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Subject: FW: NZ Transport Agency Submission to the Draft Long Term Plan EMAIL:05270852
Date: Monday, 13 April 2015 2:23:36 p.m.
Attachments: [{cid62123BEB76CBE14999C00F5622792478@ecan.govt.nz}NZTA Submission ECAN DraftLongTermPlan 13_04_2015.pdf](#)
Importance: Low

----- Original Message -----

From: Harrison Giarne
Received: 13/04/2015 2:18 p.m.
To: ECInfo; Environment Canterbury; Services Customer; Services Customer
Cc: Higgs Steve; Higgs Steve
Subject: NZ Transport Agency Submission to the Draft Long Term Plan

Kia ora ECAN,

Please find attached a submission from NZTA to the ECAN Draft Long Term Plan. Please get in touch should you be unable to read or open the document.

Kind regards,

Giarne

Find the latest transport news, information, and advice on our website:
www.nzta.govt.nz

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13 April 2015

Draft Long Term Plan Submission
Environment Canterbury
P.O. Box 345
Christchurch 8140

Dear Sir/ Madam

Submission from NZ Transport Agency on the Environment Canterbury Draft Long Term Plan

Thank you for the opportunity to comment on the Draft Long Term Plan (Draft Plan). The NZ Transport Agency's mandate is set out under the Land Transport Management Act 2003 (LTMA). It has a statutory responsibility to undertake its functions in a way that contributes to an affordable, integrated, safe, responsive and sustainable land transport system. As a road controlling authority the NZ Transport Agency (the Transport Agency) is responsible for the safe and efficient maintenance, operation and improvement of the State Highway network. It is also responsible for allocating land transport funding from the National Land Transport Fund (NLTP) and has a requirement to give effect to the Government Policy Statement (GPS).

The Transport Agency considers that the Draft Plan has appropriately identified the key issues facing the Canterbury Region and is therefore supportive of its content, subject to the changes sought through this submission. The Transport Agency has a strong interest in ensuring ECan's proposed programmes and resulting funding arrangements contribute to integrated and/or optimal transport networks in Canterbury, particularly for Greater Christchurch, and support efforts to encourage a shift to public transport and active modes for a much greater proportion of trips to help optimise the use of this network.

Comment on the draft Plan:

General

The Transport Agency supports the general structure of the Draft Plan and the support Environment Canterbury extends to CERA for infrastructure improvements for the Christchurch City earthquake recovery focused projects in general and in particular Lyttelton Port's rebuild and recovery through the Lyttelton Port Recovery Plan.

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"Environment Canterbury would like to take a bigger role in getting more motorists out of their cars and onto public transport. We propose to put additional resources into encouraging this change, supporting the new bus routes and other Metro service improvements. We'd like to see Christchurch's bus patronage return to and exceed pre-quake levels".

We acknowledge Environment Canterbury's efforts to rebuild patronage of the bus network since the earthquakes. We support efforts to regain and then surpass the previous patronage high of 17 million boardings per annum.

We understand for the next three years appear you are focussed on realising the benefits of the new hubs and spokes route structure and timetable, as well as the new central city bus interchange. We consider there may be a need plan for a further review of passenger transport services and investment levels in out years over and above what is planned for in the LTP to achieve the desired patronage goals.

We support efforts to encourage a greater of proportion of trips on public transport through a well-researched, targeted and sustainable behaviour change programme.

We also support efforts to improve the efficiency of Christchurch's bus network operations through the introduction of bus priority measures on congested corridors and improved transfer facilities where appropriate. We look forward to continuing to progress this work with Environment Canterbury and the Christchurch City Council.

Main changes to rates in specific areas Page 28

Lower Waitaki River Control Scheme:

A review of the scheme, carried out at the request of the Otago Regional Council and the scheme's ratepayers, aimed to determine if the current river management approach was sustainable, to look at options for reducing annual works costs, and to address the targeted rating discrepancy between Otago and Canterbury scheme ratepayers. The review recommended a reduced reliance on heavy bank protection works, to pull back farming activities from the river banks, and develop vegetation buffer zones between the active river channel and farmland. This is expected to reduce the cost of the ongoing works programme by \$150,000. We are proposing to align the rating of the Lower Waitaki scheme with other major river protection schemes.

The Transport Agency has some concerns regarding the implications of reduced funding for the Lower Waitaki River on the Transport Agency's assets – principally the SH1 Bridge. Whilst an endeavour to reduce expenditure on the scheme may be an appropriate course of action, the Transport Agency is concerned that a reduction in spending upstream of the SH1 bridge will result in an increase in spending required at the SH1 bridge by the Transport Agency. For example a reduction in spending on maintenance of existing rock groynes upstream of the SH1 bridge by Environment Canterbury will in time result in more pressure on the infrastructure (eg requiring installing groynes, bank repairs, armouring, removal of flood debris) the Transport Agency has invested in immediately downstream. These downstream effects need to be fully considered in the review of the River Control Scheme and your Long Term Plan.

The Agency does not wish to speak at the hearings.

If you have any questions regarding the contents of this submission please do not hesitate to contact Godwell Mahowa on

Yours sincerely,

Mark Yaxley
Regional Manager, Planning and Investment Canterbury