

**Submission on the Draft
Canterbury Regional Land
Transport Strategy 2012-2042
(Draft RLTS)**

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RLTS Submission
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Signature: 	Date: 22/09/2011
<small>(Signature of person making submission or person authorised to sign on behalf of person making the submission)</small>	
<small>Please note: (1) all information contained in this submission will be publicly available.</small>	

B	<input checked="" type="checkbox"/>	I <u>do not</u> wish to be heard in person at a public hearing in support of my submission
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<p>(1) The specific provisions of the Draft RLTS that my submission relates to are: (Specify page number and section on which you are submitting).</p> <p>Regional Issues and Challenges (p1)</p>	<p>(2) My submission is that: (State concisely whether you support or oppose each separate provision being submitted on, or wish to have amendments made and the reasons for your views.)</p> <p>KiwiRail supports the development of the draft Canterbury RLTS and the identification of the issues and challenges it is designed to address (as set out on page 1 of the draft RLTS); in particular supporting freight, tourism and the economy, improving road safety for all users, and network security.</p>	<p>(3) I seek the following amendments or decisions: (Please give precise details for each comment. The more specific you can be the easier it will be for the Regional Transport Committee to understand your concerns.)</p> <p>No relief sought.</p>
<p>Regional Transport Outcomes (p 3)</p>	<p>Broadly support the range of outcomes sought to be achieved under the draft RLTS, in particular:</p> <ul style="list-style-type: none"> • improved resilience of the transport network to infrastructure damage or emergencies • improved resilience of the transport system to external changes • improved transport and land use integration • reduction in fatal and serious injuries for all modes <p>We are very interested in ensuring the safety of road users at level crossings. Risks can be avoided through; grade separation, appropriate level crossing design and Councils acting to ensure that inappropriate development does not occur adjacent to the railway, or lead to demand for level crossings across it.</p> <ul style="list-style-type: none"> • improved journey time reliability on key freight routes is maintained • freight hubs are protected and maintained • connectedness is enhanced 	<p>Retain these outcomes.</p>

<p>(1) The specific provisions of the Draft RLTS that my submission relates to are: (Specify page number and section on which you are submitting).</p> <p>Strategic Direction page 5</p>		<p>(2) My submission is that: (State concisely whether you support or oppose each separate provision being submitted on, or wish to have amendments made and the reasons for your views.)</p> <p>This section expresses the strategic aim to maximise existing transport networks and to ensure that their use and efficiency is optimised.</p> <p>We consider that the Council has taken a proactive and realistic approach to retention, development and integration of the region's transport infrastructure throughout the draft document and has provided adequately for our (considerable) freight task.</p> <p>KiwiRail is keen to grow the use of the rail network for freight and well integrated land and transport planning will support this. We are keen to talk to prospective customers about rail freight and for larger producers to connect to rail where possible. KiwiRail is also keen to support opportunities for freight consolidation. We particularly support opportunities which reduce modal transfer (i.e. the avoidance of goods being loaded off and onto wagons).</p>	<p>(3) I seek the following amendments or decisions: (Please give precise details for each comment. The more specific you can be the easier it will be for the Regional Transport Committee to understand your concerns.)</p> <p>Retain the stated strategic direction</p>
<p>Freight modes - page 16</p>		<p>The clause which reads: <i>The strategy does not envisage significant changes to the patterns of freight movement that are seen today. This means that the role of freight modes will not change significantly over the life of the strategy.</i></p> <p>While KiwiRail agrees that much of the short to medium term effort will be expended on retaining and enhancing the existing rail network, much could change in the longer term as the demand for freight alters, both in terms of production, distribution, port calls etc. KiwiRail is keen to ensure that it remains responsive and that it anticipates these changes. Within 30 years we would not expect that the range of</p>	<p>Add to last clause on page 16 the following: However, should different freight modes and/or demand(s) emerge adaptation of existing networks and distribution centres will be supported to meet emerging demand.</p>

<p>(1) The specific provisions of the Draft RLTS that my submission relates to are: (Specify page number and section on which you are submitting).</p>		<p>Railway Investment generally: Implementation pages 30, 32 and 34</p>
<p>(2) My submission is that: (State concisely whether you support or oppose each separate provision being submitted on, or wish to have amendments made and the reasons for your views.)</p>	<p>freight modes will alter, however volumes between the modes may alter and this may change the freight landscape. The greater use of rail hubs for consolidation and of rail for intra regional transport should be facilitated.</p>	<p>Broadly support the strategy for railway investment in all areas. As noted above priorities may shift over the term of the RLTS however KiwiRail will continue to improve reliability and capacity with increased renewals investment in replacement of sleepers, bridge strengthening/ track refurbishment. Improving our capacity to run on time and reliably is one of the key factors in providing a reliable service for freight customers. More robust infrastructure, with a longer maintenance life all contributes towards reducing transit time and improving reliability. It is noted in Appendix G: Implementation Intervention, that the proposal to develop Clifford Bay is supported in terms of shortening distances for freight on the south-north route (including Auckland).</p>
<p>(3) I seek the following amendments or decisions: (Please give precise details for each comment. The more specific you can be the easier it will be for the Regional Transport Committee to understand your concerns.)</p>		<p>Retain range of rail related actions on pages 30, 32 and 34.</p>

Add further pages as required.