

CANTERBURY REGIONAL COUNCIL

MINUTES OF THE 38th MEETING OF THE CANTERBURY REGIONAL TRANSPORT COMMITTEE HELD IN THE HEAD OF THE AVON MEETING ROOM, COMMODORE HOTEL, 449 MEMORIAL AVENUE ON FRIDAY 29 APRIL 2016 COMMENCING AT 1.05PM

1.	APOLOGIES
2.	CONFLICTS OF INTEREST
3.	MINUTES OF MEETING – 26 FEBRUARY 2016
4.	MATTERS ARISING
5.	DEPUTATIONS AND PETITIONS
6.	HEAVY MOTOR VEHICLE AND INDUSTRY UPDATE
7.	MINISTRY OF TRANSPORT FUTURES PRESENTATION
8.	UBER PRESENTATION
	MATTERS FOR DECISION
9.	STRATEGIC REFRESH OF THE REGIONAL LAND TRANSPORT PLAN
10.	VARIATIONS TO THE REGIONAL LAND TRANSPORT PLAN: TIMARU DISTRICT COUNCIL STREET LIGHTING UPGRADE
	MATTERS FOR INFORMATION
11.	NEW ZEALAND TRANSPORT AGENCY REPORT
12.	ACTIVE AND PASSENGER TRANSPORT WORKING GROUP REPORT
13.	REGIONAL ROAD SAFETY WORKING GROUP REPORT
14.	TRANSPORT OFFICERS GROUP REPORT
15.	QUESTIONS / GENERAL BUSINESS
16.	CLOSURE

PRESENT

Commissioner Rex Williams (Chairperson), Mayor Angus McKay, Cr Phil Clearwater, Cr Vince Daly, Cr Derrick Millton, Cr James Leslie, Cr Sarah Walters, Cr Kerry Stevens, Mayor David Ayers, Mr Jim Harland, Mr Philip Wareing, and Prof Simon Kingham

IN ATTENDANCE

Cr Miriam Morton (Waimate District Council – via telephone conference), Mayor Winston Gray (Kaikoura District Council);

Chris Gregory (Christchurch City Council), Ken Stevenson (Waimakariri District Council), Keith Tallentire (Greater Christchurch Urban Development Strategy), Colin Knaggs, Steve Higgs and James Newton (NZTA).

Andrew Jackson and Richard Cross (Ministry of Transport) for item 7
Ben Brooks (Uber) for item 8

Environment Canterbury

Steve Gibling (Programme Manager Strategic Policy and Transport), Lorraine Johns (Principal Strategy Advisor), Len Fleete (Strategy Advisor Land Transport) and Louise McDonald (Senior Administration Officer)

WELCOME

Commissioner Rex Williams welcomed everyone to the meeting.

1. APOLOGIES

Apologies were received from Mayor Craig Rowley (Waimate District Council), Dr Anna Stevenson, (Public Health Advisor), Commissioner Tom Lambie and Inspector Al Stewart (Safety Advisor, NZ Police).

Cr Phil Clearwater / Cr Kerry Stevens
CARRIED

2. CONFLICTS OF INTEREST

No conflicts of interest were declared.

3. MINUTES OF MEETING – 26 February 2016

Resolved

That the minutes of the meeting held on 26 February 2016, be confirmed as a true and accurate record and be adopted.

Mayor Angus McKay / Prof. Simon Kingham
CARRIED

4. MATTERS ARISING

ITEM 7 PRESENTATION FROM NZTA: REGIONAL ROAD SAFETY WORKING GROUP

Following a request at the February meeting James Newton spoke to a report (tabled) "Effective Safe System Implementation" on the Safe System approach for road safety.

BUS PATRONAGE

Steve Gibling, as requested at the February meeting, provided an update on bus patronage. Speaking to a PowerPoint presentation he explained that following the earthquakes in February 2011 bus patronage had fallen. New services were introduced in December 2014 to address the new patterns of travel.

Patronage had been gradually improving but there has been a decline since mid-2015. International and national research provides some reasons for this decline including:

- An international trend of decline in the use of public transport.
- Initial reaction to route changes
- Cheap fuel and vehicle registration
- High car ownership in Canterbury

Local factors include:

- Network changes
- Long travel times
- Unreliability due to road works
- Slow return of workers to the Central Business District
- Infrastructure delays

Research has identified the following factors that are not problems:

- Service quality
- Passenger satisfaction
- Cost

The focus of the marketing campaign has been the Central Business District.

5. DEPUTATIONS AND PETITIONS

There were no deputations or petitions.

6. HEAVY MOTOR VEHICLE AND INDUSTRY UPDATE

Prior to the start of the meeting, Philip Wareing (Economic Advisor) had arranged for two fully compliant High Productivity Motor Vehicles (HPMV's) to be present for the Committee to view. Mark Wareing, who manages operations at Philip Wareing Limited, explained to members the differences in configurations of the units. While each of the truck and trailer units complied with HPMV regulations there were differences in the age and lay out, the total weights of load each unit could take was discussed. The advantages of utilising higher payload vehicles was emphasised particularly in terms of safety, efficiency and competitive advantage with countries such as Australia.

Mr Wareing and his staff were thanked for the time and effort in bringing the vehicles to the meeting. The presentation was useful and informative.

7. MINISTRY OF TRANSPORT FUTURES PRESENTATION

(No paper)

Andrew Jackson (Deputy Chief Executive, Specialist Advice & Strategy Group) and Richard Cross (Manager, Strategy Policy) from the Ministry of Transport presented information about the Ministry's Strategic Policy Programme.

Key points in their presentation included:

- The difficulty in forecasting future demand when actual kilometres travelled does not match forecasts.
- The need for to build flexibility into scenario planning
- Focus on access
- There is a two way relationship between transport and the economy: in a developing economy transport drives economic growth, but once a network is in place the balance changes. Investing in transport in areas of economic decline will not address economic decline.
- Future funding questions: how much to invest? And how to raise the money? Income from road tax has increased by 40% over the last 8 years.
- Regulation 2025 is a project which is looking at how transport could be regulated in the future.
- PT2045 is a project that is looking at what public transport actually is and exploring different ways of providing public transport.

Replying to a question regarding the source of road transport funding, Mr Jackson advised that the money goes into a collective pot and is not allocated by the activity or geography from where it is collected. However the Ministry does look at regional income and expenditure trends. It was requested that Mayors be provided with that information.

The comment was made that the modelling appears to be based on business as usual, when the London experience shows that usage of public transport and cycleways increases when improvements are made.

The issue of the connection between transport planning and the Ministry of Education was raised. Since the earthquake many children are being driven to school. It was agreed to discuss this further at another meeting.

8. UBER PRESENTATION

(Refer pages 10-12 of the agenda)

Ben Brooks from Uber described the Uber ridesharing model that uses personal vehicles to provide rides using a technology platform to connect passengers to drivers. He explained the safety advantages of this service, that is cashless and both driver and passenger know who each other are, as does Uber. They operate in areas that do not have public transport and users of the service tend to be people who would not take a taxi.

Uber are working with Government on the regulation requirement for Uber in New Zealand. They are concerned at the high barriers for entry, compared to Australia.

Noting that Uber is currently operating in major centres, Mr Brooks was asked if Uber were considering extending their service to other centres, for example Rangiora. He advised that they do monitor demand.

MATTERS FOR COMMITTEE DECISION

9. STRATEGIC REFRESH OF THE REGIONAL LAND TRANSPORT PLAN

(Refer pages 13 – 42 of the agenda)

Lorraine Johns introduced this item and explained that the proposed changes to the strategic front section of the Regional Land Transport Plan (RLTP) align it better with the Canterbury Regional Economic Development Strategy, in particular by recognising the need for an integrated multi-modal transport system.

The process for developing the replacement pages included discussions with over 30 stakeholders, sub-regional workshops and the opportunity for written comments. The replacement pages, developed over a seven-month period have created a far more extensive, comprehensive and strategic front end for the RLTP.

The replacement pages outline in more detail Canterbury's population, economic structure and transport system. They also explain the drivers of change in the transport system. This is then used as the basis for defining the issues and challenges.

The six challenges identified in the current RLTP have been replaced by a detailed discussion of around 15 issues and challenges faced by the Canterbury region (which include and elaborate on those in the current RLTP). These can be summarised as follows:

- maintaining and improving levels of access and mobility
- providing a range of transport and non-transport options to ensure people can access what they need in the way of goods, services and activities
- supporting freight growth by taking an integrated multi-modal approach
- developing the transport system to safely support domestic and international visitor growth
- ensuring transport options are affordable, particularly given likely funding constraints
- managing private vehicle traffic growth to reduce the economic cost of delays and ensure accessibility is maintained
- improving road safety for all road users
- ensuring transport makes a positive contribution to population health
- managing the environmental impacts of transport
- managing network security through minimising the risk of disruption by natural hazards on key regional and inter-regional transport routes
- meeting the transport needs of dispersed communities and ensuring future land use development allows social and economic needs to be met most efficiently and affordably

- ensuring the network is resilient to energy supply and fuel price volatility, moving toward a system that is less reliant on oil
- managing the transport impacts of anticipated population change
- taking advantage of iterative technological advances and managing disruptive technological advances
- managing traffic issues resulting from earthquake impacts (in particular, land use change).

The replacement pages also signal the strategic response. The focus is on:

- Delivering multi-modal freight solutions and supporting the take up of multi-modal people movement options
- A greater leadership role for the Regional Transport Committee in creating a more collaborative environment across the whole transport sector, including establishing the structures necessary for collaboration so transport stakeholders can come together, communicate and share knowledge
- Working more closely with neighbouring regional transport committees

The next step in this work is for objectives and policies in the Regional Land Transport Plan to be revised to reflect the new strategic context. This will create a framework for evaluating future transport responses and activities proposed by Regional Transport Committee member organisations, as well as other entities. This work will be completed in time for the start of the formal Regional Land Transport Plan review required by the Land Transport Management Act 2003 within the six month period prior to the end of the 2017/18 financial year.

Resolved

That the Canterbury Regional Transport Committee:

- 1. Notes the extensive process this change has followed, including:***
 - a. the establishment of the Project Sub-Committee, which met four times, including representatives from Kaikōura, Hurunui, Timaru and Selwyn District Councils, Christchurch City Council, Environment Canterbury and the New Zealand Transport Agency***
 - b. the establishment of the Project Management Group, which met four times, including representatives from Hurunui and Timaru District Councils, Christchurch City Council, Canterbury District Health Board, Canterbury Development Corporation, Spokes Canterbury, KiwiRail, Environment Canterbury and the New Zealand Transport Agency***
 - c. three rounds of stakeholder engagement including one-on-one interviews, three sector workshops across the region and written submissions***
 - d. Meetings held with Regional Transport Committee Chairs and senior staff across all South Island regions;***
- 2. Approves the replacement pages for the strategic frontend of the RLTP, subject to further minor presentation and editorial changes;***
- 3. Requests that the Chair of the RTC contact each of the submitters to acknowledge the changes made as a result of submissions.***

Mayor Angus McKay / Mr Jim Harland
CARRIED

Resolved

That the Canterbury Regional Transport Committee:

4. ***Recommends that the Canterbury Regional Council approves the replacement pages as a variation to the Canterbury Regional Land Transport Plan 2015-25 and forwards the variation to the New Zealand Transport Agency;***
5. ***Notes the need to review the objectives and policies in the Plan prior to or as part of the completion of a formal Plan review required by the Act by June 2018***
6. ***Notes that the Canterbury Regional Council will work with the New Zealand Transport Agency to ensure that the principles of the Business Case Approach are applied in the review of the Regional Land Transport Plan.***

Cr Kerry Stevens / Cr Sarah Walters
CARRIED

10. VARIATIONS TO THE REGIONAL LAND TRANSPORT PLAN: TIMARU DISTRICT COUNCIL STREET LIGHTING UPGRADE
(Refer pages 43 – 47 of the agenda)

Resolved

That the Canterbury Regional Transport Committee:

1. ***Considers the requested variation for Timaru District Council Accelerated street light LED conversion to be non-significant;***
2. ***Agrees to vary the Regional Land Transport Programme 2015-18 by adding the proposed activity, Timaru District Accelerated Street Light LED Conversion, to Appendix A 'Activities included in the Canterbury Land Transport Programme'; and***
3. ***Recommends this variation to Environment Canterbury for its consideration.***

Cr Kerry Stevens / Cr Sarah Walters
CARRIED

MATTERS FOR INFORMATION

11. NEW ZEALAND TRANSPORT AGENCY REPORT
(Refer pages 48 – 57 of the agenda)

Jim Harland presented the NZTA update. The report included information about the One Network Road Classification (ONRC) that includes classification of existing and new roads, fit-for-purpose customer levels of service and a set of performance levels and targets for each level of customer service. A report on ONRC roll-out in the Canterbury region will be presented to the next Transport Officers Group for comment prior to report back at the next meeting of the Regional Transport Committee.

Resolved

That the Canterbury Regional Transport Committee notes the contents of the New Zealand Transport Agency update.

Commissioner Rex Williams / Cr Derrick Milton
CARRIED

12. ACTIVE AND PASSENGER TRANSPORT WORKING GROUP REPORT
(Refer pages 58 – 65 of the agenda)

Resolved

That the Canterbury Regional Transport Committee receives the Active and Passenger Transport Working Group Report.

Mayor David Ayers / Cr James Leslie

13. REGIONAL ROAD SAFETY WORKING REVIEW REPORT*(Refer pages 66 – 77)*

Attached to the report was a combined crash list detail report, a request was made for this report to include data on foreign drivers.

Resolved***That the Canterbury Regional Transport Committee:***

- 1. Receives the Report.***
- 2. Notes activity on the business case on intersection safety in Canterbury.***
- 3. Notes the 2016/17 work programme items.***

Cr Vince Daly / Mayor Angus McKay
CARRIED

14. TRANSPORT OFFICERS GROUP REPORT*(Refer pages 78 – 105 of the agenda)*

Len Fleete presented this item.

As raised at item 7 (Ministry of Transport update) a request was made for a presentation at the future meeting from the Ministry of Education on changes to school zoning in Christchurch.

Resolved***That the Canterbury Regional Transport Committee receives the Transport Officers' report.***

Commissioner Rex Williams / Cr Phil Clearwater
CARRIED

15. CORRESPONDENCE/GENERAL INFORMATION*(Refer pages 106 – 114 of the agenda)***Correspondence from Temuka Saleyards**

A letter from Temuka Co-operative Saleyards Company Limited advising of their proposal to increase the size of their stock effluent disposal site was considered. This will create an opportunity for all stock trucks to use this facility and the Temuka Co-operative were seeking consideration of a joint partnership funding model.

The Committee commended the Co-operative for their initiative and referred the matter to NZTA and Timaru District Council, with the Regional Transport Committee's endorsement.

The point was made that the provision of stock effluent sites was a national issue and needed to be considered as part of a network, rather than be dealt with on an ad hoc basis.

Resolved***That the Canterbury Regional Transport Committee receives the correspondence from Temuka Saleyards.***

Mayor Angus McKay / Cr Kerry Stevens

16. **CLOSURE**
The meeting closed at 3.04 p.m.

CONFIRMED



Chairperson

4/8/2016

Date