



21 September 2011

Rex Williams  
Chair, Regional Transport Committee  
Environment Canterbury  
PO Box 345  
CHRISTCHURCH 8140

Sent by email to [nick.bryan@ecan.govt.nz](mailto:nick.bryan@ecan.govt.nz)

Dear Sir

### **COMMENTS REGIONAL LAND TRANSPORT STRATEGY**

Thank you for the opportunity to provide general comments on the direction of the Regional Transport Strategy. The comments below continue the theme of our submission 9<sup>th</sup> December 2009. You will have seen from the 2009 submission we are committed to the environment and our community. We stand behind our 2009 submission.

We appreciate the opportunity for input in the Regional Land Transport Strategy 2012-2042 and trust our comments are useful.

We support the overall direction of the document but have included a number of suggestions which could enhance the document.

#### **Strategic Direction**

We are aware the document is a long term planning document required by the Land Transport Management Act. The document sets a 30 year vision for the region. In addressing this 30 year vision it is important to look beyond this timeframes to seek some guidance on where we should be heading long term. Current long term thinking sees climate change and oil availability to be key factors in long term planning. Other indirect concerns related to inactive forms of transport which add to New Zealand's increasing obesity. These issues and more are recognised in Appendix D of the document. Appendix D provides a comprehensive list of matter which requires consideration for long term planning and this approach is supported.

#### **People Modes (pages 11-15)**

The recognition of walking and cycling is supported, such activities provided not only reduction in congestion but also public health benefits. Kaikoura District Council promotes active transport through a number of documents including, "A to B Carbon Free – Kaikoura Walking and Cycling Strategy -2009" and "Kaikoura Physical Activity Plan 2008" (Currently under review). The importance of walking and cycling should be retained and enhanced within the Draft Canterbury Regional Land Transport Strategy (DCRLTS).

Page 12 of the DCRLTS looks at region wide methods of travel, trains need to be added to this list. A number of small towns within Canterbury have existing railway infrastructure. Towns such as Kaikoura, Waipora, Rangiora, Temuka and Timaru. Areas close to Christchurch have the ability to use rail for commuting. Train travel of similar distances

presently occurs in other areas of New Zealand with daily commuter trains provided from Wairarapa to Wellington. <http://www.tranzmetro.co.nz/Detail.aspx?ID=d16e6858-dba5-4fac-b516-cd73fd1b081f>. If we are looking for a long term vision such areas should not be excluded. The Ministry of transport suggest that from 2006-07 to 2031 the growth in rail transport will increase by 70%. <http://www.transport.govt.nz/research/ForecastsfortheFuture-NationalFreightDemandsStudy/> This will require more trains, providing more commuter opportunities. Trains also offer the ability for personal cycles, surfboard or other bulky items to be taken with the commuter or tourist. Such an approach fits well with the national cycle way projects. This opportunity is currently being missed by rail. Tranz Scenic terms and conditions further reduce the opportunities by additional charging: “(d) Extra Baggage (eg surfboards, bicycles) will be carried only if space is available at a cost of \$10 per item per service.....” Train stations create starting nodes for active and public transport. The use of rail and a combination of active and public transport reduces dependency on private motor vehicles.

### **Freight Modes (pages 16-22)**

As seen above rail freight is intended to increase by 70% this is supported by Appendix D which shows the general volume of freight will double over the next 25 years. Clearly the increase in freight will affect different routes within Canterbury. New Zealand Transport Agency “SH1 Blenheim to Ashley River Bridge – Implementation Plan” explains that “as on other parts of the state highway network this route is experiencing increasing traffic volumes. Across New Zealand as a whole the freight load is expected to double by 2020.” <http://www.nzta.govt.nz/consultation/blenheim-ashley-river-bridge/docs/consultation-summary-standard-quality.pdf>

The increase in freight highlights the importance of State Highway 1. However as commented on in the 2009 submission the highway is vulnerable to coastal process, and slips. The inclusion of the Inland Kaikoura Road as shown on page 20 of DCRTS is supported. The route provides for over sized vehicles which cannot access the coastal tunnels, it also provides alternative travel to Christchurch if the state highway south of Kaikoura is closed for any reason.

### **Implementation**

Having clear direction for the implementation of the strategy is vital, such direction allows an end point to be achieved.

### **Rural Areas**

Focusing on Road of National Significance does little to support rural Canterbury. “*The seven RoNS projects are based around New Zealand's five largest population centres. The focus is on moving people and freight between and within these centres more safely and efficiently. The RoNS are ‘lead infrastructure’ projects – that is, they enable economic growth rather than simply responding to it.*” <http://www.nzta.govt.nz/network/rons/index.html#roads>. If the Canterbury regional policy statement is to improve safety and efficiency of state highways for the rural areas of Canterbury greater consideration shall be given to the regional state highway studies such as “SH1 Blenheim to Ashley River Bridge – Implementation Plan”. Such proposed works have far more benefit to rural areas than the Christchurch motorways projects with their urban focus.

### **Small Urban Areas**

Again the focus on road of national significant does little to benefit small urban areas of Canterbury. The push for active modes (walking and cycling) is supported. Rail investment should encourage freight use and improve usability for cyclists and commuters. Presently limited support exists for use or rail in small urban areas. No specific commuter transport system runs and parties wishing to take cycles on the trains are charged extra. Rail is seen as a tourist operation as opposed to a combined tourist and commuter opportunity. Little support exists at railway management for commuter opportunities, refer Appendix A. Presently commuter train services are limited to the Auckland and Wellington areas.

## **Funding and Affordability**

### **Indicative Funding Distribution**

General support for the funding direction is given subject to some minor changes. Additional long term financial support needs to be given for pedestrian and cycling funding. Such active methods of transport create other benefits as outlined in Appendix F of the DCRLTS, including reduced green house gas emissions, improved health and reduced pollutants. Very limited growth is proposed for capital or operation of rail over the next 30 years. The existing rail infrastructure needs to be better utilised. Rail can support active means of transport and public transport. Bikes on busses are common within Canterbury however bike on trains are not effectively catered for.

Thank you once again for the opportunity to comment on the DCRLTS if you have any questions please contact me.

Sincerely

A handwritten signature in black ink, appearing to read 'M Hoggard', written in a cursive style.

Matt Hoggard  
**District Planner**

# KiwiRail defends flat rate on fares

By EMMA DANGERFIELD and  
TANIA BUTTERFIELD

KiwiRail says it is not creating a disadvantage for Kaikoura with its train fares, despite not using a tiered fare system for the newly opened Coastal Pacific train between Christchurch and Picton.

The train, which resumed its daily service on August 15, runs once a day northbound, and once a day southbound.

The fare, regardless of where passengers get on and off on that line, is a flat fare of either \$59, \$79 or \$99, depending how early you book and how much flexibility you require.

For those wanting to get off in Kaikoura on a night and resume the following day, there is an additional charge of \$10.

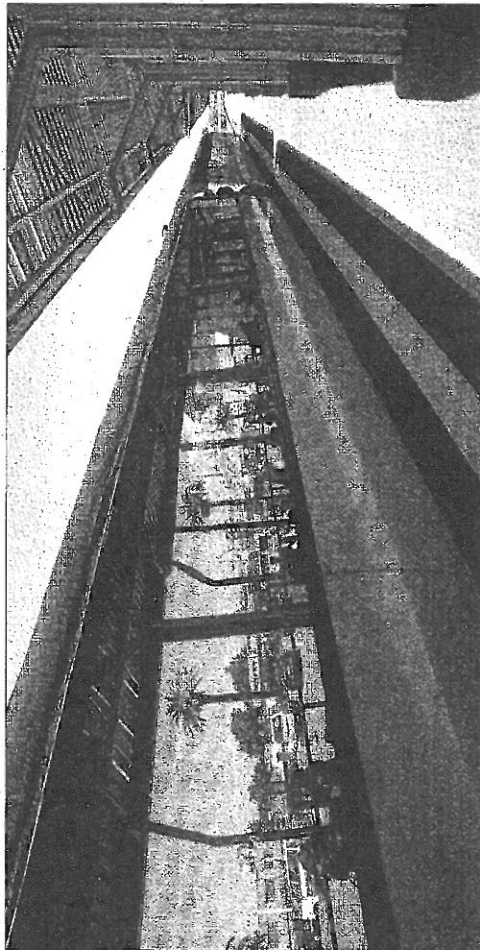
KiwiRail spokeswoman Cathie Bell said the service was not designed for commuters and she did not believe the flat rate was a disadvantage to Kaikoura.

"The idea is to do the whole route and you can do a stopover if you want for an extra \$10. It's not a commuter train," she said.

"I think most people do want to go to Picton. Picton is an enormous gateway to the Marlborough Sounds."

However, those living in Kaikoura may not agree. Kaikoura is a huge tourist destination in itself and travellers often stop there for one or more nights before resuming their journey.

Kaikoura resident Aaron Surgenor said he was pleased to see the train running again but felt the prices should be addressed.



**Flat out wrong?**  
The Coastal Pacific flat fares don't reflect the length of the journey, so those travelling to and from Kaikoura are as much as those going between Picton and Christchurch.

offering greater flexibility for changes to travel dates), and the most expensive being \$99 (with full refund and unlimited changes).

"There are more seats available at the \$59 fare for the Kaikoura market than there is for the Christchurch market," he said.

"This simplified pricing model allows us to control capacity and ensure that we are getting good numbers boarding the train at Christchurch while still offering

**The idea is to do the whole route and you can do a stopover if you want for an extra \$10. It's not a commuter train.**

KiwiRail spokeswoman Cathie Bell

have going again."

Tom Evers-Swindell said the train fares were comparative with an airline pricing structure.

"The whole train is sold at three different fares, with the lowest fare being \$59, the next being \$79

good seating capacity to people wanting to board at Kaikoura," Mr Evers-Swindell said, the train was aimed at the local and international tourism market, and was not a commuter train.

Although there was no discount for travellers getting on or off in Kaikoura, he said there was a special \$29 fare offered to the local market travelling between Blenheim and Picton. KiwiRail was not considering a special fare for Kaikoura.