

1. Introduction

1.1 PURPOSE

The growth of Canterbury and the quality of life that is enjoyed is dependent on our ability to ensure an efficient, effective, sustainable and safe transportation system in the future. The vision and goals of the RLTS reflect this but in order to achieve those goals the transportation strategy and actions or projects contributing to that strategy must be delivered.

The purpose of this Transport Regional Implementation Plan (“TRIP” or “the plan”) for the Canterbury region is to ensure a coordinated approach in delivering the Regional Land Transport Strategy (“RLTS”). The plan also allows activities, that are identified in a number of different agencies management plans, to be prioritised across the whole of the region to assist with decisions around the allocation of various funding streams.

The TRIP has been developed by the Canterbury Regional Land Transport Committee (“RLTC”) through Council and Transit senior transport managers on the Technical Officers Group (“TOG”) and three sub-regional oversight groups, representing:

- Northern Canterbury
- Greater Christchurch
- Southern Canterbury

Northern Canterbury covers the area north of the Rakaia River, excluding Greater Christchurch. It includes Kaikoura and Hurunui and the rural parts of Waimakariri, Selwyn and Christchurch. The Greater Christchurch area is defined by the Urban Development Strategy and is essentially urban Christchurch, Selwyn and Waimakariri. Southern Canterbury is the area south of the Rakaia River, which includes Ashburton, Mackenzie, Timaru and Waimate¹.

The Regional Land Transport Committee (“RLTC”) resolved to oversee the development of the plan in response to growing demands for regional coordination of transport activities.

The process used to develop the TRIP is outlined in Appendix 1.

The TRIP is a 30 year plan but is focused on specific transport implementation over the first 10 year period. This is because transport projects beyond 10 years are not as well developed and may need to be modified through further planning and investigation before they are implemented. Nevertheless it is important to include them in order to provide a comprehensive longer term picture of the transport infrastructure needs which are necessary to influence and support future land use patterns.

Transport system development within this plan has focused on complementary packages of transport activities rather than concentrating on individual projects. The packages developed for the three sub-regions are brought together into this region wide plan. Only activities that are considered to be of regional benefit have been included in this plan.

¹ Part of the Waitaki district is within the Canterbury region. Waitaki District has not been included in the TRIP as they are largely aligned with the Otago region.

1.2 OBJECTIVES

The main objectives of this plan are as follows:

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

The specific objectives of the TRIP were determined by the TOG and endorsed by the RLTC at the outset of the development of this plan and are shown in Table 1.

Table 1: TRIP Objectives

Objective	Specific Outcome
<i>Integrating transport and land use</i>	For each sub-region look at land use patterns and transport needs arising. Outcome: Determine in a general sense future land use patterns for each sub-region and the transport needs arising (this will help to inform the other objectives and outcomes).
<i>Meeting the requirements of the NZTS and the LTMA 2003</i>	Consider each project in the context of the NZTS and LTMA objectives Outcome: Assessment of how various packages fit with NZTS / LTMA objectives.
<i>Informing the RLTS by developing transport packages (including projects, timing and cost) for each sub-region</i>	Project List Timing for key projects Cost estimates Priorities Develop package of activities Outcome: Draft transport packages including costs and timing to inform the RLTS and help determine priorities.
<i>Developing a sustainable funding package for the region</i>	Use project costs and timing to determine funding needs for at least the next 10 years. Consider available funding and potential funding sources. Outcome: Draft funding plan for the region
<i>Achieving Commitment</i>	Buy-in from all parties to the TRIP. Outcome: Mutual commitment to deliver on accountabilities from an agreed plan.

1.3 CONTEXT

The TRIP has been developed within the context of the New Zealand Transport Strategy ("NZTS"), the Land Transport Management Act 2003 ("LTMA") and the Canterbury RLTS. The plan has been informed by other key strategies and studies. These are summarised in Appendix 2: Relevant Materials.

National Policy Context

The New Zealand Transport Strategy ("NZTS") sets out the Government's overall vision for transport, principles to guide activities aimed at achieving that vision, and five key objectives for transport (those objectives have been duplicated in the Land Transport Management Act 2003). The government's overall vision for transport is:

"By 2010 New Zealand will have an affordable, integrated, safe, responsive, and sustainable transport system."

The vision is underpinned by four principles:

- Sustainability
- Integration
- Safety
- Responsiveness

The NZTS is based on a sustainable development framework and principles. This means that economic development, social and environmental improvements must, as far as possible, be progressed in parallel. In moving forward, the government is committed to following an approach that is:

- Forward-looking
- Collaborative
- Accountable, and
- Evidence-based

The government's objectives for transport as set out in the NZTS are:

- Assisting economic development
- Assisting safety and personal security
- Improving access and mobility
- Protecting and promoting public health
- Ensuring environmental sustainability

The Land Transport Management Act 2003 ("LTMA") plays a key role in the way the New Zealand land transport system is developed, managed and funded. The LTMA has involved a major overhaul of transport funding and policy and as a result has brought about a significant change in terms of the funding and management of land transport. The purpose of the Act is to contribute to the aim of achieving an integrated, safe, responsive, and sustainable land transport system.

Central aspects of the LTMA are the five criteria that permeate through the Act. These criteria are the Government's five transport objectives as set out in the NZTS, referred to above.

Other national policy that has influenced the development of this plan includes:

- National Rail Strategy 2005
- National State Highway Strategy 2007
- Getting There – on Foot, by Cycle 2005
- New Zealand Energy Strategy to 2050
- New Zealand Energy Efficiency and Conservation Strategy 2007

These documents and others are summarised in Appendix 2: Relevant Materials.

Regional Policy Context

The Canterbury RLTS provides the strategic framework for this plan. The Strategy contains five key outcome areas:

- Equitable access
- Economy
- Social environment
- Environment
- Safety

The key result areas for the strategy relate to alternative modes, roads (safety, environment and infrastructure), demand management, land use and freight.

The strategic option which underpins the RLTS is one that provides for strategic infrastructure improvements with commensurate increases in alternative modes and some restraint measures (eg parking charges).

Through the vision, goals and key result areas, which include principles, policies, methods and activities, the RLTS is well aligned with the NZTS and the LTMA 2003.

The TRIP will serve as a key implementation plan to deliver the RLTS. It will also inform the implementation and funding chapters of the revised strategy (2008 – 2018).

The Canterbury Regional Travel Demand Management Strategy (“TDMS”) also provides direction for the TRIP. The TDMS expands on the Demand Management provisions of the RLTS. The approach chosen as appropriate for Canterbury at this time, in relation to managing travel demand, is to:

1. **Improve alternative transport options**, therefore giving people greater choice when deciding how to travel.
2. **Establish land-use patterns** that support alternative modes and provide opportunities for people to travel less.
3. Increase use of **promotion, education and marketing** techniques (soft TDM measures).
4. Implement **parking controls to manage traffic** growth and support alternative modes (hard TDM measures).
5. Implement **restraint and pricing measures in the future** (hard TDM measures) if required beyond the above approaches.

This approach is discussed further in the RLTS Key Result Area 3, Demand Management.

The Canterbury Regional Policy Statement (“RPS”) also provides an important regional context for transport and land use in the region. Some of the key directions provided by the RPS for transport are as follows:

- Protect Canterbury’s existing transport infrastructure and land transport corridors necessary for future strategic transport requirements.
- Promote the use of transport modes which have low adverse environmental effects.
- Promote changes in movement patterns, travel habits and the location of activities, which achieve a safe, efficient and cost-effective use of the transport infrastructure and reduce the need to travel.
- Encourage settlement patterns that will make efficient use of the regional transport network.

Proposed Change 1 to the RPS introduces a new Chapter 12A, (Development of Greater Christchurch) which sets out the proposed Greater Christchurch land use distribution, particularly the areas available for urban development, the household densities for various areas and other key components for consolidated and integrated urban development and that land which is to remain rural for resource protection and enhancement and other reasons. The Proposed Change includes maps defining areas for development and applies to Christchurch City (including the Lyttelton Harbour basin but excluding eastern Banks Peninsula) and the eastern parts of Waimakariri and Selwyn Districts. This Change is part of the Greater Christchurch Urban Development Strategy implementation and will have an impact on transportation planning for Greater Christchurch.