There was some brief discussion about the changed future role of Regional Land Transport Committees in the sign-off of regional programmes.
- Mr Goodwin asked about the implications of hypothecation. Mr Allard spoke about the need to look “from the top down” at the needs; agencies and stakeholders will need to work together. Greater certainty is required.
- Cr Tasker spoke of maintenance funding where there have been changes in land use, eg trucks carrying produce on roads. She spoke of money leaving the region, and there being insufficient funds to maintain the roads, let alone improve them. Mr Allard confirmed that the Minister received this same message from Southland, and he has asked Land Transport NZ to see if R funding could be used better for maintenance.
- Cr Williams spoke about the high country tenure review and consequent road improvements that will be required. Mr Allard said the issue of paper roads is being discussed currently.
- Steve van Dorsser said he hoped this proposal would recognise active transport solutions.

David Corlett made a brief presentation on the Regional Fuel Tax, noting that the detail of the government’s Budget policy is still being worked on. A regional fuel tax will provide an additional funding mechanism. Although there were several questions about the rates, coverage areas and use of any future tax, it was noted that that level of detail is still not certain.

Mr Goodwin cautioned about the effects on diesel users of any future fuel tax. He suggested it would equate to a tax on freight and could penalise producers in Canterbury.

The Chairperson thanked the MOT representatives for their presentations.

Resolved

That the Regional Land Transport Committee receives the report “Ministry of Transport Briefing on Next Steps Review and Regional Fuel Tax”.

Cr T K Burke – Mr N Campbell

8. REVIEW OF THE CANTERBURY REGIONAL LAND TRANSPORT STRATEGY

Nick Bryan spoke to this report, outlining the main elements of the three-yearly review. These included:

- Better capturing environmental sustainability and public health outcomes.
- Preparation of a regional Traffic Demand Management Strategy.
- Greater emphasis to the definitions for the role of modes.
- Review of targets and monitoring programme.
- Strengthen implementation and funding chapters (incorporate key aspects of TRIP).

He provided further information on each of these elements. The timing of the review was detailed:

2007

June	Update RLTC
September	Review completed; draft RLTS for consultation to RLTC for endorsement
October/November	Public consultation period

2008

February	Hearings
March	Final RLTS endorsed by RLTC for adoption by Regional Council

Resolved

That the Regional Land Transport Committee receives the report "Review of the Canterbury Regional Land Transport Strategy".

Cr R Little – Mr P Goodwin

9. UPDATE ON DEVELOPMENT OF A TRANSPORT REGIONAL IMPLEMENTATION PLAN (TRIP)

This report was presented by Stuart Woods (Christchurch City Council), Greater Christchurch Area TOG Leader. He provided background information, details of progress to date, objectives and outcomes, and outlined the process from here.

Information contained in the TRIP will feed into the implementation and funding chapters of the Draft Regional Land Transport Strategy. The Draft TRIP will be presented to the RLTC in September in support of the Draft Regional Land Transport Strategy.

Resolved

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

Cr B Shearing – Mr M Yaxley

10. CANTERBURY REGIONAL POLICY STATEMENT REVIEW UPDATE

Richard Ball provided an update to the Committee on the feedback received in relation to the Settlement and Transport provisions of the Canterbury Regional Policy Statement, and he outlined the relevant policy direction recommended to the Regional Planning Committee. These proposals were summarised as:

- Combine the provisions for these topics (Settlement, Transport and Versatile Soils) into a single chapter.
- Remove ineffective provisions (such as Chapter 12, Objective 5).
- Introduce district plan requirements in relation to re-zoning and subdivision.
- Incorporate provisions for the strategic integration of infrastructure and land use.
- Incorporate provisions for the adverse effects of dispersed development outside of urban areas.
- Provide general support for preserving versatile soils as a separate natural resource when considering settlement.

Resolved

*That the report on the review of the Canterbury Regional Policy Statement be received.
Cr T K Burke – Cr J Moreton*

11. ESTABLISHMENT OF A CANTERBURY ACTIVE TRANSPORT FORUM

A number of members of the Canterbury Active Transport (CAT) Forum were present at the meeting for this item. Neil Brosnahan (Team Leader Nutrition and Physical Activity Team, Community and Public Health) and Dr Selwyn Maister (Chief Executive Officer, Sport Canterbury) presented the report, informing the committee about the establishment of a Canterbury Active Transport Forum.

The inaugural forum was held on 15 February 2007 with a second forum held in May. Over 60 people attended the first forum, where the principle of an Active Transport Forum was endorsed. Attendees came from a wide range of sectors including education, environment, health and disability, recreation, sport, tourism, transport, and local and regional government.

The terms of reference for the CAT have been written to specifically complement and strengthen the functions of the Canterbury Active Transport Working Group (a group under the auspices of the RLTC). The terms of reference were provided with the agenda papers.

The objectives of the forum are:

- (1) To enhance inter-sectoral communication and coordination between active transport stakeholders specifically education, environment, health, tourism, and transport.
- (2) To encourage decision makers to take positive action on regional cycling and walking issues.
- (3) To increase the cross discipline knowledge base of active transport stakeholders.

Mr van Dorsser asked how the forum is funded. Mr Brosnahan advised that it is supported by Environment Canterbury, cycling advocacy network, Crown Public Health and others. He confirmed it is sustainable going forward.

The next CAT Forum is scheduled for 23 August at 12.30 p.m. and members of the RLTC were invited to attend.

Resolved

That the Regional Land Transport Committee receives the report "Establishment of a Canterbury Active Transport Forum".

Mr S van Dorsser – Dr B Rosenberg

12. NOTICES OF MOTION

Nil

13. EXTRAORDINARY AND URGENT BUSINESS

Nil.

14. NEXT MEETING – 25 SEPTEMBER 2007

14. CLOSURE

The meeting concluded at 12.54 p.m.

CONFIRMED

Date _____ **Chairperson**

AGENDA ITEM NO: 5	SUBJECT MATTER: CHAIRPERSON'S REPORT
REPORT: Regional Land Transport Committee	DATE OF MEETING: 25 September 2007
FILE REFERENCES:	PORTFOLIO: PROJECT: OUTPUT:
REPORT BY: Cr J M Waters Chairperson Canterbury Regional Land Transport Committee	ENDORSED BY:

As I am not standing for re-election to Environment Canterbury, this is my first and last Chairperson's Report for the Canterbury Regional Land Transport Committee!!

This meeting is one of the most important meetings to be held this year. It is also a milestone as it is the first time since I have chaired the committee that the Minister of Transport has been able to be present. This is very appropriate, owing to the size of the agenda, and the contents.

With four major documents in this agenda and the visit of the Minister of Transport, this meeting will continue into the afternoon, which will be first in my time as Chairperson!! I do hope that as many people as possible will be able to be present, and to stay for the full meeting.

I have really enjoyed my time as a member and chairperson of this, the largest of the Environment Canterbury Committees, and I wish all the members and staff all the very best for the future. While it is rather early in the year, I would like to wish you all a very Happy Christmas, and all the best for 2008!

Cr Judy Waters
CHAIRPERSON

AGENDA ITEM NO: 6	SUBJECT MATTER: ANNUAL MONITORING REPORT 2006/07
REPORT: Regional Land Transport Committee	DATE OF MEETING: 25 September 2007
FILE REFERENCES:	PORTFOLIO: Regional Land Transport PROJECT: RLTS OUTPUT: AMR
REPORT BY: Rose Dovey Regional Transport Planner	ENDORSED BY: John Talbot Director Policy and Planning

PURPOSE

For the Regional Land Transport Committee to recommend to Environment Canterbury approval of the Annual Monitoring Report for 2006/07.

ATTACHMENTS

Draft Annual Monitoring Report for 2006/07 – Canterbury Regional Land Transport Strategy 2005-2015.

BACKGROUND

The Annual Monitoring Report (AMR) enables the RLTC to keep track of progress in implementing the Regional Land Transport Strategy (RLTS) and how well the Vision and Goals of the RLTS are being achieved. The AMR is a statutory requirement under Section 182 of the Land Transport Act 1998 and must be produced within three months of the end of the financial year.

This Draft AMR is the second full report on the RLTS 2005-2015. The Draft AMR presents a range of information including the background demographic changes, progress towards RLTS targets and indicator trends. An overview of the indicators is also included to give a snapshot of trends in the region. A supporting technical report, which will include the raw indicator data and full descriptions of each indicator, will be prepared towards the end of the financial year.

Information on land transport expenditure for the 2006/07 financial year will not be available for inclusion in the AMR report. However, as in past years, this will be captured and reported in the Canterbury Land Transport Expenditure and Income Report.

Highlights for the 2006/07 year include:

- The Christchurch Rolleston and Environs Transportation Study (CRETS) was released for public consultation during this period. A final report is anticipated late 2007.
- Work was undertaken to develop the Draft Canterbury Regional Travel Demand Management Strategy (TDMS) in 2007 in accordance with the requirements of the Land Transport Act 1998 and the Land Transport Management Act 2003. The TDMS will assist the RLTS to contribute to the Government's overall vision to achieve by

2010 an affordable, integrated, safe, responsive and sustainable land transport system.

- Work on reviewing the RLTS and the Canterbury Transport Regional Implementation Plan (TRIP) document progressed. This will be released for public consultation in October/ November 2007.
- The Greater Christchurch Urban Development Strategy (GCUDS) was adopted by the councils in June 2007. Change number one to the Canterbury Regional Policy Statement (RPS) was notified accordingly in July 2007.
- Key projects within the Christchurch northern access package and the Christchurch southern access package commenced in 2007, namely the scheme assessment for the Cranford Street upgrade and Hills Road upgrade, the Marshlands Road project and the Northern Arterial extension.
- Hurunui District Council, Selwyn District Council and Kaikoura District Council are currently developing cycling and pedestrian strategies.
- Major surveys were undertaken for the Christchurch Transportation Model update in (2006 Census).

The following progress was recorded toward the RLTS targets:

- Indicator data suggests that progress is being made towards the public transport goal.
- Targets for 2011 of no congestion outside Christchurch City and limited congestion within the central city are unlikely to be met unless significant reductions in the rate of traffic increase are made.
- Carbon Dioxide emissions, in correlation to fuel consumption figures for the first time saw a reverse in the historical trend of growth.
- Road Safety is improving with the numbers of road deaths and injuries trending downwards towards the 2011 target.
- Improvements have been made in the occupancy of private motor vehicles and the number of single occupant vehicles during peak times.
- Key economic indicators are still positive and this is reflected in areas such as freight transport growth.

RECOMMENDATION

That the Regional Land Transport Committee recommends to Environment Canterbury that the Annual Monitoring Report for 2006/07 be adopted.

AGENDA ITEM NO: 7	SUBJECT MATTER: CANTERBURY REGIONAL LAND TRANSPORT STRATEGY REVIEW
REPORT: Regional Land Transport Committee	DATE OF MEETING: 25 September 2007
FILE REFERENCES:	PORTFOLIO: Regional Land Transport PROJECT: RLTS OUTPUT: Reviewed RLTS
REPORT BY: Laurie McCallum Energy Transport and Built Environment Policy Manager	ENDORSED BY: John Talbot Director Policy and Planning

PURPOSE

For the Regional Land Transport Committee (RLTC) to receive and endorse the Canterbury Transport Regional Implementation Plan 2007 (TRIP).

For the RLTC to adopt the draft Canterbury Regional Land Transport Strategy (dRLTS) and the draft Canterbury Regional Travel Demand Management Strategy (dTDM) and recommend to Council that, subject to minor amendment, they be notified for public consultation under the Land Transport Act 1998.

ATTACHMENTS

- Canterbury Transport Regional Implementation Plan (2007)
- Draft Canterbury Regional Land Transport Strategy 2008 - 2018
- Draft Canterbury Regional Travel Demand Management Strategy (2007)

BACKGROUND

In November 2005, the RLTC endorsed a recommendation to prepare TRIP, and has since endorsed the dRLTS scope of review (March 2007), which included the preparation of the dTDM. Regular progress updates on these processes have been provided to the RLTC since.

The dRLTS, TRIP and dTDM are the product of collaborative exercises with the RLTC, its Technical Steering Group (TSG) and the Canterbury Regional Land Transport Officers Group (TOG).

THE TRIP

The purpose of the TRIP is to ensure a coordinated approach in delivering the RLTS.

The RLTC resolved to oversee the development of the plan in response to growing demands for regional coordination of transport activities. The TRIP has been developed by the RLTC through the TOG and three sub-regional oversight groups, representing:

- Northern Canterbury
- Greater Christchurch
- Southern Canterbury

The main objectives of TRIP are as follows:

- Providing an implementation framework for transport in the region.
- Ensuring a 'regional' picture for transport and land use is obtained.
- Developing an advocacy and planning tool in order to progress key projects.
- Assisting with input into 'regional' funding allocation discussions.
- Informing the RLTS review by providing content for the implementation and funding chapters.

Transport packages have been developed for the Northern Canterbury, Greater Christchurch and Southern Canterbury sub-regions. These are necessary to respond to the issues and outcomes identified for each area. Each project has been assessed against the effectiveness of the response to the outcomes identified for each package. The packages were also assessed against the objectives of the NZTS and the Land Transport Management Act 2003.

The packages are made up of a variety of responses, including roading, public transport, walking and cycling, travel demand management and rail. The packages are as follows:

Sub-region	Package
Northern Canterbury	Kaikoura Northern Rural Area
Greater Christchurch	Waimakariri Northern Corridor Eastern Corridor Southern Corridor Western Corridor Central City Southern / Western Approach (Selwyn) East Selwyn
Southern Canterbury	Clandeboye State Highway 1 Timaru Ashburton Southern Rural Area

All activities that make up the packages have been assessed and prioritised on a regional basis.

From the workshops that were held as part of the development of this plan, there is now a clear picture of current and future transport needs for Canterbury. This plan will provide key data for updating and implementing the RLTS and will provide technical source material for transport planning the Canterbury region. This is the first version of the TRIP and it is anticipated that it will be updated on a three yearly basis or as required due to any change in circumstance.

A presentation on the TRIP will be made to the Committee.

THE dRLTS

The dRLTS aims to ensure that the Canterbury Region has an effective, safe and efficient transportation system that will support a thriving economy whilst also promoting a supportive

social environment and improving our physical environment. The dRLTS has been reviewed and amended as follows:

- The introduction now references significant new areas of work undertaken between 2005 and 2008
- An update of the current transport trends and issues section
- Strengthening the land use aspects of the strategy, in particular referencing the Greater Christchurch Urban Development Strategy 2007 and Proposed Change 1 to the Canterbury Regional Policy Statement
- Further emphasis on promoting the benefits of integrated land use and transport planning
- A stronger focus on public health and environmental sustainability
- A new section pertaining to the role of modes has been created
- Updating the key result areas section, including adding new activities
- Updating the demand management section to align with the dTDM
- The implementation and funding chapters have been updated and amended to align with the TRIP work
- Targets and monitoring indicators have been reviewed and amendments made
- A risk assessment around factors that might endanger achievement of the dRLTS has also been prepared and a summary included in the dRLTS
- Additions to the appendices
- Minor editing changes

Apart from changes to Goal 4 to include public health and environmental sustainability, the Vision and Goal areas have remained unchanged because these are already closely aligned with the New Zealand Transport Strategy, the Land Transport Management Act 2003 and the National Energy Efficiency and Conservation Strategy.

The implementation and funding sections of the dRLTS have been written using key elements of the TRIP work as a base.

The dRLTS now indicates that there is a significant funding gap for the region in the order of \$370 million to deliver the 10 year implementation plan and to deliver on the RLTS. This gap is detailed further in chapter 7 of the dRLTS. A key challenge for the Committee will be how to close this funding gap.

A presentation on the dRLTS will be made to the Committee.

THE dTDM

A dTDM strategy has been prepared that aims to influence the demand for travel by identifying programmes that influence travel choice behaviour. This work has been undertaken in collaboration with the local authorities of the region and Transit NZ. It has also been reviewed by the TSG. The dTDM will be considered alongside the provision of land transport infrastructure and services in order to contribute to achieving an affordable, integrated, safe, responsive and sustainable land transport system.

The dTDM Strategy therefore focuses on the bottom three bullets of soft and hard TDM measures. The Strategy outlines the Vision and Goals for TDM including:

- Reduce greenhouse gases
- Reduce non-renewable energy use
- Increase transport efficiency
- Improve perceptions and understanding

- Improve health, safety and well-being

The TDM Strategy then focuses on implementation methods, including:

- Developing a regional TDM brand
- Parking management
- Workplace Travel Plans, including exploring workers buses/car pooling
- School Travel Plans
- Community education programmes
- Investigations into pricing options
- Supporting policies of stagger start times and fringe benefit changes

The dTDM strategy has been incorporated into the dRLTS

A presentation on the dTDM will be made to the Committee.

HEARING PROCESS

Following adoption of the dRLTS and dTDM, and any subsequent minor amendments, the following hearing process timetable is anticipated.

RLTS & TDM	Start	End
RLTC recommendation to Council for notification / public consultation		25 September
Council adoption for notification		27 September
Minor amendment / printing	27 September	16 October
Notification / submission period closes	20 October	20 December
Summary of submissions and Officer report preparation	14 January	29 February
Officer report printing and circulation	1 March	10 March
Hearings by subcommittee	Late March	Mid April
RLTC receives subcommittee's recommendations	May	
RLTC recommendation to Council for adoption of RLTS	June	

A new RLTC will form and is likely to meet for the first time in March 2008. Desirably, the hearing of submissions will also occur in March. The RLTC's first meeting date will therefore influence the hearing timetable moving forward (the hearing of submissions, dRLTS / dTDM amendment and adoption).

The appointment of a sub-committee to set hearing dates will need to occur at the first RLTC meeting in the New Year.

PROCEDURAL MATTER

It is intended that the Council prepare a funding assistance package request to Government based on the analysis contained in both the dRLTS and the TRIP. The timing for this package to be with the Government is October. Any communication with the Government will be via Environment Canterbury and post the local body elections on 13 October through the Chairperson.

RECOMMENDATIONS

That the Regional Land Transport Committee recommends to Environment Canterbury that it:

- (a) receives and endorses the Canterbury Transport Regional Implementation Plan 2007, subject to the Chairperson of the Transport Officers Group approving any further minor technical amendments, and*
- (b) adopts the draft Canterbury Regional Land Transport Strategy and the draft Canterbury Regional Travel Demand Management Strategy, including any amendments arising from discussion of this item, for public consultation under the Land Transport Act 1998, and*
- (c) provides for the Chairperson of the Transport Officers Group to approve any further minor technical amendments to the draft Canterbury Regional Land Transport Strategy and the draft Canterbury Regional Travel Demand Management Strategy, prior to its release to the public, and*
- (d) endorses the dRLTS and dTDM hearing process (above) and agrees to form a sub-committee at the first RLTC meeting in 2008 to hear and make recommendations on submissions, and*
- (e) provides for the Chairperson of Environment Canterbury to forward in October to Government a funding assistance package, prepared by Environment Canterbury and based on the analysis contained within the dRLTS and TRIP.*