

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
N Campbell	NZ Railways Corp	Cr J Morten	Selwyn DC
Mayor J Coles	Waimate DC	Cr M Oldfield	Environment Canterbury
J Curtis	Land Transport NZ	Cr M Oliver	Timaru DC
Insp D Erasmus	NZ Police	Mayor J O'Neill	Mackenzie DC
P Falloon	Economic Dev. Interests	G Ritchie	PT Providers
P Goodwin	Road Transport Forum	Cr B Seddon	Kaikoura DC
L Griffen	Banks Peninsula DC	Cr B Shearing	Christchurch City Council
Dr A Humphrey	Public Health Interests	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, 16 November 2005 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**

58 Kilmore Street,
PO Box 345,
Christchurch,
Telephone: (03) 365-3828,
Fax: (03) 365-3194
Website: www.ecan.govt.nz



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 – 21 September 2005
3. MATTERS ARISING
4. DEPUTATIONS AND PETITIONS

MATTER FOR COMMITTEE DECISION

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

MATTERS FOR INFORMATION

8. REVIEW OF REGIONAL PASSENGER TRANSPORT PLAN
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
14. CLOSURE

REGIONAL LAND TRANSPORT COMMITTEE

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

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7. PROCESS FOR MAKING RECOMMENDATIONS FOR REGIONAL FUNDING

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10. RAIL ACTIVITIES IN CANTERBURY
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12. NOTICES OF MOTION
13. EXTRAORDINARY AND URGENT BUSINESS
14. QUESTIONS
15. NEXT MEETING – 16 NOVEMBER 2005
16. CLOSURE

PRESENT

Cr J M Waters (Chairperson), Cr A J Blackie, Cr H Broughton (until 11.55 a.m.), Cr T K Burke, N Campbell, J Curtis, Mr P Goodwin, C Knaggs, Cr R I R Little, Cr J Morten, Cr P Mulvey, Cr M E Oldfield, Mayor J O'Neill, Cr B Tasker (until 11.45a.m.), and Mr B Wearing.

IN ATTENDANCE

Nil.

MANAGEMENT AND OFFICERS PRESENT

Mr L McCallum (Energy, Transport and the Built Environment Policy Manager), Ms J Atkinson (Manager – Public Transport Portfolio), Mr N Bryan (Transport Policy Analyst), Mr P Quinn (Regional Transport Planner), and Mrs R Pay (Administration Officer).

Staff from Ministry of Transport and Timaru District Council were also in attendance.

1. APOLOGIES AND WELCOME

Apologies were accepted from G Campbell, Mayor J Coles, Insp D Erasmus, P Falloon, L Griffen, Mayor G Jackson, Dr S Kingham, Prof C Kissling, Cr M Oliver (alternate Cr Mulvey in attendance), Cr B Seddon, Cr B Shearing, and S van Dorsser.

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

2. MINUTES – 15 JUNE 2005

Brian Wearing sought an amendment to his reported comments about his research on elderly pedestrians (item 11 Regional Road Safety Update). He said his own research has highlighted the issue of the deterioration of cognitive skills and physical abilities among older drivers. Preliminary indicators of these are problems with balance and weakening of leg strength. Older pedestrians and drivers share health problems (but the end results can be very different).

Resolved

That the minutes of the meeting held on 15 June 2005, as circulated and as amended above, be confirmed as a true and accurate record.

Cr Oldfield – Mayor O'Neill

3. MATTERS ARISING

Nil.

4. DEPUTATIONS AND PETITIONS

Nil.

MATTERS FOR RECOMMENDATION TO COUNCIL

5. RLTC TERMS OF REFERENCE

The Committee received a report recommending changes to the Terms of Reference for the:

- Regional Land Transport Committee – to reflect the merger of Land Transport Safety Authority and Transfund New Zealand to become Land Transport New Zealand
- Regional Land Transport Officers Group – to reflect the merger of Land Transport Safety Authority and Transfund New Zealand to become Land Transport New Zealand
- Canterbury Freight Working Group – to add Chartered Institute of Logistics and Transport New Zealand (previously approved but omitted from the membership list) and to add a new member OnTrack
- Regional Land Transport Active Working Group – change Land Transport Safety Authority to Land Transport New Zealand

Recommended

- (a) *That the Regional Land Transport Committee receives the report “RLTC Terms of Reference”.*
- (b) *That the RLTC recommends that the Terms of Reference for the Regional Land Transport Committee, Regional Land Transport Officers Group and the Regional Land Transport Active Transport Working Group to reflect the completed merger of Land Transport Safety Authority and Transfund New Zealand to form Land Transport New Zealand.*
- (c) *That the RLTC recommends that the Terms of Reference for the Canterbury Freight Working Group be amended to allow for increased membership to a total of twelve members so that OnTrack can be invited to become a member of the group and to acknowledge the membership of the Chartered Institute of Transport and Logistics New Zealand.*

Cr Little – Mr Goodwin

6. 2005 DRAFT ANNUAL MONITORING REPORT

Staff presented the 2005 Draft Annual Monitoring Report (AMR), noting that a supporting technical report will be prepared towards the end of the financial year. This report is the third full report on the 2002-2007 Regional Land Transport Strategy (RLTS); next year’s AMR will be reporting on the 2005 RLTS.

Highlights for the year were detailed, and changes in indicator trends were reported. Some specific points raised by members included:

- There were questions about gaps in data, and it was noted that some data comes from census figures and is therefore not available annually.
- There was a suggestion that future years’ reports could include data on the effect of fuel price rises if appropriate.
- It was suggested that the freight indicators could be misleading, and that it would be useful to include a definition of the size of vehicles covered.
- Concern was expressed at the lack of much good data on cycling.

Some members questioned the accuracy of various sets of data, and staff undertook to recheck the figures as appropriate before final printing of the report.

Recommended

- (a) *That the Regional Land Transport Committee receives the report “Draft 2005 Annual Monitoring Report”.*

- (b) *That the RLTC recommends to Environment Canterbury that the Draft 2005 Annual Monitoring Report, as amended, be adopted and distributed to the required statutory organisations.*

Cr Oldfield – Cr Tasker

MATTER RESOLVED BY THE COMMITTEE

3. PROCESS FOR MAKING RECOMMENDATIONS FOR REGIONAL FUNDING

This report updated the Committee on the contents of the National Land Transport Programme (NLP) Guidelines. It was noted that the timetable proposed by Land Transport New Zealand does not fit comfortably with programmed meetings of the Regional Land Transport Committee (RLTC). Recommendations on allocation of R funds are required by 28 October 2005.

It was proposed that the Technical Officers' Group discuss the prioritisation of R funding at its meeting on 6 October, and draft a submission to Land Transport New Zealand. This draft submission could then be considered by a meeting of the Canterbury Regional Land Transport Advisory Subcommittee. There was general support for this approach, and it was also agreed that the recommendations from the subcommittee should be considered by Environment Canterbury at its meeting on 27 October.

It was recommended that the RLTC write a letter to Land Transport New Zealand seeking earlier notification of their future requirements and deadlines to allow time for consideration by the committee.

It was agreed that the Advisory Subcommittee should meet on 26 October at 11 a.m. It is proposed to hold a workshop session at 10 am that day to allow members of the RLTC who are not subcommittee members to comment on the submission prior to formal consideration by the subcommittee.

There was wide discussion about the use of funds derived from both petrol tax and road user charges, and also discussion about the appropriate use of R and N funding.

Resolved

- (a) *That the Regional Land Transport Committee receives the report "Process for making recommendations for regional funding."*

Cr Burke – Cr Tasker

- (b) *That a meeting of the Canterbury Regional Land Transport Advisory Subcommittee be arranged on 26 October 2005 to recommend to Environment Canterbury a list of regional issues and recommendations on the allocation of regionally distributed funds to be sent to Land Transport New Zealand to assist with the allocation of R funding.*

Cr Waters – Cr Broughton

- (c) *That a letter be drafted to Land Transport New Zealand seeking earlier communication of expectations for submissions for future years.*

Cr Burke – Cr Tasker

MATTERS FOR INFORMATION

8. OVERVIEW OF THE CANTERBURY RLTS 2005-2015

Nick Bryan distributed the Environment Canterbury booklet "Transport planning moves up a gear – An overview of the Canterbury Regional Land Transport Strategy 2005-2015". Submissions during the consultation process suggested making a summary available, and 4000 copies of the booklet have been produced to communicate the strategy to the wider audience who may not be interested in receiving the full strategy.

Resolved

That the Regional Land Transport Committee receives the report "Overview of the Canterbury RLTS 2005-2015".

Cr Little – Cr Broughton

9. RESPONSE FROM TRANSIT NZ ON DELAYS OF STUDIES AND IMPROVEMENTS

In presenting this item to the Committee, Mr Colin Knaggs from Transit New Zealand noted that he has requested a permanent item on the agenda for this committee to update the committee on Transit issues.

He spoke about CRETS, noting the issues have been discussed with the UDS steam and the options will be revisited. Consultation will take place early in the new year, with the final report to be delivered May/June 2006.

A copy of Transit NZ's September 2005 "Coast to Coast" newsletter (published by the Christchurch Regional Office of Transit NZ) was distributed to the committee. The newsletter included a map of the 12 construction projects in Canterbury and the West Coast programmed during the upcoming construction season. He elaborated on some of the Canterbury projects listed, including current status of these projects.

Mr Knaggs also listed projects in the development/design phase including TDM, Christchurch Southern Motorway, Main North Road/West Belfast bypass, transport studies in Ashburton and Timaru, and Mingha Bluff.

There was some discussion on access issues for the Christchurch Southern Motorway project, with particular reference to the requirement for 3-5 km distance between access points.

Resolved

That the Regional Land Transport Committee receives the report "Response from Transit NZ on delays of studies and improvements".

N Campbell – B Wearing

10. RAIL ACTIVITIES IN CANTERBURY

Nick Bryan presented the report to the committee. The report provided information about work being undertaken by ONTRACK in the region, and provided an overview of preliminary studies investigating the possibility of commuter rail services for the Greater Christchurch area.

It was noted that consultation the Greater Christchurch Urban Development Strategy included debate around rail and a large number of submissions noted the fact that rail had not been included in the future transport options. This resulted in heightened media interest.

As part of the long term planning for passenger transport in the region, Environment Canterbury commissioned two preliminary studies to investigate the potential for rail-based passenger transport services. The first study provided an investigative report into the likely cost implications of introducing commuter rail services to Christchurch City and Environs. It was a desktop study which was limited mainly to the existing rail network. Five different options were considered and cost estimates were provided. The report by consultancy GHD is available to members if requested.

The second study was a market research study carried out with three focus groups (Rolleston/Templeton residents, Rangiora/Kaiapoi residents, and Hornby/Wigram residents) to identify the public perceptions of passenger rail, identify potential usage, explore expectations of rail-based passenger transport and connectivity with other passenger transport services, and identify expectations relative to pricing structures.

The report before the committee noted that ONTRACK had been provided with government funding to start improving the rail infrastructure. Mr N Campbell updated the meeting on work that is being undertaken in the Canterbury region, including upgrading of the coal route, construction of a sleeper plant in Hornby, work being carried out in conjunction with Fonterra and Lyttelton Port Company, and work being done on corridor protection.

There was some discussion on issues with electrification of the Otira Tunnel, and also land purchase around the Addington Railway station. Cr Oldfield also asked if there was any work planned for the Timaru Port, and Mr Campbell said it was considered that it worked well at the moment and there are no current plans.

Resolved

That the Regional Land Transport Committee receives the report "Rail activities in Canterbury".

Cr Burke – Mayor O'Neill

11. TRAFINZ CONFERENCE: SAFETY

The Chairperson provided a report on her attendance at the TRAFINZ Conference in August. She highlighted the Safekids Week planned for October, and urged members to do what they could to support Safekids Week. She said the conference had been very interesting and worthwhile.

Resolved

That the Regional Land Transport Committee receives the report "TRAFINZ Conference: Safety".

Cr Waters – Mr Wearing

12. NOTICES OF MOTION

Nil.

13. EXTRAORDINARY AND URGENT BUSINESS

Nil.

14. QUESTIONS

Nil.

15. NEXT MEETING – 16 NOVEMBER 2005

16. CLOSURE

The meeting concluded at 12.01 p.m.

CONFIRMED

Date _____ **Chairperson**

AGENDA ITEM NO: 5	SUBJECT MATTER: RECOMMENDATIONS ON TIMING OF RLTC MEETINGS FOR 2006
REPORT: Regional Land Transport Committee	DATE OF MEETING: 16 November 2005
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 inform the Regional Councils scheduling process by recommending appropriate timing for RLTC meetings in 2006.

BACKGROUND

There are a number of items that the RLTC will need to consider in 2006 for which the timing requirements can be predicted now. The RLTC meetings could be scheduled to provide timely input to both RLTS processes, and the requirements of various organisations on the RLTC, in order to maximise the benefit of the RLTC's contribution. Therefore, it is appropriate to attempt to align RLTC meetings during the year with these processes as well as possible at the outset.

The following processes will be of significant interest or require input from the RLTC in 2006:

- Consideration of the Annual Monitoring Report for the Regional Land Transport Strategy
- Input to National Land Transport Programme (NLTP)
- Input to Transit programme development

Annual Monitoring Report (AMR)

There is a statutory responsibility to report on the Regional Land Transport Strategy by 30 September each year. The production of the AMR involves a significant amount of data collection and analysis as well as report preparation. Much of this work has to take place after the end of the reporting year (June). Therefore, the report cannot be drafted before the middle of September. The RLTC will need to consider a draft Annual Monitoring Report in late September in order to adopt it within the statutory timeframe.

Input to NLTP

Land Transport NZ is seeking input from regions to assist with the development of the National Land Transport Programme (NLTP). The key dates identified in the 2006/07 NLTP guidelines indicate that Land Transport NZ will issue indicative allocations of N and R funding in early March 2006, and seek comments from regional officers groups by 20 April 2006.

A letter was sent to Land Transport NZ following the RLTC meeting on 21 September 2005 requesting that the timelines be reconsidered for next years process to better align with RLTC meetings. A response to this letter has been received indicating that Land Transport NZ intend to release the NLTP development guidelines in July next year as requested. This will give greater time to respond to the requests of regional groups. Assuming the process otherwise remains unchanged, regional groups will be expected to provide input by the end of October. The earlier release of the guidelines will allow us to align this work with the meeting that considers the AMR.

Input to Transit's programme

Information on the timing requirements for consultation on Transit's programme is not available at this stage. It is expected that a draft will be released some time in February 2006.

PROPOSAL

In order to accommodate the considerations outlined above, it is proposed to recommend to Environment Canterbury that the following dates be allocated in Environment Canterbury's meeting schedule for Regional Land Transport Committee meetings.

1. 29 March 2006
2. 21 June 2006
3. 27 September 2006
4. 29 November 2006

RECOMMENDATIONS

- (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 dates proposed in this report be allocated for RLTC meetings in the Council meeting scheduling for 2006.*

AGENDA ITEM NO: 6	SUBJECT MATTER: SUBMISSION ON TRANSIT PLANNING POLICY MANUAL
REPORT: Regional Land Transport Committee	DATE OF MEETING: 16 November 2005
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 the release of Transit NZ's Planning Policy Manual Supplement and seek endorsement of a draft submission on this supplement.

ATTACHMENTS

- Planning Policy Manual Supplement (Transit New Zealand)
- Draft submission on Planning Policy Manual

BACKGROUND

Planning Policy Manual Supplement

Transit has produced a supplement to their Planning Policy Manual. The supplement became effective from 1 September 2005. Transit is seeking comments on this supplement by 1 December 2005.

This supplement has been produced in response to the new statutory regime and role of Transit introduced by the Land Transport Management Act 2003 (LTMA).

The key themes of the supplement are:

- An outline of the changes brought about by the LTMA and Transit's interpretation of how this affects their role and objectives relating to planning.
- The adoption of a strongly managed road hierarchy, recognising that state highways' role in the hierarchy is to provide a mobility function with a limited property access function.
- Recognition of the impact of land use decisions on the ability to perform this function and the importance of avoiding reverse sensitivity effects.
- Identification of Transit's planning objectives.
- Identification of mechanisms available to Transit to achieve these objectives.

Draft Submission

The comments in the draft submission are in the main specific to detailed sections of the manual, either questioning/requesting clarification on the content or suggesting changes.

The following key points are communicated in the submission:

- Support for Transit responding to the LTMA with this supplement.
- Support for the emphasis on developing a road network with a clearly defined hierarchy and protecting the function of the state highway network by managing access and influencing surrounding land use.
- Raising concern that the vigorous protection of a hierarchy advocated in the policy may be too strong and that Transit need to accept that some change and development is inevitable.
- Suggest that, whilst Transit's involvement in planning processes is welcome and worthwhile, Transit should ensure they implement their own statutory powers, as they give Transit the strongest control available in order to achieve the planning objectives sought.
- Seek clarity on how Transit's planning horizon of 30 years will be managed in relation to district plans with a timeframe of 10 years.

RECOMMENDATION

- (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 attached submission, subject to amendments, to be sent to Transit New Zealand.*



Planning Policy Manual Supplement

Manual Number: SP/M001

Supplement effective from: 1 September 2005

Transit New Zealand
PO Box 5084
Wellington

Telephone: (04) 499 6600
Facsimile: (04) 496 6666
Email: planning@transit.govt.nz

Manual Owner: National Standards Manager
Regional Office Contact: Regional Manager

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1 Introduction

1.1 Reason for this supplement

New Zealand's transport infrastructure connects people, communities and markets and makes a critical contribution to economic and social prosperity. State highways are the backbone of the land transport system and accordingly require a high degree of protection to ensure their continued contribution to economic development and social and environmental wellbeing.

The Land Transport Management Act 2003 (LTMA) introduced a new statutory regime and confirmed that the role of Transit New Zealand (Transit) is not simply to build roads in response to traffic pressures, but to manage the state highway network as a key component of New Zealand's transport system. This, together with the New Zealand Transport Strategy (NZTS), signals a clear focus on achieving an integrated, safe, responsive and sustainable land transport system.

For Transit, this broad focus requires:

- integration of growth, development and land use planning with multi-modal transport planning;
- protection of state highways and their functionality as strategic components of the transport system, positioned at the top of the roading hierarchy¹;
- consideration of all transport options;
- active management of vehicle travel demand; and
- avoidance, to the extent reasonable in the circumstances, of adverse social and environmental impacts.

Transit is now reviewing its planning policy and procedures, as set out in the Planning Policy Manual (PPM) (SP/M001). The PPM was issued in 1999 and requires substantial updating to reflect the LTMA and changing Transit policies.

Transit is issuing this supplement ahead of a complete review of the PPM to confirm that Transit is now strongly focused on:

- developing and vigorously protecting an integrated hierarchy of roads at national, regional and local levels;
- recognising state highways at the top of the roading hierarchy and taking strong action to protect their strategic functions, in order to promote economic development and social and environmental wellbeing;
- ensuring Transit is involved at the beginning of development proposals and local authority planning to ensure the development of integrated land use and transport solutions;

¹ For an explanation of the "roading hierarchy" see section 3.3.1.

- ensuring Transit is recognised as an affected party for land use developments that generate traffic onto or near state highways; and
- actively participating in Resource Management Act 1991 (RMA) and Transit New Zealand Act 1989 (TNZA) processes, in particular, to oppose any unacceptable reduction in the function of state highways caused by land use developments seeking direct or indirect access to the state highway network.

1.2 Status of the existing Planning Policy Manual

This supplement is to be read in conjunction with the PPM. In the event of conflict or inconsistency with the PPM, this supplement prevails.

The Transit New Zealand Guidelines for the Management of Road Traffic Noise, which are contained in Appendix 6 of the PPM, remain unaffected by this supplement.

Engineering standards contained in the PPM are still relevant and will be considered by Transit when assessing the potential impact of development or activities in the vicinity of the state highway network. However, Transit's broader objective now requires it to consider a wider range of issues than those technical standards.

Transit published Version 1 of its Environmental Plan in November 2004 (available on Transit's website <http://www.transit.govt.nz>). The Environmental Plan supersedes sections 2.2, 2.4 and 2.5 of the PPM. In all other cases, where the Environmental Plan overlaps with the environmental content of the PPM, the Environmental Plan takes precedence.

1.3 Feedback

Transit is undertaking a full review of the PPM and welcomes feedback on this supplement and input into the wider PPM review before 1 December 2005. Please e-mail planning@transit.govt.nz or write to:

National Standards Manager
Transit New Zealand
P O Box 5084
Wellington

2 Transit's expectations

2.1 The sustainability context

Prior to the enactment of the LTMA, Transit's principal objective was "to operate a safe and efficient state highway system"². Section 77(1) of the LTMA provides a much broader objective for Transit:

...to operate the state highway system in a way that contributes to an integrated, safe, responsive, and sustainable land transport system.

In meeting this objective, Transit must exhibit a sense of social and environmental responsibility.

This objective reflects government transport policy as stated in the NZTS. A number of key principles are contained in the NZTS, including a principle of "sustainability":

"To ensure that transport is underpinned by the principles of sustainability and integration, transport policy will need to focus on improving the transport system in ways that enhance economic, social and environmental wellbeing, and that promote resilience and flexibility. It will also need to take into account the needs of future generations, and be guided by medium and long term costs and benefits".

Furthermore, under the LTMA, Transit is required to assess how its activities contribute to the NZTS objectives of:

- assisting economic development;
- assisting safety and personal security;
- improving access and mobility;
- protecting and promoting public health; and
- ensuring environmental sustainability.

Transit's statutory objective is part of a government strategy to embed sustainability principles in New Zealand. This focus complements the objectives of other transport agencies, including Land Transport New Zealand and local authorities, which are also required to promote the principles of sustainability. In particular, the Local Government Act 2002 (LGA) requires local authorities to "take a sustainable development approach" and in doing so, to have regard to social, economic, cultural and environmental factors.

Given the wider sustainability context, Transit's statutory objective under the LTMA is consistent with, and contributes to, achieving the purpose of the RMA, which is to promote the sustainable management of natural and physical resources.

² Transit New Zealand Act 1989, section 5.

2.2 Role of state highways in a sustainable land transport system

State highways are the backbone of the land transport system and contribute to economic development and social and environmental wellbeing. To maximise their value, they need to be protected from activities that reduce their capacity to function safely and effectively.

The strategic function of a state highway is adversely affected by additional new road intersections and direct private property access, as well as vehicle generating activities establishing in areas that create additional short trips on the state highway. Degradation of the state highway network in this manner is not sustainable.

Under the LTMA and RMA, Transit aims to avoid degradation of state highways by proactively ensuring land use, supporting road networks and other forms of transport, such as rail, are effectively integrated. This is a complex task that involves careful balancing of competing interests and a significant commitment by a number of stakeholders to collaborative planning.

Collaborative planning will help ensure New Zealand's transport networks, such as state highways, have the capacity to promote economic development, social prosperity and environmental wellbeing now and in the future. In contrast, poor planning can result in restraints on freight movements that hinder economic development, unnecessary vehicle travel that can create or exacerbate congestion, gaps between community expectations and the capacity of transport infrastructure, restrictions on community travel patterns and adverse environmental effects such as noise and air pollution.

2.3 Transit's planning objectives

Transit's Environmental Plan sets out two overall objectives for land use planning:

LU1 At a macro level, advocate for the integration of transport networks and local and regional growth and development

LU2 At a micro level, ensure adjoining activities do not compromise the safe and sustainable operation of state highways

At a more detailed level, the following aims support these objectives:

- improve the alignment between development and transport investment;
- reduce the restraints on economic development and community travel patterns through improved management of transport networks;
- increase community understanding about the purpose of state highways and the roading hierarchy;

- increase the compatibility between state highways and adjacent land uses to reduce the potential for conflict over issues such as noise;
- increase road user safety;
- influence travel behaviour and manage travel demand;
- encourage vulnerable road users (e.g. cyclists and pedestrians) to use safe alternatives where these are available;
- reduce harmful vehicle emissions; and
- use all transport modes and infrastructure efficiently by working with other transport providers to deliver improvements in a co-ordinated and complementary manner.

2.4 Expected outcomes for the state highway network

Transit expects to see “on-road” outcomes resulting from these objectives and the mechanisms outlined in this supplement, including:

- no additional unplanned “ribbon development” along state highways or clustering around state highway intersections;
- reduced side friction and improved safety due to fewer, well spaced direct vehicle accesses to state highways;
- new or altered intersections being appropriately spaced and designed and connecting to local roading networks in accordance with the roading hierarchy;
- developers upgrading intersections and accesses in conjunction with land development or subdivision and rationalising existing accesses;
- fewer complaints and constraints on state highway operations through appropriately managed land uses occurring adjacent to major roads; and
- by-passes that retain their by-pass function and do not become a township’s “second main street”.

Transit also expects to see the following outcomes:

- significant and early involvement of Transit in the development of strategic and district planning documents and in individual development proposals;
- development being undertaken in the context of strategic planning mechanisms, such as growth strategies and structure plans³;
- recognition of reverse sensitivity effects⁴ and the adverse cumulative effects that new property accesses in close proximity to existing accesses can have; and
- planning documents protect the strategic functions of state highways with comprehensive controls that are enforced collaboratively by local authorities and Transit.

³ Structure plans are documents that guide growth and development in specific areas at a much greater level of detail than in strategic documents. They may be included in district plans, or they may simply be guidance documents.

⁴ For a description of “reverse sensitivity”, see section 3.5

Key messages

- Environmental, social and economic factors, and statutory requirements to contribute to a sustainable land transport system, are driving a shift in Transit's role from building roads to managing transport systems in partnership with key stakeholders.
- New Zealand's transport infrastructure, including state highways, needs to be protected and managed in an integrated manner to sustain acceptable levels of service at reasonable cost in social, economic and environmental terms.
- Road users, local communities and the national economy will benefit from this focus. The result will be economic and community development in a form that can be supported by affordable infrastructure.

3 Transit's preferred planning mechanisms

3.1 Overview of mechanisms

Transit is giving effect to its planning objectives by working in partnership with local authorities, transport providers, government agencies and local communities to:

- ensure local and regional strategic planning documents, such as growth strategies, recognise and provide for a functional roading hierarchy;
- ensure detailed planning documents, such as district plans and structure plans, give effect to a functional roading hierarchy and integrate land use and transport planning;
- influence travel decisions and change demand for vehicle travel;
- manage access to the state highway network in a manner consistent with a functional roading hierarchy; and
- manage environmental and social effects associated with the state highway network, including reverse sensitivity effects.

3.2 Early involvement of Transit

In order to manage the state highway network and ensure it is integrated with local road networks and land use, Transit's early and full involvement in all forms of planning that potentially affect the state highway network or travel demand is critical. Early involvement is more efficient in the long term and will result in better transport outcomes.

Transit also needs to be involved at the early stage of specific development proposals, with both local authorities and developers. Transit participates in resource consent and plan change processes, including appeals, to ensure the state highway network is protected appropriately.

3.3 Influencing plans and strategies

Transit takes a proactive role in the development of plans and strategies that affect the integration of transport and land use and recognises the need for strong partnerships and more communication with local authorities and other transport agencies.

While input into district plans, structure plans and long term Council Community Plans remains an important strategy for Transit, the importance of input into higher level strategic documents such as Regional Growth Strategies, Regional Land Transport Strategies and Urban Growth/Development Strategies is also recognised.

To achieve Transit's planning objectives, the planning issues Transit focuses on include:

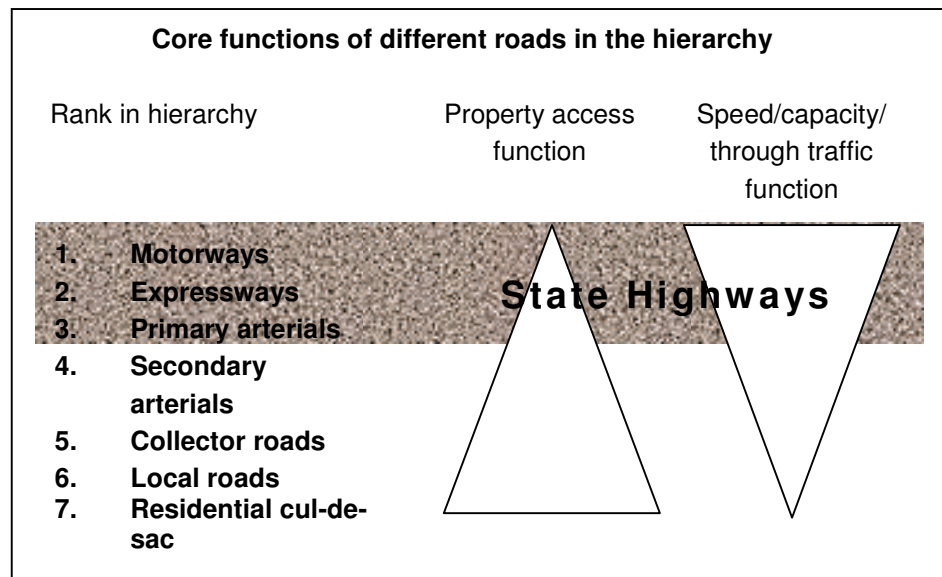
- the degree of **alignment between land use and transport planning and delivery**, especially in areas where development pressures exist or are anticipated within the next 30 years;
- how well the **road hierarchy is recognised and provided for**, including whether provision is made for sustainable networks of local roads, state highways and other transport modes such as rail. Management tools, such as district plan rules, for each level of the hierarchy are important;
- whether **appropriate access management controls** are in place to protect the strategic functions of state highways from direct and indirect adverse effects, including cumulative effects;
- how much emphasis is placed on **improving the efficiency of existing transport assets** by promoting alternatives to roads and implementing travel demand measures;
- whether **adverse environmental and social effects** related to the operation of major transport corridors, including reverse sensitivity effects, have been addressed comprehensively through local authority plans, policies and methods; and
- the extent to which the outcomes sought are **safe and affordable**.

3.3.1 The importance of recognising road functions and hierarchies

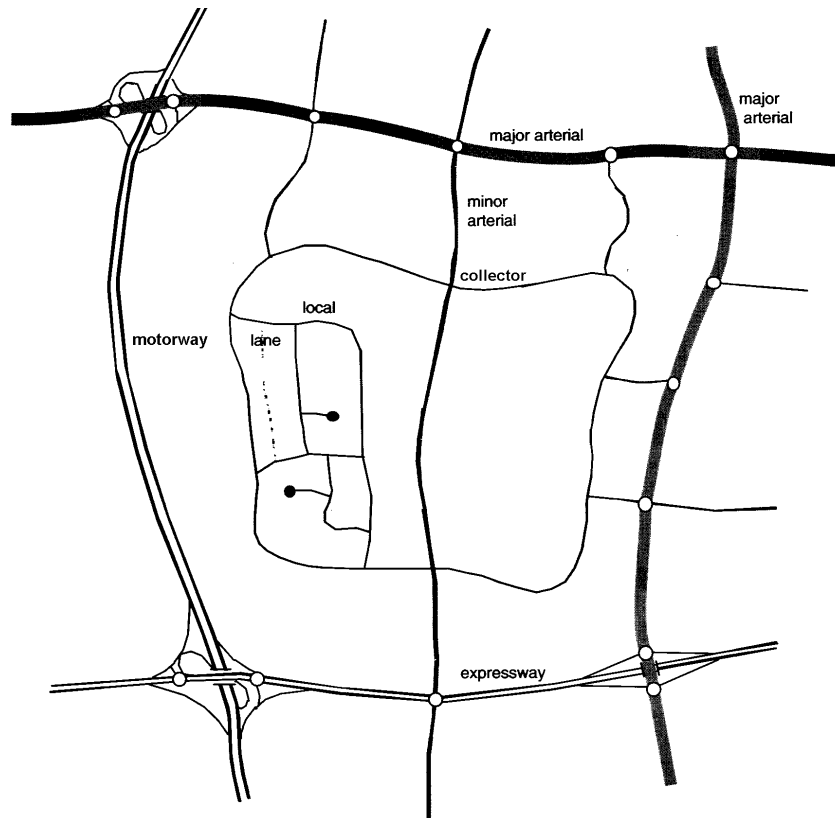
In providing for road transport networks, it is fundamentally important that planning documents identify different types of roads, based on their function. This enables better management of networks as a whole and adjoining land uses in order to preserve the function of each road and provide for the integration of land use and transport. As an example, land use adjacent to a high speed, high volume state highway needs to be managed very differently to land use adjacent to a residential cul-de-sac.

Transit has consistently advocated for the inclusion of roading hierarchies in planning documents to aid the management of road networks and adjacent land use. This approach has generally been supported. An effective roading hierarchy is a classification system that recognises the varying functions of roads and ensures that roads form part of, and connect to, a roading network.

As shown on the diagram below, state highways (motorways, expressways and primary arterials) sit at the top of the roading hierarchy. Their principal function is that of a through route that can quickly and efficiently move people and goods over long distances. Some state highways also provide an essential means of access and mobility for local communities, especially in rural areas.



The roading hierarchy currently used by Transit categorises all roads based on function and is set out in Appendix 4 of the PPM (page A4:14). Transit recognises that roading hierarchies adopted by other authorities are often different. Despite the variations, the basic premise of different management regimes for different roads to protect function and achieve network connectivity remains the same. One of the key principles, as shown in the diagram below, is that roads should connect to other roads of near the same rank in the hierarchy.



The planning implications of a road hierarchy, particularly in terms of managing adjacent land use, have not always been recognised in the past. As a result of the increased focus on sustainability, it is now even more important that the functions of different routes are recognised and protected in district and regional planning documents.

3.3.2 Using land use planning to reduce vehicle travel demand

In a number of locations, travel demand on the state highway network is increasing to unsustainable levels as a consequence of economic development driving population growth and increasing levels of vehicle use. It is no longer enough for Transit to simply predict demand and provide for it as well as possible. Pursuant to its statutory objective, measures to actively manage demand are now part of the solution.

Travel Demand Management (TDM) is a key strategy Transit is using to help achieve its objective under the LTMA. Conceptually, TDM is intervention to influence people's travel decisions so that more desirable transport, social, economic and environmental objectives can be achieved and the adverse impacts of travel can be reduced. TDM focuses on changing the demand for travel and the choice of travel mode to better manage some of the negative effects of private vehicle travel.

Long term land use planning is an important tool to help manage vehicle travel demand. Land use planning and urban design can help create communities where alternative modes of travel such as walking and passenger transport are more accessible, transport systems are more efficient and short trips, particularly on strategic routes, are unnecessary.

Key messages

- Transit takes a major role in the development of regional and local strategies and plans to ensure land use and transport planning are effectively integrated.
- State highways are a critical component of New Zealand society that require protection to remain effective and sustainable.
- Greater emphasis on collaborative planning to influence development patterns will ensure the state highway network contributes to economic, social and environmental wellbeing now and in the future.

3.4 Managing access to state highways

New and existing direct access onto state highways from private property and local side roads represents a significant threat to the long term sustainability of the state highway network, particularly in areas facing development pressures.

3.4.1 General Transit New Zealand Act powers

Transit has express powers under the TNZA to regulate activities on or adjacent to state highways. These powers need to be recognised by people wishing to undertake development that may affect a state highway.

Written permission required for works on state highways

Under section 51 of the TNZA, written permission is required from Transit for any physical works, encroachment or placement of materials or structures on state highways or within the state highway road reserve. Failure to obtain written permission from Transit before undertaking such works can result in prosecution, a fine and a Court Order to pay the costs of removing encroachments or repairing any damage.

Transit has sole powers of control over state highways

Consistent with the powers under section 51, section 61 of the TNZA provides that Transit has sole powers of control for all purposes of all state highways under the TNZA. Section 61 allows Transit to carry out a wide range of activities on state highways. It also confirms Transit's status and role as the manager and steward of state highways in relation to developments that may affect the state highway network.

3.4.2 Limited Access Road powers

A significant and powerful statutory mechanism available to Transit to control the effects of development adjacent to particularly sensitive parts of the state highway network is the ability to declare any state highway in whole or part a "Limited Access Road" (LAR).

Section 88 of the TNZA sets out the process by which Transit may, by *Gazette* notice (which is publicly notified), declare state highways or parts thereof to be a LAR. Where a state highway has been declared a LAR:

- all vehicle and stock access must be from an authorised crossing place (access way);
- from time to time, Transit may seek the closure or relocation of crossing places for reasons consistent with its statutory purpose and obligations; and
- subdivision and certain land use on land adjoining the LAR state highway will require specific approval under section 93 of the TNZA, in addition to any necessary resource management approvals.

In light of the particular requirements of sections 90-93 of the TNZA in relation to LAR state highways, Transit should be involved at an early stage of any proposal to subdivide or develop land adjoining a LAR state highway. As a general rule, Transit will require access to be from a local road rather than a LAR state highway. In all circumstances it will seek to minimise the number of direct property accesses to a state highway and ensure that accesses are safely and appropriately designed and located before approval.

Transit will assess requests for approval under the TNZA in light of its statutory obligations under that Act and the LTMA. In appropriate cases it will participate in RMA processes, such as by submitting on a notified resource consent application and participating in appeal proceedings, whether or not separate approvals are required under the TNZA.

3.4.3 How Transit's legislation relates to the Resource Management Act

While all Transit activities must be undertaken in accordance with Transit's governing legislation, namely the LTMA and the TNZA, when Transit participates in processes governed by other legislation such as the RMA, different and wider considerations arise for persons exercising powers and functions under other legislation. For example, consent authorities or the Environment Court are obliged to assess applications, plans or policy documents against the purpose, principles and provisions of the RMA.

The purpose and principles of the RMA are necessarily broader than Transit's statutory objective. However, when considering Transit's position in RMA processes, Transit will be guided by its statutory objective. This is relevant and important because:

- Transit's section 77 LTMA objective to contribute to an integrated, safe, responsive and sustainable land transport system is consistent with, and contributes to, achieving the purpose of the RMA (sustainable management of natural and physical resources as defined in section 5 of the RMA); and
- a sustainable land transport system directly and indirectly contributes to a number of matters identified as priorities under Part II of the RMA including:
 - i. the ethic of stewardship (section 7(aa));
 - ii. the efficient use and development of natural and physical resources (section 7(b));
 - iii. the efficiency of the end use of energy (section 7(ba));
 - iv. the maintenance and enhancement of amenity values (section 7(c)); and
 - v. the maintenance and enhancement of the quality of the environment (section 7(f)).

The importance of the state highway network has been recorded in Court decisions, with the High Court confirming that the network may be regarded as a matter of national significance under Part II of the RMA⁵, and recognising Transit as a potentially affected party in all but the clearest of situations⁶.

The recent 2005 amendment to the RMA requires regional councils to provide for the strategic integration of infrastructure with land use. To a large extent this will occur through regional policy statements. The 2005 amendment also requires district plans to give effect to regional policy statements in the future, which will further enhance the integration of land use and infrastructure, including roads.

⁵ *Auckland Volcanic Cones Society v Transit New Zealand* [2003] 7 NZRMA 316, 327-328

⁶ *Progressive Enterprises Ltd v North Shore City Council* (CIV 2004-404-7139, 15 June 2005)

Key messages

- Transit's statutory objective under the LTMA is consistent with, and contributes to, achieving the sustainable management purpose of the RMA.
- Transit is a potentially affected party to resource consent applications that may affect the state highway, in all but the clearest of situations.

3.4.4 Access management considerations

The factors Transit considers in the context of proposals that may affect a state highway, either directly or indirectly, reflect the requirements of the LTMA, NZTS, TNZA and RMA and are summarised below.

Applicants are strongly encouraged to provide sufficient information to enable Transit to undertake the assessment set out below. In providing the information, preliminary assessments by applicants against the factors below are encouraged.

If an access proposal meets the recommended engineering standards currently contained in the PPM, it may not be acceptable for other reasons as outlined below. However, the access standards in the PPM still serve an important purpose, particularly in terms of providing minimum safety standards where Transit approves direct state highway access.

Considerations for assessing the impact of activities and subdivision on state highways

The factors below will be considered by Transit when assessing:

- a) any development or access proposal with direct access to a state highway; or
- b) any development or access proposal with indirect access to a state highway where the effects on the state highway network may be minor or more; or
- c) any change to, or review of, any resource management plan or policy document.

Transit may also take into account any other relevant matters.

(a) Strategic assessment considerations

1. Consistency with any relevant Regional Policy Statement or Regional Growth Strategy.
2. Consistency with the provisions of any relevant Regional Land Transport Strategy, long term Council Community Plan or Council Annual Plan, Transit's 10-year State Highway Forecast or Transit

Strategy Study with particular regard to the provision or sequencing of any land transport works provided for in those documents.

3. Consistency with any district or city council structure plans or relevant strategic planning documents.
4. Consistency with the strategic function of the particular state highway(s) affected (including Limited Access Road status). This shall include its current function and that predicted over a forward planning timeframe of up to 30 years.
5. Consistency with the strategic direction of the relevant district plan and zone including:
 - whether the type of activity proposed is envisaged in the relevant zone; and
 - whether the proposed activity is consistent with the relevant objectives and policies.

(b) Detailed assessment considerations

6. Whether the specific proposal will materially compromise traffic safety.
7. The status and effect of existing access arrangements, including whether there are opportunities to rationalise access and the cumulative effect of an additional access.
8. The nature and extent of any specific district plan infringements and the relevance of any such infringements to traffic, transport and integration issues.
9. How the activity will integrate with the existing and future land transport systems, with specific consideration of:
 - the traffic generating characteristics of the activity;
 - the capacity of the existing and future land transport systems;
 - cumulative effects on the existing state highway network and any relevant precedent considerations or future cumulative effects;
 - where any new road(s) are proposed, consistency and connectivity with the district roading hierarchy;
 - avoiding, where practicable, short distance private vehicle travel on the state highway network; and
 - any mitigation measures proposed including measures to reduce travel demand by private motor vehicles on the state highway network.
10. Whether the proposal will result in any significant social, environmental and/or economic benefits or disbenefits.
11. Consideration of any available information on community views, including those of local authorities.
12. Consideration of alternatives including:
 - whether an adequate assessment of alternative sites and locations has been undertaken; and
 - alternative access arrangements.

13. An assessment of the proposal against the standards and assessment matters for access contained on pages 42 and 43 and associated appendices of the PPM.

Key messages

- Managing new and existing access, whether direct or indirect, onto state highways helps Transit to fulfil its statutory objective under the Land Transport Management Act.
- Transit discourages direct vehicle access to the state highway network from private property.
- A comprehensive review of the PPM is being undertaken to align Transit's planning policy with its statutory objective. In the interim, compliance with the engineering standards for access in the PPM may not be acceptable to Transit as a demonstration that a particular proposal constitutes a sustainable use of the state highway network.

3.5 Managing environmental effects

Transit published Version 1 of its Environmental Plan in November 2004 (available on Transit's website <http://www.transit.govt.nz>). The Environmental Plan sets a framework for managing the environment and the state highway network in ways that improve environmental sustainability and public health. The Environmental Plan supersedes parts of the PPM (refer section 1.2 above).

While Transit makes significant efforts to contain environmental effects within the road corridor, there are inevitably some effects that go beyond the boundaries of the state highway itself. Traffic noise, air pollution and stormwater run-off are good examples.

When a new land use establishes near a state highway, there is potential for conflict, particularly if the new land use is "sensitive" to the environmental effects of a major road. This is most common when new houses establish next to a state highway, especially a high speed, high volume state highway.

Through complaints and objections, the new sensitive land use may constrain the operation of the state highway, even though the road has been there for many years. The adverse effects of the road may also interfere with the quality of life experienced by the residents. From Transit's perspective, this is an unacceptable outcome and represents poor planning. This effect is commonly referred to as "reverse sensitivity", and Transit now takes a much more active role to ensure that new "reverse sensitivity" situations are not created.

Transit's active participation in the next generation of local authority plan reviews is central to managing reverse sensitivity effects. Many councils are acknowledging the need to provide for these effects. Furthermore, a number

of Environment Court cases⁷ have sought to prevent conflict arising by limiting or prohibiting the establishment of new land use where current activities are likely to result in complaints from new neighbours.

In addition, Transit considers and responds to land use development and plan changes where reverse sensitivity effects are an issue on a case-by-case basis. Methods used by Transit to manage these effects include requiring building setbacks, ensuring building design and construction standards protect occupants from noise and vibration and establishing buffer zones to separate state highways from sensitive land uses.

4 Specific amendments to the Planning Policy Manual

The following specific amendment has been made to the PPM by this supplement:

- deletion of Policy 3.4.3(iv) [~~To participate in the RMA submission process for a subdivision or land use application adjoining a state highway that has been declared LAR, but not to lodge an appeal on the resource consent decision~~] and its associated methods, including bullet point 7 and modifications to bullet point 8 and consequential deletions from Appendix 2.

Notwithstanding this specific change, where the PPM and this supplement are inconsistent or difficult to reconcile, this supplement prevails.

Reminder!

Transit seeks feedback on this supplement and the Planning Policy Manual by 1 December 2005. All feedback will inform the full review of the Planning Policy Manual.

Please email your comments to: planning@transit.govt.nz or write to:

National Standards Manager
Transit New Zealand
PO Box 5084
Wellington

⁷ *Winstone Aggregates v Papakura District Council* (A049/02) upholds the approach of providing for reverse sensitivity in plans by restricting activities that can take place on surrounding land in limited circumstances. The decision acknowledges that some off-site effects are inevitable, essentially where the effects-producing site (in Transit's case the state highway) is of considerable economic or social significance.

DRAFT

8 November 2005

National Standards Manager
Transit New Zealand
PO Box 5084
WELLINGTON

Dear Sir/Madam

SUBMISSION ON PLANNING POLICY MANUAL SUPPLEMENT SP/M001

This submission is being made in response to the request for comments expressed in the Transit Planning Policy Manual Supplement SP/M001 (PPMS). The Canterbury Regional Land Transport Committee (RLTC) endorsed the following comments at its meeting on The 16th November 2005.

The RLTC is pleased to see that Transit are reconsidering their policies following the release of the Land Transport Management Act 2003 to recognise the changes brought about by this new legislation.

The RLTC supports the emphasis on developing a road network with a clearly defined hierarchy and protecting the function of the state highway network by managing access and influencing surrounding land use. This has not always occurred in the past and the function of some sections of state highway in Canterbury has been significantly degraded as a result. It is hoped that the changes in policy direction communicated in this supplement will avoid this trend in the future.

The outcomes Transit is seeking from this policy in terms of sustainability and integration between land use and the transport system are strongly supported. Realising these outcomes will require much greater certainty in the location of land use changes and infrastructure development than is currently attained. To effectively achieve the outcomes sought is likely to require further government intervention, for example by requiring all metropolitan areas to adopt an urban development strategy. The outcomes will not be achieved unless there is a more structured approach to land use, rather than the ad-hoc approach based on individual planning applications that is prevalent at present.

It appears that the supplement became effective on 1 September 2005. It is commendable that Transit is responding to changes in legislation in an expedient manner. However, it is hoped that, whilst the document is already effective, the contents of the policy are considered to be a first draft and that the following comments, and those from other submitters, will be taken into account as the PPMS evolves.

The following comments relate to specific sections of the PPMS:

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

DRAFT

1.1 Reason for this supplement

The RLTC supports the focus on hierarchy adopted throughout the PPMS. The concept of “vigorously protecting an integrated hierarchy of roads” is given strong emphasis in this policy document. The delivery of a road network with a clear hierarchy is a very worthwhile pursuit.

It is important for Transit to recognise that as the transport system, development patterns and society change, any hierarchy that is adopted will have to be reviewed and altered accordingly. If an adopted hierarchy is protected for the hierarchy’s sake and such changes are not accounted for, perverse outcomes may start to occur. It is hoped that Transit’s view of vigorous protection is flexible enough to account for change where necessary.

2.2 Role of state highways in a sustainable land transport system

The statement that “state highways are the backbone of the land transport system” reflects a narrow view of what constitutes land transport. New Zealand has a rail network that forms a key part of the national land transport system and there are roads managed by other road controlling authorities, particularly in urban conurbations that make a significant contribution to the strategic network, especially at a regional level. This statement could be softened to recognise that whilst they form a large part of the backbone, they do not carry sole responsibility for this role.

In the first paragraph, the contribution of state highways to economic development and social and environmental wellbeing is raised. It is important to recognise that state highways can also hinder these aspects of wellbeing and that the purpose of this document is to maximise the positive contribution that the state highway network makes to society and minimise the negative aspects associated with roads.

The last paragraph in this section lists a series of results that can lead from poor planning. This paragraph is confusing in its current form and would be better included as bullet points, with the results of each outcome communicated succinctly as follows:

‘In contrast poor planning can result in:

- Restraints on freight movement, hindering economic development.
- Unnecessary travel, exacerbating congestion.
- Gaps between community expectations and the capacity of the transport system.
- Restricted access for some members of the community.
- Adverse environmental impacts.’

2.3 Transit’s planning objectives

The second aim seeks to “reduce the restraints on community travel patterns”. This statement appears to be contrary to the general approach adopted in this document. The limiting of direct access to the state highway, and the strong pursuit of a hierarchy will add significant restraints to current community travel patterns rather than remove them, especially when travelling by motor vehicle. This aim should be either removed or reviewed and reworded to better reflect the outcome being sought.

The third aim seeks to “Increase community understanding about the purpose of state highways and the roading hierarchy”. Whilst increased understanding of these matters may lead to slight improvements in how the system is used, an effective hierarchy should be intuitive to the user without an understanding of the principles used to develop it. Achieving this aim will be of little benefit, and Transit’s energy would be better spent ‘ensuring the state highway network is designed such that the community uses it in accordance with the role of the state highway system and the roading hierarchy’. By rewording this aim along these lines it alters the focus of the outcome in a direction that will have greater benefits for the state

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highway system and puts greater emphasis on methods within Transit control that will deliver it's objectives.

The seventh aim seeks to “encourage vulnerable road users (e.g. cyclists and pedestrians) to use safe alternatives where they are available”. The use of the term “vulnerable road users” is superfluous and gives a negative message regarding these modes that are among the most sustainable and healthy modes of transport. This objective could just read ‘encourage cyclists and pedestrians to...’. The use of the word safe is also misleading. This should be changed to read ‘safer’ in order to reflect the fact that no alternative will be 100% safe, and to reflect the fact that in some cases the state highway may be the safest alternative for those travelling on foot or by cycle.

3 Transit's preferred planning mechanisms

This section focuses on RMA processes. Transit's involvement in these processes will have a positive effect on the implementation of this policy and is strongly supported. Transit should focus on using the Transit New Zealand Act powers as these allow Transit to take direct control of the issues surrounding the effects of land use on the function of state highways.

3.2 Early involvement of Transit

The intent of Transit to have early involvement in planning matters that affect the state highway is strongly supported. It is important however that such involvement occurs in a timely and efficient manner so that all parties are made aware of potential issues as quickly as possible.

3.3 Influencing plans and strategies

In this section a planning horizon of 30 years is mentioned. It is important to note that this is greater than the life of district plans, which have a lifespan of 10 years. There are other references in the document to this planning horizon and long term land use planning. Some clarity on the relationship between Transit's planning processes and those of other organisations may be required to explain how these differences will be managed.

3.3.2 Using land use planning to reduce vehicle travel demand

The second paragraph in this section refers to TDM measures and does not add any value to the content of the PPMS. This paragraph could be removed entirely. The third paragraph stands alone in explaining how land use planning can influence travel demand.

The last sentence in the third paragraph refers to short trips becoming unnecessary. Using land use planning to reduce the distances people need to travel to meet their needs is a desirable outcome in reducing transport impacts and improving mode choice availability. This statement is probably intended to refer to ‘short trips by private motor vehicles’. If this is the case it should be amended accordingly to make this distinction clear.

3.4.1 General Transit New Zealand Act powers, and

3.4.2 Limited Access Road powers

Transit's statutory provisions should be the primary tools that Transit use in the protection of state highways regarding the issues outlined in the PPMS. Transit must implement their own legislative powers first and foremost to achieve their objectives. It is important for Transit to participate in other processes (i.e. RMA) but Transit will always be relying on others through these processes making them less reliable than using Transits statutory powers.

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In the first paragraph of 3.4.1 it is stated, “these powers need to be recognised by people wishing to undertake development that may affect a state highway”. Transit cannot rely on others recognising their powers. Transit must implement their own legislation if the powers are to have any effect.

3.4.4 Access management considerations

In point 9 of (b) Detailed assessment considerations reference is made to “short distance private vehicle travel”. It would be beneficial to define what is considered ‘short distance’ in the context of the PPMS.

3.5 Managing environmental effects

The title of this section is misleading as the text that follows refers entirely to managing the impacts of the environmental effects, rather than the effects themselves.

The RLTC thanks you for the opportunity to comment on this important amendment to Transit New Zealand’s planning policy. Should you have any questions regarding this letter, please contact Nick Bryan on (03) 3717130 or by e-mail to nick.bryan@ecan.govt.nz.

Yours sincerely

John Talbot
DIRECTOR POLICY AND PLANNING

AGENDA ITEM NO: 7	SUBJECT MATTER: DEVELOPMENT OF REGIONAL IMPLEMENTATION PLAN
REPORT: Regional Land Transport Committee	DATE OF MEETING: 16 November 2005
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 discuss the development of a regional implementation plan for land transport in Canterbury.

BACKGROUND

Discussions at other forums

The desire to develop a regional implementation plan was raised and discussed at the Canterbury Mayoral Forum at its meeting on 22 August 2005. The Mayoral Forum expressed a desire to see such a plan developed for the region. The motivation for supporting such a plan is to provide a support document when it comes to applying for government funding and to assist those lobbying central government for increased funding for the region. This issue has come onto the agenda through awareness that other parts of the country are receiving additional Crown (C) funding to support the implementation of similar plans. There is a view that by having an implementation plan for Canterbury, C funding from central government might become available to implement it.

This approach was discussed at the Canterbury Technical Officers Group (TOG) meeting on 6th October. The TOG group recognised the political aspirations to secure C funding, and also agreed that having such a plan would be valuable to the region even if further funding were not forthcoming as it would provide an overview for activities of approved authorities and provide a direct implementation platform for the Regional Land Transport Strategy. This would assist in developing synergies between Land Transport Programmes around the region and ensure that the land transport system in Canterbury is developed in a more co-ordinated manner. The TOG felt that it might be appropriate to develop a number of sub-regional implementation plans, recognising the diverse nature of the region and work already underway in the development of the Greater Christchurch Transport Strategy.

Current situation

The RLTS outlines the strategic direction for transport in Canterbury and identifies a number of activities that are required to deliver the strategy. However, the linkages between these activities are not explicitly explored in the RLTS. This shortcoming would be addressed by the development of a plan.

Other than discussions at the above forums, work to develop a regional implementation plan has not begun. In working through regional recommendations to Land Transport NZ the TOG has started to develop a better picture of activities across the region, and this work can be built on if a plan were to be developed.

Considerations for producing a plan

Producing an implementation plan would involve examining the programmes for all or the transport providers in the region to form a view of the activities currently planned. This would allow synergies between the various activities to be explored and the identification of packages of activities that support and add value to one another. It would also assist in the identification of gaps in the programmes with regard to implementing the RLTS.

The TOG considered that the plan would be best separated into specific sections for three sub-regional areas to reflect the different nature of these sub areas:

- South Canterbury
- Greater Christchurch
- North Canterbury

Those districts that are on the boundaries of these sub-regions would inevitably be involved in the development of all parts of the plan relevant to them. Organisations with a region-wide interest (e.g. Transit and Ontrack) would need to be involved in the development of all aspects of the plan.

There is no guarantee that by producing a regional implementation plan the region will be able to secure C funding. However, having a plan in place would be a very useful tool when advocating for funding for Canterbury, as it would provide a regional context for funding requirements.

A regional implementation plan would add value to the RLTS, as it would provide a specific framework for its implementation.

PROPOSAL

It is proposed that the development of a regional implementation plan is instigated, given the desires expressed by the Mayoral Forum and the TOG. It is suggested that the TOG is tasked with overseeing the development of this plan.

RECOMMENDATION

- (a) *That the Regional Land Transport Committee receives the report "Development of a Regional Implementation Plan".*
- (b) *That the Regional Land Transport Committee tasks the Technical Officers Group to instigate the development of a Regional Implementation Plan.*

AGENDA ITEM NO: 8	SUBJECT MATTER: REVIEW OF REGIONAL PASSENGER TRANSPORT PLAN
REPORT: Regional Land Transport Committee	DATE OF MEETING: 16 November 2005
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 the review of the Regional Passenger Transport Plan.

BACKGROUND

Environment Canterbury is required by the Land Transport Act 1998 (section 175(2)(k)) to include any Regional Passenger Transport Plan prepared by the Council as part of the region's Regional Land Transport Strategy (RLTS). The Canterbury RLTS was renewed in 2005, with the strategy adopted by Council on 31 March. Environment Canterbury is now undertaking a renewal of its regional passenger transport plan (RPTP).

It is intended that a draft renewed RPTP, reviewed through an update rather than a complete plan development process, will be released for consultation in February/March 2006 and a final RPTP adopted in June 2006 (see timeline below).

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.

RPTP renewal process

The renewal has been timetabled for completion by June 2006. Based on initial ECan officer discussions, a number of areas within the RPTP have been identified as requiring updating. These include:

- Consequential updates to bring the RPTP in 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.

Review of content

Based on initial assessments from an operational perspective only a few policy areas have been identified by ECan officers as requiring updated policy. In general, the RPTP is considered robust and delivers as a functional policy document at an operational level. Although some policy development may be required, it is not expected that significant technical analysis will be required for this update.

Stakeholder engagement

Meetings are required with key stakeholders to identify any additional issues and concerns with the current Plan. This will enable the establishment of stakeholder input and work streams to deal with any issues raised. If these issues are addressed prior to public consultation it is hoped that a better quality plan can be produced and the consultation phase will run smoothly.

Relationship of plan to other PT documents

In a concurrent work stream, a new Christchurch Public Passenger Transport Strategy is being developed. There are risks of confusion associated with running two closely related reviews that will require careful management. Communication on the difference between the Plan and Strategy will be required. This will be achieved by developing a specific/targeted public/community consultation for the RPTP, clear differentiation during public consultation.

Consultation

Public consultation on a draft RPTP will take place in 2006. Written submissions will be sought and hearings held.

Format of document

The format of the renewed RPTP will be aligned with the 2005 RLTS in order to present them in a consistent style.

RPTP update programme

October – December 2005

- Technical review of plan
 - Review objectives
 - Review policy sections
 - Update specific objectives and policy sections as required
 - Update for legislative changes, date and consequential changes
 - Update graphs and tables
 - Remove typographic errors

- Undertake stakeholder meetings/discussions

November – January 2006

- Identify and undertake any technical work streams identified through review or consultation processes
- Prepare draft plan for consultation

February 2006

- Consultation draft finalised

March 2006

- Public consultation period
- Draft presented to RLTC

April 2006

- Hearings

May – June 2006

- Adoption of RPTP
- Presentation of final RPTP to RLTC

RECOMMENDATION

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

AGENDA ITEM NO: 9	SUBJECT MATTER: 2005/06 NATIONAL LAND TRANSPORT PROGRAMME AND STATE HIGHWAY FORECAST
REPORT: Regional Land Transport Committee	DATE OF MEETING: 16 November 2005
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 the contents of the 2005/06 National Land Transport Programme (NLTP) and Transit's 10-year State Highway forecast.

BACKGROUND

The 2005/06 National Land Transport Programme (NLTP) is the first prepared by Land Transport NZ, created in December 2004 through a merger of Transfund and the Land Transport Safety Authority. Land Transport NZ is required by law "to allocate resources in a way that contributes to an integrated, safe, responsive and sustainable land transport system".

Land Transport NZ allocates money in the National Land Transport Fund, received from fuel excise duty, road user charges and registration fees, to fund the NLTP as well as the Safety Administration Programme. About 51% of the 2005/06 NLTP is allocated to fund State Highways through Transit, around 14% is earmarked for passenger transport funding, 28% is allocated to local roads projects (maintenance and construction) while the remaining 7% funds go to administration, walking and cycling, regional assistance, research and TDM rail and sea freight.

Transit receives all its funding through allocation from Land Transport NZ. Earlier this year Transit consulted on their draft 10-year plan. The RLTC approved a submission on this draft Plan at its meeting of 23 March 2005.

NATIONAL LAND TRANSPORT PROGRAMME (LAND TRANSPORT NZ)

The NLTP prepared by Land Transport NZ outlines the funding for New Zealand's land transport system for 2005/06. A record level of expenditure of \$1.7 billion has been allocated for the 2005/06 year, representing around a 20% increase from the 2004/05 year.

Funding is allocated from three sources: a National (N) fund; a regionally distributed (R) fund and a targeted Crown (C) fund. National (N) funding is the funding that is nationally prioritised through the National Land Transport Account. Regional (R) funding is distributed by region based on population and comes from the recent 5c/litre increase in petrol tax. This funding is anticipated to result in approximately \$270 million for Canterbury over 10 years. Crown (C) funding is special funding for strategic projects in Auckland (\$900 million over 10 years), Bay of Plenty (\$394 over 10 years) and Wellington (\$225 million over 10 years).

Land Transport NZ used a two-stage process when allocating funds, as set out in the September 2004 publication "Transfund's Allocation Process". The two stages were that the National (N) funds were allocated first on the basis of national priority order (within each activity class), in a similar fashion to previous years. Secondly, the regionally distributed funds available for each region were allocated to proposed activities that were not judged to be of sufficient national priority to be funded from N.

NLTP National Allocations

The allocation of the total \$1.7 billion programme can be broadly categorised as in Table 1. 2004/05 figures are given for comparison:

Table 1: National NLTP Allocation

NLTP allocations	2004/05		2005/06	
	\$ Million	%	\$ Million	%
Maintenance	665.94	46.9%	690.49	40.7%
Construction	492.01	34.6%	662.28	39.0%
TDM, rail & barging/sea freight	53	3.7%	9.5	0.6%
Passenger transport	118.1	8.3%	240.17	14.2%
Walking & cycling	4	0.3%	6	0.4%
Other (regional, research, admin)	86.95	6.1%	87.97	5.2%
TOTAL	1,420.00	100.0%	1,696.41	100.0%

It is important to note that the \$1.7b total in the 2005/06 budget is inclusive of the new Regional funding source and Crown funding (\$131m combined for this year). Key features to note with respect to the national allocation are that:

- Maintenance funding for local roads and state highways, which accounts for 41% of the NLTP, has increased by \$24m (+4%) to \$690m, although it now forms a lower percentage of the increased total allocation. Local roads have retained their proportion of this maintenance funding, at some 49%.
- Construction funding for local roads and state highways has been increased by \$170m (+35%) to \$662m. A considerable portion of this increase can be attributed to very large projects on the state highway network. Of the \$662m, local roads are programmed to get \$144m (22%), while state highways account for \$518m (78%). However, there has been a 56% increase in the amount allocated to local road construction (up \$51m on 2004/05).
- Passenger transport will receive \$240m – an increase of \$122m (+103%) from 2004/05. This large increase is mainly due to this activity class now including capital expenditure, such as passenger rail refurbishment and infrastructure. Funding is also provided to all regions for passenger transport services and, in most regions, improvements to encourage patronage.
- Specific funding for walking and cycling continues to receive a very small proportion of the overall allocation (0.4%), despite a high relative increase over the previous year (+50%). This activity class provides financial assistance for development of these modes, for projects that do not otherwise comprise an integral part of a road construction project (such as strategy development, promotion activities and non-riding infrastructure).

- The TDM, rail and sea freight activity class is a new class that provides funding for activities that were previously funded from the 'alternatives to roads' activity class.

NLTP Canterbury Allocations

The allocation of funding for Canterbury is shown in Table 2. 2004/05 figures are given for comparison:

Table 2: Canterbury NLTP Allocation

NLTP allocations	2004/05		2005/06	
	\$ Million	%	\$ Million	%
Maintenance	54.05	57.9%	58.34	62.5%
Construction	28.21	30.2%	21.92	23.5%
TDM, rail & barging/sea freight	0	0.0%	0.05	0.1%
Passenger transport	10.25	11.0%	12.13	13.0%
Walking & cycling	0	0.0%	0	0.0%
Administration	0.88	0.9%	0.91	1.0%
TOTAL	93.39	100.0%	93.37	100.0%

Canterbury's total allocation of \$93.37m accounts for 5.5% of the national total. The maintenance allocation for Canterbury is 8.4% of total national maintenance budget. Across the other activity classes Canterbury only receives 3.5% of the funds distributed nationally. Key features to note with respect to the Canterbury allocation are that:

- The total allocation announced for Canterbury is marginally lower than that in 2004/05, although this figure is likely to increase as additional projects (for construction funding) are approved during the year.
- Maintenance funding for local roads and state highways has increased by \$4.3m (+8%), and now forms a higher percentage of the increased total allocation. The balance between maintenance of state highways and local roads has remained about the same with local roads receiving 53% of maintenance funding.
- In contrast to the National picture, construction funding for local roads and state highways in Canterbury has decreased by \$6.3m (-22%). Local roads are currently programmed to get \$4.5m, while state highways have been currently allocated \$17.4m. If these allocations remain unchanged then local road construction funding would be unchanged from 2004/05 with a lower level of state highway construction accounting for the lower overall construction allocation.
- Passenger transport has been allocated \$12.3m, an increase of 18% from 2004/05.
- No funding has been earmarked for Canterbury for specific walking and cycling initiatives. Several funding requests were made from TLA's and Transit for the investigation, design and construction of Canterbury walking and cycling projects, but none appear to have been approved.

10-YEAR STATE HIGHWAY FORECAST (TRANSIT)

The 10-Year State Highway Forecast (SHF) prepared by Transit was released at the same time as the NLTP. This document sets out Transit's long-term projections for state highway improvements and maintenance, based on Land Transport New Zealand's 10-year financial forecast for state highway expenditure.

The draft State Highway Plan has since been re-termed the "State Highway Forecast" on final release, to more explicitly reflect uncertainties. The first year of the Forecast is termed the 2005/06 State Highway Programme which reflects Transit's solid commitment to delivery of this first year (only) of the forecast programme. The first three years of the programme have been termed the "State Highway Plan", to reflect a higher (but still not committed) degree of commitment than that given to later years.

The forecast was updated in August increasing the planned spending over the next 4 years by \$390m. This increase in budget came mainly from the additional \$500m funding for land transport announced by the Government on 23 June 2005. 0.8% of this additional funding (\$3.1m) has been programmed for small and medium-sized projects in Canterbury.

The 2005/06 Programme at \$1040m is a record level of investment in state highways, much higher than Transit's 2004/05 allocation of \$788m and the indicative figure for 2005/06 published in November 2004 of \$891m.

Only 5% (\$51.7m) of the budget is allocated to the Canterbury region, and only 14% of the budget is allocated to the South Island as a whole. Within Canterbury, \$30.2m has been allocated for maintenance and \$21.5m for improvements.

The focus of the national investment is clearly on Auckland State Highways, receiving as it does some \$435m, or 42% of the national State Highway funding for 2005/06.

Extensive consultation occurred on the draft plan from which the SHF was developed. The SHF is the first prepared under the full consultation provisions of the Land Transport Management Act, with the general public having the opportunity to make submissions for the first time. The RLTC considered and approved a submission on the draft Plan at its meeting of 23 March 2005. Little if any weight appears to have been given to the points raised in the submission. This lack of consideration is expanded in the following discussion on the Canterbury section of the SHF.

Canterbury State Highway Projects

The large projects in Canterbury in the SHF are shown in Table 3. This table also compares and contrasts the timing of these projects given previously. Note that the costs given are the costs over the total project life, not just the current year.

Table 3: Large* projects in State Highway Forecast for Canterbury

	2004/05 Plan			Draft 2005/06 Plan			Final 2005/06 Forecast		
	Cost \$m	Design	Const	Cost \$m	National Rank#	Earliest Const	Cost \$m	Design	Const
Main North 4L - Stage 2	12.90		04/05 -06/07	-	-	-	12.90		04/05 -05/06
Chch TDM implementation ®	-	-	-	3.00	11	06/07	3.41	No design	06/07 -08/09
Chch Southern Motorway Extension ®	73.30	04/05 -05/06	10/11 -12/13	72.8	73	06/07	121.31	05/06 -08/09	09/10 -13/14

Sawyers Arms-Memorial Ave 4L ®	9.20	-	-	9.90	53	06/07	12.00	08/09	09/10 -10/11
Yaldhurst Rd to Waterloo Rd 4L ®	3.80	-	-	4.10	61	06/07	5.27	10/11	11/12 -12/13
Memorial Ave to Yaldhurst Rd 4L ®	9.60	-	-	10.30	60	06/07	13.25	10/11	11/12 -12/13
Chch Northern Arterial Rural ®	-	-	-	20.00	63	07/08	27.68	13/14	14/15 -?
Mingha Bluff to Rough Creek (Klondyke Arthurs Pass) – Investigation only ®	4.07	-	-	4.10	107	07/08	5.00	Not in 10-yr	Not in 10-yr
Okarahia North Realignment ®	-	-	-	4.50	83	05/06	6.23	13/14	14/15 -?

Notes:

- * A “Large” project is one with a cost exceeding \$3m.
- # National priority for “Large Activity” projects given in draft 2005/06 SH Plan.
- ® Stated as being funded from Regional (R) rather than National (N) funds.

A further 18 small and medium-sized projects with a combined cost of \$16.1m are included for Canterbury within the next 3 years. Of these, only the Kaikoura and Pareora stock truck effluent disposal projects have been allocated funding from Regional R funds. Therefore, \$15.6m of these projects will be funded from National funds. There are an additional 32 projects that are on the list of ‘other possible small and medium-sized projects’. Some of these may progress in the next three years if progress with higher priority projects is delayed.

The main observations with respect to this Forecast are as follows:

- On a positive note, there is funding commitment for the detailed design of the Southern Motorway duplication and extension and for implementation of Travel Demand Management (“TDM”) on Christchurch State Highways (details are yet to be provided as to what this might entail - see below).
- Only one of the large State Highway projects in Canterbury, which is already underway, has been given a high enough priority to be allocated funding from national (N) funding. All the other large projects will require regional (R) funding if they are to proceed given their standing in the national priorities. This goes against the stated purpose of R funding to purchase additional transport outcomes, not replace N funding. It appears, however, that R funding is being used to fund projects that previously were expected to receive N funding.
- Despite early design funding, construction funding for the Southern Motorway duplication and extension has been allocated to the R funding source, with a 3-year delay in the earliest start date signaled in the draft plan. The massive increase in cost over that signaled only months ago in the draft Plan is troubling, as is the lack of National (N) funding for this project, which was flagged as a top priority for the region in the submission on the draft plan.
- This may be as a result of available (N) funding apparently heading north to a relatively small number of very expensive projects (such as the Avondale Extension, Hobsonville Deviation & Manakau Harbour Crossing). There are also very few “Small and Medium Activity” projects (<\$3m) in Canterbury that have been accorded a high priority by Transit and earmarked for N funding in the 3-year programme.
- The timing of Rural Northern Arterial detailed design and construction remains unchanged from the draft Plan. This is despite the request in the submission made by

the RLTC that this project be developed earlier than programmed so that a balanced strategy for Christchurch City's transport system to the north can be adequately scoped and implemented.

- Given Government's priorities and Transit's acknowledged obligations under the LTMA, it is very disappointing that so few safety projects appear to have made it onto the final Plan. It is also disappointing that only two passing lane projects are in the 3-year programme given the support expressed for increasing investment in passing lanes in the RLTC submission on the draft plan. Furthermore, no walking and cycling activities have been included in the programme even though the RLTC expressed support for the large number of projects identified in the draft plan.
- All but one of the large state highway projects are indicated as having construction dates later than the possible construction dates indicated in the draft plan. The length of delay varies but averages 6 years after the earliest start date indicated just a few months earlier. One of the key points of the RLTC submission on the draft was "strong support for the large activities in Canterbury seeking earliest possible start dates".
- The RLTC submission specifically sought inclusion of further investigation for the Mingha Bluff to Rough Creek project in the 2005/06 year and construction in the ten-year programme. However, the investigation phase of this project is not scheduled until 2011/12 and construction is not scheduled to commence in the next 10 years, despite an indication in the draft that construction could commence as early as 2007/08.
- The \$3.41m funding for TDM initiatives on State Highways (over 3 years) is welcomed as a signal towards making more efficient management of the transport system. It should be noted that Transit have not yet consulted as to what these initiatives might entail and it is a concern that there is no investigation and design phase in order to address this and make sure the project delivers appropriate outcomes. The RLTC submission on the draft plan noted the importance of targeting such initiatives appropriately and integrating activities with other organisations. It is disappointing that this does not appear to have been considered.

RECOMMENDATION

That the Regional Land Transport Committee receives the report "2005-06 National Land Transport Programme and State Highway Forecast".