

Canterbury Regional Transport Committee

Agenda item number	12.1	Date	25 August 2017
Portfolio	Transport	Regional Land Transport Plan Issue?	Yes
Author	Lorraine Johns, Environment Canterbury	Endorsed by	Sam Elder, Environment Canterbury

Variation to Canterbury Regional Land Transport Plan

Purpose

1. To amend the Regional Land Transport Plan (RLTP) pursuant to section 18D of the Land Transport Management Act 2003 (LTMA) to include the proposed variation: Waimakariri Bridge safety and reliability improvement.

Overview

2. The Regional Transport Committee (RTC) may prepare a variation to its RLTP during the 6 years to which it applies if the variation addresses an issue raised by a review or good reason exists for making the variation.
3. A variation may be prepared by the RTC at the request of an approved organisation (including the New Zealand Transport Agency) or on the RTC's own motion.
4. The RTC must consider any variation request promptly.
5. The provisions of the LTMA that apply to the preparation of a full RLTP apply with the necessary modifications to a variation of an RLTP. Consultation is not required for any variation that is not deemed significant in the criteria set out in the RLTP, or arises from the declaration or revocation of a State Highway.
6. The RTC may recommend that Environment Canterbury vary the RLTP. Final approval of the variation rests with Environment Canterbury.

Recommendations

That the Regional Transport Committee:

1. **Notes** that the Regional Transport Committee deemed the proposed variation (Waimakariri Bridge Improvement) to be significant at its meeting on 26 May 2017, and established a Panel to oversee public consultation on the proposed variation.

2. **Notes** in the attached report the Panel recommends that the Regional Transport Committee support the Waimakariri Bridge Improvement variation proposed by NZTA, on the basis that:
 - the third southbound lane will be operated as an HOV lane during the morning peak (including a minimum of T2, public transport and emergency vehicles), and
 - a cycle clip on lane will be built.
3. **Agrees** to vary the Regional Land Transport Plan adding the proposed activity “Waimakariri Bridge safety and reliability improvement” to Appendix A ‘Activities included in the Canterbury Land Transport Programme’.
4. **Recommends** this variation to Environment Canterbury.
5. **Notes** the additional observations and suggestions raised by the Panel, outlined below in this paper.

Key points

- Submissions opened on 13 June 2017 and closed on 13 July 2017. The Panel heard oral submissions on 7 August 2017.
- There were 177 written submissions in total.¹ Thirteen individuals and organisations also spoke in support of their submission. Submitters were asked to complete an online form which:
 - asked if they supported or opposed the proposed variation
 - asked if they wished to be heard in support of their submission
 - provided a field for any other comments.
- All but two submitters completed the online form. Eight submitters provided a supplement to their submission via email or post.
- Of the 177 submitters:
 - 153 supported the proposed variation (86.5%)
 - 22 opposed the proposed variation (12.5%)
 - 2 did not complete the online field which asked them to specify whether they supported or opposed the proposed variation (1%).
- While there was an additional field for providing comments, many submitters did not provide a comment. Of the submitters who commented, a number raised similar matters relating to implications for congestion and quality of life; need for complementary initiatives; eligibility to use the third lane; role of rail; cycling access and safety; impact on Woodend bypass.

¹ Note that the Officers’ Report indicated there were 178 submissions. However, the correct total is 177 submissions, as it was subsequently identified that one submitter had accidentally completed the online submission form twice.

- An Officers' Report was developed by Environment Canterbury staff, with the assistance of staff from Christchurch City Council, Waimakariri District Council and NZTA. The Officers' Report summarised the written submissions and responded to matters raised by submitters.

Additional observations and suggestions

- The Panel noted that the success of the third southbound HOV lane will depend on effective implementation. The Panel considers the New Zealand Transport Agency and councils should work with the New Zealand Police to identify options and develop an effective enforcement strategy.
- The Panel noted that the design and operation of a "Downstream Effects Management Plan" is a condition placed on the grant of consent for Christchurch City Council's work on the Christchurch Northern Corridor, and it is likely that this Plan will result in the need for Christchurch City Council to make changes to the road network in this area, regardless of any changes required as a result of the third southbound lane.
- While it is recognised that deliberations over the provision of the third southbound HOV lane have delayed consideration of this matter, approval of the proposed variation to the Regional Land Transport Plan should give Christchurch City Council and NZTA certainty to commence detailed work on the Downstream Effects Management Plan, giving the community greater reassurance that the downstream impacts will be examined and addressed.
- The Panel noted that the community particularly seek reassurance that the impacts will be managed around the Cranford/Innes intersection and in the wider Saint Albans area.
- A concern was raised during the submissions process that the proposed variation could delay work on the Woodend Bypass. The Panel noted that the RTC can consider the priority of the Woodend Bypass within the context of the Review of the Regional Land Transport Plan that is currently taking place.

Attachment

AGENDA ITEM NO: 10	SUBJECT MATTER: <i>REQUEST TO VARY THE REGIONAL LAND TRANSPORT PLAN 2015</i> RLTP MATTER: Yes
REPORT BY:	Michael Blyleven , Transport Planning Manager, NZ Transport Agency
ENDORSED BY:	Lorraine Johns , Principal Advisor, Environment Canterbury

Purpose

This paper:

1. requests a variation to the State Highway Improvement Programme in the RLTP and
2. advises of another proposed variation for inclusion of improvements to the Waimakariri River Bridge, which is of significance.

This report sets out information about these activities.

RECOMMENDATIONS

That the Canterbury Regional Transport Committee:

1. *Endorses the variation to the State highway improvement programme in the RLTP with the addition of the "Kaikoura Nov 2016 EQ SH1 between Clarence and Oaro (NLTF) improvements;*
2. *Notes that the requested variation for the Waimakariri Bridge safety and reliability improvement is of significance and advice has been provided by Environment Canterbury that consultation on this proposed variation is required before a decision is made by the Committee on the endorsement of this variation.*

Background

Clarence and Oaro improvements

The New Zealand Transport Agency has undertaken the SH1 Picton to Christchurch Programme Business Case (PBC) in collaboration with partners and stakeholders to identify problems, benefits and potential solutions to address these. The investment objectives are to improve safety, resilience, reliability, access and amenity.

Along the Kaikōura Coast between Clarence and Oaro there is major reinstatement work underway to address resilience issues. Further enhancements for safety and access have been identified through the SH1 Picton to Christchurch Programme Business Case and there is an urgent opportunity to deliver these while the road is closed and gain cost savings by implementation in conjunction with the North Canterbury Transport Infrastructure Recovery Alliance (NCTIR) work. The activities have strong community support and will significantly assist economic recovery.

Waimakariri Bridge improvement

On the northern approach to Christchurch an additional third southbound lane on the Waimakariri River Bridge has been recommended as an urgent short term response to morning peak congestion and reliability issues. There is an opportunity to deliver this with the Christchurch Northern Corridor alliance work already under design and construction of the Northern Arterial (Christchurch Motorways - Roads of National Significance). Congestion is exacerbated by a high proportion of single occupant vehicles (85%) crossing the river and such continued growth is unsustainable with downstream social impacts on the Christchurch City local network. The UDS partners have a travel demand strategy and the UDS Implementation Committee supports the third lane providing it includes high occupancy vehicle lanes and a cycle clip-on to address a major capacity issue.

To deliver these improvements the following additional activities are requested for inclusion in the RLTP.

Activity Class	Project Name	Start Year	End Year	Total Cost for all years	Action and Comment
State Highway Improvements	Kaikoura Nov 2016 EQ: SH1 between Clarence & Oaro (NLTF) improvement	16/17	19/20	\$200,000,000	Add;;
State Highway Improvements	Waimakariri Bridge safety and reliability improvement	17/18	19/20	\$20,000,000	Add;;

ASSESSMENT OF SIGNIFICANCE

Clarence to Oaro improvements

The proposed SH1 Clarence to Oaro improvements have been developed in consultation with stakeholders through the SH1 Picton to Christchurch Programme Business Case and ongoing engagement with the Kaikōura Earthquake Restoration Liaison Group (RLG). The RLG was set up under clause 4 of the Hurunui/Kaikōura Earthquakes Recovery (Coastal Route and Other Matters) Order 2016 (the OIC). All parties have indicated strong support for the improvements proposed. Further stakeholder involvement will be ongoing throughout the project development.

The urgency for these improvements is the need to undertake this work while the state highway is closed (minimises the impact on travellers) and large cost savings through delivery synergies with the major reinstatement work currently underway on SH1. In addition, the truncated Clause 11 consenting process in the OIC will be used for the proposed

improvements, allowing these works to form part of the North Canterbury Transport Infrastructure Recovery Programme (consents must be lodged by 9 June 2017).

The significance policy lists a number of variations that are not considered significant for the purposes of consultation, including: *Funding requirements for preventative maintenance and emergency reinstatement activities.*

The proposed improvements could be deemed to fall within this classification and therefore would not be considered significant.

Clause 3 of the OIC defines restoration work to mean: *any activity that, because of or in connection with the Hurunui/Kaikōura earthquakes, it is necessary or desirable to undertake to, without undue delay, restore the coastal route and enable it to be used fully, effectively, and safely; and includes any activity necessary or desirable to repair and rebuild the coastal route; and enhance the safety and improve the resilience of the coastal route.* The improvements now proposed between Clarence and Oaro are for transport outcomes deemed necessary to enhance safety, resilience, reliability, access and amenity to support tourism and economic recovery following the earthquakes. It is suggested that the significance policy could be read alongside the approach taken to defining restoration work in the OIC.

The RLTP significance policy was discussed at length on 24 February 2017 and it was agreed that this policy needed review as part of the statutory review of the Regional Land Transport Plan.

Waimakariri Bridge improvement

The Waimakariri Bridge improvement has arisen from the rapid land-use growth and resultant congestion and unreliable travel time on the northern access to Christchurch following the Christchurch earthquakes.

There is an opportunity for cost savings to deliver this with the Christchurch Northern Corridor Alliance work already underway. Ongoing traffic growth has raised concerns about the continued use of single occupant vehicles accessing the city especially the social impacts of traffic through the St Albans community. The Transport Agency and the Greater Christchurch Urban Development Strategy partners support travel demand management and behaviour change to more sustainable travel modes. This has led to the Waimakariri Bridge proposal incorporating a 3rd southbound lane, to be used as a high occupancy vehicle lane and a cycleway connection (to improve cycling safety) (Attachment 1 refers). There may be potential downstream impacts through the St Albans area in relation to which the local community has previously raised concerns.

Based on this, the significance policy applies and public consultation is required.

ATTACHMENT 1

Greater Christchurch Urban Development Strategy Implementation Committee, Meeting 7 April 2017.

Agenda papers are here:

http://christchurch.infocouncil.biz/Open/2017/04/GCUC_20170407_AGN_1409_AT.PDF
(pages 15-20)

Minutes and resolutions are here:

http://christchurch.infocouncil.biz/Open/2017/04/GCUC_20170407_MIN_1409.PDF (page 4)

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