

Canterbury Regional Transport Committee

Information Item

Agenda item number	6	Date	26 February 2016
	Progress Report 2 on RLTP 2015-25 Refresh	Regional Land Transport Plan Issue?	Yes
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Title

Progress Report 2 on Canterbury Regional Land Transport Plan 2015-25 Refresh.

Purpose

To provide the RTC with a second update on the progress made on this project, initiated by the Committee at its August 2015 meeting.

Value proposition

The RTC and the Mayoral Forum have requested a variation to the strategic context of the RLTP with a view to it better aligning with the Canterbury Regional Economic Development Strategy, so that it reflects a more multi-modal and integrated philosophy.

At the August 2015 meeting of the RTC the Committee approved an approach to this project and appointed a sub-committee to oversee it. This report provides a second update for the Committee on the progress that has been made since the last update provided in December 2015.

A variation to the strategic context will result in an RLTP that better promotes the benefits of future investment in Canterbury; especially with regard to minimising transport costs for freight and meeting the future transport needs of communities. It will also set the scene for project identification and prioritisation processes towards 2018-28 Long Term Plans and a formal review of the RLTP from late 2017.

Recommendations

That the Committee:

1. Notes that two of three stages of stakeholder engagement are now complete;
2. Notes the main themes in feedback received through recent workshops;
3. Notes the final steps towards completion of the project.

Discussion

Background

The primary role of the RTC is to prepare a Regional Land Transport Plan (RLTP) every six years and review it tri-ennially. The RTC puts forward strategically aligned land transport activities proposed in a region for the coming six years. Environment Canterbury (ECan) is then required to forward the RLTP to NZTA who review each RLTP nationally against the Government Policy Statement on Land Transport (GPS), and then announce which activities in each region will receive central government co-investment.

Drivers for Variation to RLTP

In May 2015 the RTC requested ECan to lead a refresh of the front end of the RLTP with a view to it supporting the implementation of the Canterbury Regional Economic Development Strategy and enabling a more integrated and multi-modal planning approach into the future. The refresh also presents an opportunity to add a more comprehensive discussion of the issues and opportunities in the region, which is currently missing. The RTC noted their preference for an approach that replicates how the Canterbury Water Management Strategy is being delivered; that is, at a local level with meaningful engagement that grasps local issues and factors these into a regionally consistent strategic approach.

Objective

The aim of this work is to replace the front end of the RLTP (essentially the first 15 pages) with a more comprehensive version that is supported by key stakeholders across Canterbury. It should ultimately provide a clearer line of sight between long term objectives and short term local interventions, including regionally agreed integrated multi-modal approaches that help transport providers work with each other to identify and prioritise suitable activities in the short, medium and long term.

The objectives, policies, priorities, and remaining parts of the RLTP are out of scope. These will require review and realignment once the new strategic context is agreed, and this should occur in the period prior to the formal review of the RLTP in 2017/18.

Progress Report

Overall progress

As outlined in December's progress report, the refresh project is using a three stage engagement process. It is being overseen by a sub-committee of members appointed at the August RTC meeting and supported by an officials group that provides technical oversight. Both groups have now met three times since the start of the project. The project is on-track.

The first stage of engagement involved face to face meetings and telephone interviews with over 30 stakeholders identified by the project sub-committee. Stakeholders were provided with information on a range of transport drivers and were asked to reflect on these and any

other issues of concern to them. The discussions were not constrained by this information, however, and were kept open to allow issues and perspectives to emerge freely. Based on the feedback provided, the sub-committee approved a preliminary working document as the basis for the second stage of consultation.

This second stage of consultation involved three sub-regional workshops in Amberley, Timaru and Christchurch. The purpose of the workshops was to test and further develop the working document content, as well as give stakeholders a positive sense of involvement in the process. The workshops provided stakeholders with opportunities to discuss their understanding of the context, issues and challenges; as well as debate what role the RTC should play in the future. The key feedback that emerged from the workshops have provided the sub-committee with a basis for further development of the document text. The revised text will be shared one final time with stakeholders, where written comments will be invited.

Key Workshop Themes

The workshops were well attended, with the largest being in Christchurch. Over 70 individuals attended in total, representing a very broad range of over 50 organisations.

The workshops comprised three facilitated sessions, presenting information in a range of ways on the context, issues and challenges and strategic response sections of the working text. Participants were then invited to feedback comments and views in documented group discussions and individually.

The following provides a snapshot of the key themes that emerged from the three workshops:

- RTC leadership is necessary to create meaningful ways for modes to work together
- There is a need to understand rail potential to determine its future role
- Public transport needs supporting and scaling across the region to suit needs and support a changing population
- Joined up land use and transport planning is still not working well in some councils
- RTC needs to advocate to central government on a range of things including capturing sufficient revenue users, fairness of financial assistance rates, a national policy or strategy for managing freight growth, and sufficient timely funding to councils to support wider HPMV (high productivity motor vehicles) roll out
- Stakeholder expect future RLTP's to include bridge strengthening, two-laning key bridges, four-laning key routes, visitor focused facilities

In addition, stakeholders felt additional information was required for:

- Economic data - explain key sectors of significance supported by statistics and explain role of transport
- HPMV - explain objectives, benefits, implications for local government, other modes
- Age of infrastructure - provide a better story on age of network and implications e.g. bridges / resilience
- Visitor travel choices - how do visitors currently get around
- Public transport and taxis - better explain the role and include role of total mobility, community vehicle trusts, super gold card and who is using it.

- Create freight as a stand-alone issue and leverage south island freight plan content, add statistics on current rail freight use
- More coverage on transport disadvantaged, ageing, dispersed community impacts, decision making, funding system
- Add statistics on one lane bridges, passing lanes, visitor facilities
- Expand on public transport challenges - density, funding, rural
- Add driver behaviour and responsibility to the discussion on safety

The sub-committee has been briefed on this feedback and the working draft will be revised accordingly.

Next Steps

The following dates have been agreed by the Project Sub-committee to complete the final stages of the project.

26 Feb	RTC progress report 2
29 Feb	Draft text finalised for stage 3 consultation
2 Mar to 8 April	Written comments invited
19 April	Sub-committee agrees final draft text for RTC to consider
29 April	RTC invited to adopt text and recommend approval by ECan
19 May	ECan invited to approve variation to RLTP

The RTC will be invited to endorse the strategic context as a non-significant variation to the RLTP 2015-25. It will be asked to recommend it to ECan for approval, who will then forward it to the NZTA, as required by legislation.