

41st meeting of the Canterbury Regional Transport Committee

To the Chairperson and members of the committee

Membership of the Committee

Chairman David Bedford (Chairperson) Canterbury Regional Council

| | | | |
|-------------------------|-----------------------------|--------------------|------------------------------|
| Mayor Donna Favel | Ashburton District Council | Cr Mark Alexander | Selwyn District Council |
| Cr Mike Davidson | Christchurch City Council | Cr Kerry Stevens | Timaru District Council |
| Cr Peter Scott (Deputy) | Canterbury Regional Council | Mayor David Ayers | Waimakariri District Council |
| Mayor Winton Dalley | Hurunui District Council | Mayor Craig Rowley | Waimate District Council |
| Mayor Winston Gray | Kaikōura District Council | Mr Jim Harland | NZ Transport Agency |
| Mayor Graham Smith | Mackenzie District Council | | |

A meeting of the Committee will be held on

Friday 26 May 2017 commencing at 2:30pm

Venue: Timaru District Council offices, 2 King George Place, Timaru

Agendas are available on the Environment Canterbury website three days prior to the date of the meeting and can be found at <https://www.ecan.govt.nz/get-involved/council-and-committee-meetings/>

Bill Bayfield
Chief Executive
Environment Canterbury



Canterbury Regional Transport Committee

Order Paper 26 May 2017

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| 9. | Review of the Regional Land Transport Plan – proposed new investment opportunities | 17 |
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| 12. | General business | |
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CANTERBURY REGIONAL COUNCIL

MINUTES OF THE 40TH MEETING OF THE CANTERBURY REGIONAL TRANSPORT COMMITTEE HELD IN THE ENVIRONMENT CANTERBURY COUNCIL CHAMBER, 200 TUAM STREET, CHRISTCHURCH ON FRIDAY 24 FEBRUARY 2017 COMMENCING AT 2.30PM

| | |
|-----|--|
| 1. | Apologies |
| 2. | Conflicts of interest |
| 3. | Minutes of Meeting – 24 June 2016 |
| 4. | Matters Arising |
| 5. | Correspondence |
| 6. | Deputations and Petitions |
| 7. | Briefing to the Incoming Regional Transport Committee and new Terms of Reference |
| 8. | Ministry of Transport – Discussion on GPS 2018 |
| | Matters for Decision |
| 9. | Process for Statutory Review of Regional Land Transport Plan |
| 10. | Variations to Regional Land Transport Plan 2015 |
| | Matters for Information |
| 11. | South Island Regional Transport Committee Chairs Group - Update |
| 12. | Regional Road Safety Working Group Report |
| 13. | Transport Officers Group Report |
| 14. | General Business |
| 15. | Closure |

PRESENT

Cr David Bedford (Chairperson), Mayor Donna Favel, Mayor Lianne Dalziel, Cr Peter Scott, Mayor Winton Dalley, Mayor Winston Gray, Mayor Graham Smith, Cr Mark Alexander, Cr Kerry Stevens, Mayor David Ayers and Mr Jim Harland

Environment Canterbury

Jill Atkinson (Director Strategy and Planning), Sam Elder (Programme Manager Strategic Policy), Lorraine Johns (Principal Strategy Advisor), Len Fleete (Strategy Advisor Land Transport) and Therese Davel (Senior Administration Officer)

WELCOME

The Chairperson opened the meeting and welcomed everyone.

1. APOLOGIES

Apologies were received from Mayor Craig Rowley

For lateness: Jim Harland

Mayor David Ayers / Cr Mark Alexander
CARRIED

2. CONFLICTS OF INTEREST

No conflicts of interest were declared.

3. **MINUTES OF MEETING – 24 June 2016**

Resolved

That the minutes of the meeting held on 24 June 2016, be confirmed as a true and accurate record and be adopted.

Mayor David Ayers / Cr Kerry Stevens
CARRIED

4. **MATTERS ARISING**

As per Item 7. Ministry of Education (MoE) Presentation (p 5 of the agenda), Cr Alexander enquired as to when the MoE would report back on the option of seat belts for children on school buses.

Action Point: Staff will follow up with MoE and inform the Committee.

5. **CORRESPONDENCE**

None.

6. **DEPUTATIONS AND PETITIONS**

There were no deputations or petitions.

7. **BRIEFING TO THE INCOMING REGIONAL TRANSPORT COMMITTEE AND NEW TERMS OF REFERENCE**

(Refer pages 8 – 51 of the agenda)

Lorraine Johns presented the item referring to the briefing and draft revised terms of reference. There was a brief discussion during which it was noted that alignment between the Canterbury Mayoral Forum and Regional Transport Committee is important for implementing the transport workstream of the Canterbury Regional Economic Development Strategy (CREDS). The current Committee is recognised for its work and has the ability to expand and strengthen its role to assist with the implementation of this workstream. The workstream focuses in particular on more integrated multi-modal transport planning and infrastructure investment – the Government's National Land Transport Fund cannot be used to fund rail, air or sea transport initiatives which means historically the focus of the Regional Transport Committee has been on roads.

A concern was raised about whether taking on an additional role could impact on the Committee's ability to carry out its statutory role, or whether more advocacy could stress the relationship with central government. Environment Canterbury suggested that the statutory role and the role of implementing CREDS can be aligned, and that a work programme will be developed for the Committee to consider at the next meeting.

A query was raised about inactive links on the Environment Canterbury website.

Action point: Environment Canterbury undertook to review and update the regional land transport webpage on the Environment Canterbury website.

Resolved

That the Canterbury Regional Transport Committee:

1. **Notes the attached briefing setting out information about the Committee's statutory role and other relevant background information.**
2. **Agrees to the proposed meeting schedule for 2017 outlined at paragraph 9, noting that the May meeting of the RTC will now be held in Timaru.**
3. **Notes that a drive toward integrated transport planning and investment across modes is a core component of the Canterbury Regional Economic Development Strategy.**
4. **Notes that there is an opportunity to expand the role of the Canterbury Regional Transport Committee so that it can work with Mayor Winton Dalley to implement the transport workstream of the Canterbury Regional Economic Development Strategy.**
5. **Approves the new terms of reference (attached as appendix one), subject to any changes agreed by the Committee.**
6. **Notes that changes will be required to the support structure in place for the Committee to enable it to carry out its expanded role; and**
7. **Invites Environment Canterbury to report back at the next meeting on the technical groups that will support the Committee to carry out its functions as well as the relationship between the Regional Transport Committee and other Canterbury regional committees with a significant transport interest.**

Cr Peter Scott / Cr Kerry Stevens
CARRIED

8. MINISTRY OF TRANSPORT – DISCUSSION ON GPS 2018

(Refer pages 52 – 58 of the agenda)

Lorraine Johns presented the item, referring to the letter to the Minister of Transport outlining the key matters the South Island Regional Transport Committee Chairs would like to see in the Government Policy Statement on Land Transport 2018 (GPS 2018). The key points raised by Chairs were for the GPS to recognise the role that transport plays in enhancing tourism and to ensure a funding model is in place to invest in the most effective mode of transport, whether it be road, rail, sea or air.

Staff will analyse the draft GPS 2018 to determine the extent to which the concerns outlined in the letter have been addressed.

The Ministry of Transport presented on the GPS, briefly outlining the role of the GPS, which is primarily to set out priorities and expectations for land transport investment. It was noted that GPS 2018 would have the same foundation although enhancements have been included to focus strongly on the delivery of strategic priorities; change how transport investments are delivered; and provide greater clarity from strategic priorities through to results.

The Ministry acknowledged that funding was always an issue as New Zealand had many roads which were forever changing. There was a suggestion that where there were extraordinary circumstance, the Government could consider adding money to undertake works, rather than taking it from 'business as usual' funding.

The Chairperson thanked the MoT for their presentation.

Resolved

That the Canterbury Regional Transport Committee:

1. Notes the attached letter that was sent to the Minister of Transport outlining the key matters South Island Regional Transport Committee Chairs would like to see in the Government Policy Statement on Land Transport 2018;
2. Prepare a submission on the Government Policy Statement to be shared with the Committee by email for approval.

Mayor Graham Smith / Cr Kerry Stevens
CARRIED

MATTERS FOR DECISION

9. PROCESS FOR STATUTORY REVIEW OF REGIONAL LAND TRANSPORT PLAN

(Refer pages 59 - 60 of the agenda)

Lorraine Johns presented the item, noting the workshop scheduled for 8 March. At the next meeting of the Committee in May staff will have draft text for approval. Final approval will be sought in early 2018 and NZTA have asked for all Plans to be submitted by April 2018.

There was a brief discussion about timing, as Territorial Authorities have to develop and propose roading projects to be included in Long-Term Plans before the GPS is finalised. Staff indicated that this issue had been raised with the Ministry of Transport, and will also raise it in the submission. It was suggested that the Committee take this issue up as part of its advocacy role.

Action Points:

- Staff will come back with an approach to change the reporting cycle;
- Staff will raise the issue of proposed changes to the reporting cycle in the submission to Ministry of Transport.

Resolved

That the Canterbury Regional Transport Committee:

1. Notes the proposed timeframes for the statutory review of the Regional Land Transport Plan; and
2. Notes that a workshop on 8 March 2017 is being held to:
 - a. discuss and approve the priority issues, objectives and outcomes identified by the Transport Officers Group
 - b. discuss and approve the proposed timeframe for the review.

Mayor Graham Smith / Cr Kerry Stevens
CARRIED

Attendance

Mayor Dalziel arrived at 3.49pm.

10. **VARIATIONS TO REGIONAL LAND TRANSPORT PLAN 2015**

(Refer pages 61 - 72 of the agenda)

Len Fleete discussed the item which involved seeking approval for several variations to the Canterbury Regional Land Transport Plan.

During the brief discussion concern was raised that one of the variations was considerably above the significance policy and as such would need consultation. The Committee discussed the reasons for allowing the variation and agreed the works were crucial. The Committee discussed to review the significance and engagement policy as part of the statutory review of the Regional Land Transport Plan.

Resolved

That the Canterbury Regional Transport Committee:

1. **Deems the following requested variations to be non-significant.**
2. **Agrees to vary the Regional Land Transport Plan adding the proposed activities to Appendix A 'Activities included in the Canterbury Land Transport Programme':**
3. **Recommends these variations to Environment Canterbury**
 - ***NZTA - State Highway 1 Rangitata to Timaru Safety Improvements***
 - ***KiwiRail Level Crossing Improvements***
 - ***Ashburton District Council – Rakaia pedestrian crossing;***
 - ***Canterbury HNO – SH1 Winchester;***
 - ***Canterbury HNO – SH1 Chertsey;***
 - ***Timaru District Council – Arundel-Belfield Road;***
 - ***Timaru District Council – Eversley Street; and***
 - ***Selwyn District Council – McMillan Street.***
4. **Deems the following requested variations be categorised as a 'funding requirement for preventative maintenance and emergency reinstatement' and as such are non-significant.**
5. **Agrees to vary the Regional Land Transport Plan adding the proposed activities to Appendix A 'Activities included in the Canterbury Land Transport Programme'.**
6. **Recommends these variations to Environment Canterbury:**
 - ***Kaikōura November 2016 Earthquake: Lewis Pass alternative route upgrade***
 - ***Kaikōura November 2016 Earthquake: Route 70 improvements Hurunui District Council***
 - ***Kaikōura November 2016 Earthquake: Route 70 improvements Kaikōura District Council.***

Mayor Winton Dalley / Cr Mark Alexander
CARRIED

MATTERS FOR INFORMATION

11. SOUTH ISLAND REGIONAL TRANSPORT COMMITTEE CHAIRS GROUP - UPDATE

(Refer pages 73 – 75 of the agenda)

The report was taken as read.

Resolved

That the Canterbury Regional Transport Committee:

1. Notes that the South Island Regional Transport Committee Chairs Group will next meet on 20 March 2017;
2. Notes that at this meeting, Chairs will discuss proposed common messages for all South Island Regional and Transport Plans; and
3. Provides any feedback on the common messages text to Environment Canterbury by 5pm Thursday 2 March 2017.

Cr Peter Scott / Mayor Donna Favel
CARRIED

12. REGIONAL ROAD SAFETY WORKING GROUP REPORT

(Refer pages 76 – 86 of the agenda)

The report was taken as read.

Resolved

That the Canterbury Regional Transport Committee:

1. Receives the Report; and
2. Notes activity on the business case on intersection safety in Canterbury.

Mayor David Ayers / Cr Kerry Stevens
CARRIED

13. TRANSPORT OFFICERS GROUP REPORT

(Refer pages 87 – 115 of the agenda)

The report was taken as read.

Resolved

That the Canterbury Regional Transport Committee:

1. *Receives the Report.*

Cr Kerry Stevens / Mayor Graham Smith
CARRIED

14. GENERAL BUSINESS

None.

15. CLOSURE

The meeting closed at 4.10p.m.

CONFIRMED

Date _____ **Chairperson**

Canterbury Regional Transport Committee

Information Item

| | | | |
|---------------------------|---|--------------------|--|
| Agenda item number | 8 | Date | 26 May 2017 |
| Author | Lorraine Johns, Principal Strategy Advisor, Environment Canterbury Sam Bellamy, Strategy Advisor, Environment Canterbury | Endorsed by | Sam Elder, Programme Manager, Environment Canterbury |

Regional Transport Committee work programme – enabling integrated transport planning and investment

Purpose

1. On 24 February 2017, the Canterbury Regional Transport Committee (RTC) asked Environment Canterbury to develop a work programme for the Committee to consider at its meeting on 26 May 2017.
2. This paper reports back on that work and proposes a number of priority initiatives for the RTC to focus on in 2017.

Value proposition

3. On 24 February 2017, the RTC agreed to work alongside Mayor Winton Dalley of Hurunui District Council to implement the Transport Workstream of the Canterbury Regional Economic Development Strategy (CREDS). This strengthens the link between the work of the Canterbury Mayoral Forum and that of the RTC, reflecting the connection between the Mayoral Forum's work on regional economic growth and the RTC's role in enabling economic growth through its transport activities.
4. Agreeing to a prioritised strategic work programme is a key step towards enabling integrated transport planning and investment, and thereby achieving the proposed vision and outcomes for the Canterbury Regional Land Transport Plan (RLTP), that is:

An accessible, affordable, integrated, safe, resilient and sustainable transport system that:

- *supports the safe, efficient and effective movement of people and goods by the most appropriate mode (including road, rail, sea, air)*
- *is responsive and supports population change and economic development, including freight and tourism growth*
- *minimises the consequences of disruptive events*

- *supports convenient and connected transport options to support mobility and access*
- *reduces the likelihood and extent of death and serious injury*
- *is the result of co-ordinated transport and land use planning and infrastructure investment*
- *fully incorporates sustainability issues, including environmental sustainability, into transport planning decisions*
- *ensures transport makes a positive contribution to the health of Cantabrians*
- *represents good value-for-money.*

Recommendations

That the Regional Transport Committee:

- 1. Notes that Environment Canterbury was asked to develop a work programme for the Committee to consider at its meeting on 26 May 2017.**
- 2. Notes that the attached proposed work programme takes account of the Committee's new strategic functions as well as its existing statutory functions.**
- 3. Notes that this work programme is a living document that will evolve over time.**
- 4. Agrees in principle to the proposed work programme.**
- 5. Agrees that the Committee's focus in 2017 will be on the following priorities:**
 - Statutory review of the RLTP**
 - Promote the RLTP within the region and monitor the progress of its implementation**
 - Commission work to quantify the multi-modal freight opportunity**
 - Continue to advocate to achieve the RLTP's vision (in particular, with regard to GPS 2018 and 2021, and NZTA's Long Term Strategic View)**
 - Identify opportunities to align the Canterbury RTC and South Island RTC Chairs Group work programmes**
 - Increase quality of and access to data for Canterbury councils**
 - Develop measures to track progress towards strategic outcomes**
 - Initiate a transport resilience stocktake.**

Context

The Transport Workstream of the Canterbury Regional Economic Development Strategy

- 5. A series of natural disasters have highlighted the vulnerability of Canterbury's transport network. Canterbury's Mayors are united in advocating for an integrated, multi-modal transport network (road, rail, air and coastal shipping) that is more resilient to natural disasters and better able to serve our growing tourism industry and export sector, and**

to ensure the efficient movement of freight within Canterbury and the South Island, between the North and South Islands, and to our global markets.

6. The Mayoral Forum will finalise changes to CREDS on 26 May 2017.
7. The draft core objective of the Transport Workstream of CREDS is as follows:

Integrated transport planning across modes (air, rail, shipping and road transport) that:

- *prioritises a resilient transport network*
- *enables the efficient movement of people and freight into, out of and within the Canterbury region*
- *improves social connectedness and wellbeing, supports regional visitor strategies and improves road safety.*

8. The draft milestones of the Transport Workstream in CREDS are as follows:
 - *Work with sector partners to turn data into information to support transport and planning*
 - *Work with the Ministry of Transport, the New Zealand Transport Agency (NZTA) and the sector steering group to develop resilient, multi-modal transport solutions for Canterbury and the South Island, including secondary roads and coastal shipping*
 - *Encourage the RTC with its expanded mandate to develop a detailed work plan for multi-modal transport planning and investment, including a statutory review (2017) of the RLTP*
 - *With the South Island RTC Chairs Group, advocate for a stronger central government focus on multi-modal transport strategy in the 2018 and 2021 Government Policy Statements on Land Transport.*

Proposed new priority areas for the Regional Land Transport Plan

9. The RLTP has also been under review and the following five priority areas have been proposed for your consideration:
 - Travel time reliability
 - Accessibility
 - Condition and suitability of assets
 - Safety
 - Resilience.
10. These priorities are consistent with the objectives of and milestones in the CREDS Transport Workstream.

Development of the work programme and progress on actions

11. Environment Canterbury has reviewed relevant transport strategies and plans (in particular, the RLTP and CREDS), as well as the existing work programme. In this context, Environment Canterbury has broadly identified existing or proposed initiatives that contribute towards the strategic objectives and outcomes in these strategies and plans. These existing and proposed initiatives are set out in the appended table

“Canterbury Regional Transport Committee work programme”. From these, some immediate priorities to progress in 2017 have been identified and are set out below.

Work programme

12. The appended work programme links potential initiatives to the RTC’s statutory and strategic functions as agreed in the RTC’s new terms of reference. It is envisaged that this will be a living document that will evolve over time.
13. The strategic component of the work programme is about enabling better decisions and therefore better outcomes. Local government works alongside central government and the private sector to achieve transport outcomes. It may not be possible to achieve some outcomes without changes to policy settings that fall within the responsibilities of central government. As work progresses, there is a need to better understand the extent to which changes to policy settings will be needed for effective change.
14. Initiatives need to be prioritised, and we propose that the RTC focus on the following initiatives in 2017:

| Work Programme Area | | Priority Initiative | | Timeframe |
|---------------------|--|---------------------|---|---------------------------|
| 1 | Continue to perform the Committee’s statutory functions | 1a | Statutory review of the RLTP (including significance policy) | Completed in 2018 |
| | | 1b | Promote the RLTP within the region and monitor the progress of its implementation | As for item 4b |
| | | 1c | Establish and support working groups to help guide the development and implementation, and review of, the RLTP and any associated documents | Q3 |
| 2 | Support integrated transport planning across modes | 2a | Commission work to quantify the multi-modal freight opportunity | Q3 2017 |
| | | 2b | Continue to advocate to achieve the RLTP’s vision (in particular, with regard to GPS 2018 and 2021, and NZTA’s Long Term Strategic View) | Ongoing |
| 3 | Strengthen links across management and governance forums | 3a | Identify opportunities to align the Canterbury RTC and South Island RTC Chairs Group work programmes | Q3 2017 |
| 4 | Pursue robust evidence-based decision making | 4a | Increase the quality of and access to data for Canterbury and councils, and with the Ministry of Transport, NZTA and other South Island RTC Chairs to do so | Outline developed Q3 2017 |
| | | 4b | Design appropriate measures to track progress towards strategic outcomes | Q3 and Q4 2017 |
| | | 4c | Initiate a transport resilience stocktake | Q3 2017 |

15. The Mayoral Forum has applied for funding from the Regional Growth Programme for additional strategic policy analysis and advice (fixed term) to accelerate progress on priority actions for 2017–18, and co-ordinate a stocktake of the resilience of the roading network in Canterbury.
16. We are working with NZTA, the Ministry of Transport and other South Island Regional Transport Committee Chairs to check for duplication of work and how we can collaborate on priorities. In carrying out this work programme, we will also need to work alongside other regional committees, such as the Urban Development Strategy Implementation Committee.

Next steps

17. Agreement in principle is sought to the proposed work programme, alongside agreement to focus on the proposed priority initiatives. We will report quarterly to the RTC on progress, and measures will be developed to assist with this.
18. Changes will also be required to the support structure in place for the Committee to enable it to carry out its expanded role. On 24 February 2017, the RTC invited Environment Canterbury to report back at the next meeting on the technical groups that will support the Committee to carry out its functions, as well as the relationship between the RTC and other Canterbury committees with a significant transport interest. We have deferred reporting back on this item until the RTC has agreed in principle to the work programme, and will report back on this at the Committee's meeting on 25 August 2017.

Appendix: Proposed work programme for Canterbury Regional Transport Committee

| Workstream | Proposed/potential initiatives ¹ |
|--|--|
| Statutory functions: Under section 106 of the Land Transport Management Act 2003 | |
| 1 To prepare for approval by the Regional Council a RLTP or any variation to the Plan | <ul style="list-style-type: none"> • Develop a RLTP with its associated documents every six years and recommend these to the Regional Council for approval • Review the RLTP every three years following the preparation of the Plan • Promote the RLTP within the region and monitor the progress of its implementation • Establish and support working groups to help guide the development and implementation, and review of, the RLTP and any associated documents |
| 2 To provide the Regional Council with any advice and assistance it may request in relation to its transport responsibilities | <ul style="list-style-type: none"> • Report and recommend to the Regional Council, territorial authorities and other organisations, where appropriate, on the RTC's legal responsibilities, objectives and delegated powers |
| 3 To adopt a policy that determines significance in respect of variations to the RLTP and activities included in the Plan | <ul style="list-style-type: none"> • Review the Significance Policy as part of the three year review of the RLTP |
| Strategic functions: Develop, advocate for and implement the CRED's Transport Workstream in conjunction with the lead Mayor for this workstream, and engage directly with Ministers and central government to influence national policy | |
| Support integrated transport planning across modes (i.e. air, rail, shipping and road) that: | |
| 4 Prioritises a resilient transport network | <ul style="list-style-type: none"> • Initiate a transport resilience stocktake in the region, with the potential to expand this work beyond the region to the South Island context • Identify ways to integrate civil defence emergency management, resource management, and transport planning and investment functions |

| | | |
|--|---|---|
| 5 | Enables the efficient movement of people and freight into, out of and within the Canterbury region | <ul style="list-style-type: none"> • Commission work to quantify the multi-modal freight opportunity in the region • Support the implementation of the Draft South Island Freight Plan • Reinstate the South Island Freight Group or support the establishment of a new multi-modal freight group to advance work on freight and resilience • Increase the quality of and access to data for Canterbury and councils, and with the Ministry of Transport, NZTA and other South Island RTC Chairs to do so |
| 6 | Improves social connectedness and wellbeing, supports regional visitor strategies and improves road safety | <ul style="list-style-type: none"> • Support the development and implementation of the Canterbury Visitor Strategy • Work with other South Island regional councils to support visitor journeys that extend beyond regional boundaries |
| Enabling measures: Clarify and strengthen the governance, management and information systems that enable the effective delivery of the RTC's statutory and strategic functions. | | |
| 7 | Strengthen links across management and governance forums that have an interest in transport planning and investment in the region | <ul style="list-style-type: none"> • Identify opportunities to align the work programmes of the RTC and South Island RTC Chairs Group, to reflect island-wide issues and support the availability of cost-effective expertise |
| 8 | Develop effective systems to collate, monitor and evaluate data | <ul style="list-style-type: none"> • Build information and analytical systems that enable robust evidence-based decision making • Design appropriate measures to track progress towards the strategic outcomes |

Note: ¹ Many of the key actions related to the RTC's statutory functions have been drawn from the Canterbury RTC's terms of reference 2017.

Canterbury Regional Transport Committee

Information Item

| | | | |
|---------------------------|---|--------------------|--|
| Agenda item number | 9 | Date | 26 May 2017 |
| Author | Lorraine Johns, Principal Advisor, Environment Canterbury | Endorsed by | Sam Elder, Programme Manager, Environment Canterbury |

Review of the Regional Land Transport Plan – proposed new investment priorities

Purpose

1. This paper seeks your agreement in principle to the attached draft section of the Regional Land Transport Plan (RLTP) 2015-25 setting out new investment priorities (appendix 1).
2. The proposed new investment priorities will provide the basis for deciding which regional projects will be prioritised when seeking funding from the National Land Transport Fund, administered by the New Zealand Transport Agency (NZTA). You will be asked for final approval of this text following the prioritisation of the regional transport programme and public consultation later this year.

Value proposition

3. Under the Land Transport Management Act 2003, RLTPs must be reviewed after three years of operation. The current Plan was issued in 2015, and the Canterbury Regional Transport Committee has initiated a review of the Plan that must be completed in the first half of 2018.
4. Land transport infrastructure and public transport services are co-funded between central and local government. The RLTP priority issues, objectives and outcomes will inform the priority given by NZTA to transport infrastructure and public transport services across the region.

Recommendations

That the Regional Transport Committee:

1. **Notes that at a workshop on 8 March 2017, the Committee discussed the draft priority issues, objectives and outcomes for regional transport proposed by the Transport Officers Group, and indicated approval of the five areas presented.**

2. **Notes that the proposed new investment priorities in the attached draft section of the Regional Land Transport Plan 2015-25 will provide the basis for deciding which regional projects will be prioritised when seeking funding from the National Land Transport Fund, administered by the New Zealand Transport Agency (NZTA).**
3. **Recommends that the Canterbury Regional Council agree in principle to the attached draft section of the Regional Land Transport Plan 2015-25 setting out new investment priorities.**
4. **Notes that final agreement will not be sought until after public consultation later this year.**
5. **Notes that the next stage of this work is to prioritise the regional transport programme (which will include agreeing on a framework for prioritising transport initiatives).**

Background

5. The Canterbury Regional Transport Committee is a statutory body established under the Land Transport Management Act 2003.
6. The Committee's principal task is to identify the priority transport-related issues, objectives and outcomes for the Canterbury region, and in this context, recommend a prioritised programme of initiatives to Environment Canterbury for submission to NZTA. The Committee does this formally through the Canterbury Regional Land Transport Plan, a statutory document which must be prepared by the Committee every six years.
7. By law, the Committee must also complete a review of the Regional Land Transport Plan in the six months immediately before the end of the third year of the plan. The existing Plan was released in 2015 and changes resulting from the review must be submitted to NZTA by April 2018. There is a need to agree the issues, objectives and outcomes now so territorial authorities can take account of them while developing business cases for their transport initiatives.

Requirements of the review

8. The Committee's responsibility for developing the RLTP includes the need to meet any requirements issued by NZTA relating to form and content. One of NZTA's primary requirements is that the principles of the Business Case Approach must be applied in developing and reviewing the RLTP. These are set out in the table on the next page and have been applied to the attached proposed priorities section.
9. A draft document containing supporting evidence for the priority issues is also being prepared. This document is still in development and will not be included in the Regional Land Transport Plan, but will be provided to NZTA at the same time the RLTP is submitted, to demonstrate that the Business Case Approach has been applied. This document is a work in progress.

New Zealand Transport Agency's Business Case Approach principles

1. Clear statements on what the highest priority issues or problems relating to transport in the region are, supported by evidence.
2. Clear statements on the highest priority benefits/outcomes the region is seeking from investing in transport.
3. A clear set of regional objectives that will address these problems and outcomes (objectives need to be specific, measureable, achievable/affordable, relevant/realistic and timebound).
4. A clear view of the relative priority of these objectives.
5. Evidence that stakeholders have been involved in helping to identify the problems, outcomes and objectives through a process of informed discussion. This must involve the parties that will collectively be responsible for addressing the problems and delivering the benefits sought, as well as those who hold the most knowledge about the problems.
6. A clear, logical story that shows how the region's programme has been prioritised to deliver on the priority objectives.

Identification of investment priorities

10. The first stage of the review was completed in May 2016 when the Committee concluded work on a rewrite of the strategic front end of the RLTP. This involved a review of the strategic context, resulting in the identification of fifteen issues and challenges. Identification of priority issues, and revision of objectives and outcomes, was deferred until after all issues had been comprehensively identified. A wide range of stakeholders were consulted as part of this process.
11. Taking account of the updated issues and challenges section of the RLTP, the Canterbury Transport Officers Group has identified five priority issues relating to the following areas:
 - travel time reliability
 - accessibility
 - condition and suitability of assets
 - safety
 - resilience.
12. Issues statements were developed to reflect the key problems the region is facing in each of these areas, as well as corresponding objectives and outcomes.
13. A workshop was then held with the Committee on 8 March 2017, where members discussed the draft priority issues, objectives and outcomes. Members indicated general approval of the priority areas identified by the Transport Officers Group, with

some specific points made about each of these five areas. The notes from this workshop are attached as appendix 2. A sub-group of the Transport Officers Group subsequently met to discuss the feedback from the Committee and ensure it was reflected in the priorities section.

Changes from existing priorities section in current Plan

14. The current Plan sets out priority objectives and corresponding outcomes. In line with NZTA's guidance on applying the business case approach, the proposed draft priorities section establishes priority issues and corresponding objectives, as well as overarching outcomes (these sit across all issues and objectives).
15. The priority objectives in the current Plan and the proposed new priorities to which they relate are set out below:

| Current Priorities | Proposed Priorities |
|--|---|
| A land transport network that addresses current and future transport demand. | Travel time reliability, access, and the condition and suitability of assets, are priority issues with corresponding objectives/outcomes. |
| A land transport system that is increasingly free from death and serious injury. | Safety is a priority issue with corresponding objectives/outcomes. |
| The Canterbury earthquake recovery is supported. | Canterbury earthquake recovery is no longer a priority objective given progress on recovery. |
| The land transport network is resilient and supports long-term sustainability. | Resilience (including to natural disasters) is a priority issue with corresponding objectives/outcomes. Sustainability is included in the priority outcomes. |
| Investment in land transport infrastructure and services is efficient. | Cost-effectiveness is included in the priority outcomes. |

16. The exact wording of existing objectives and outcomes has not generally been carried over, but the existing objectives and outcomes are reflected in the proposed new priority issues, objectives and outcomes. A detailed table showing the connections is provided in appendix 3.

In principle agreement

17. While the review will not be completed until early 2018, in principle agreement is sought to the attached priorities section now, so territorial authorities can take account of the new investment priorities while developing business cases for their transport initiatives.
18. Final agreement will only be sought after:
 - the Transport Officers Group has provided advice to the Committee on the prioritisation of the regional transport programme; and
 - public consultation on the proposed changes to the RLTP has taken place.

19. It should be noted that some small changes to the attached draft priorities section may be proposed at the next meeting of the Committee to reflect ongoing work. In particular, the Regional Road Safety Working Group is currently working on identifying the aspects of road safety that are posing the biggest problem for Canterbury.

Next steps

20. The next stage of the review will be to develop the prioritisation framework (which will be based on the agreed investment priorities) and apply this framework to prioritise transport projects across the region. Agreement will be sought to the prioritisation framework in August 2017, and the prioritisation of initiatives will take place between August and November (it is expected that initiatives will be submitted by territorial authorities during this time period), with agreement being sought from the Committee at the end of November 2017 and then subsequently from Council.
21. Public consultation is planned for December 2017/January 2018, with final sign off from the Committee and Council being sought between February and March 2018, so the revised Regional Land Transport Plan can be submitted to NZTA in April 2018.

Significance and engagement

22. Section 18D of the Land Transport Management Act 2003 provides for variations of regional land transport plans. Public consultation is required if the variation is significant. It is anticipated that the variation will be significant and as such consultation will be undertaken on the proposed changes to the Plan (ie the revised investment priorities and the programme of transport initiatives) toward the end of the year, once the proposed programme of transport activities has been prepared.

Attachments

- Regional Land Transport Plan – draft priorities section
- Notes from Regional Land Transport Plan workshop of 8 March 2017
- Regional land transport priority objectives – comparison table

Appendix 1: Regional Land Transport Plan - draft priorities section

Statement of priorities for 2015 to 2025

Overview

This section outlines the Canterbury region's priorities for land transport expenditure up until 2025 as identified in the mid-term review of the Plan. This review was completed in 2018, as required by the Land Transport Management Act 2003.

Five key areas to target for maximum impact on the performance of Canterbury's land transport network

Taking account of the Government Policy Statement (GPS) 2018 and issues and challenges outlined at the front of this Plan, the following five priority areas have been identified:

- Travel time reliability
- Accessibility
- Condition and suitability of assets
- Safety
- Resilience

The priority issues reflect underlying concerns which provide a basis, or partial basis, for a number of the issues and challenges set out earlier in this Plan.

The focus of this section is on defining these issues within the Canterbury context, and connecting these to the priority outcomes and objectives for the region.

The table on the next page summarises the priority issues, outcomes and objectives.

| | Issues | Objectives | Outcomes |
|---|---|---|---|
| 1 | <p>Travel time reliability</p> <p>Travel time reliability is compromised by:</p> <ul style="list-style-type: none"> • a high reliance on single occupancy vehicles • an expanding range of road users mixing at different speeds, including an increasing number of freight vehicles and tourists • a lack of supporting infrastructure, network management, and transport alternatives <ul style="list-style-type: none"> • earthquake damage / post-earthquake recovery activities • population change, changing land use patterns <p>Accessibility</p> <p>Accessibility is compromised by:</p> <ul style="list-style-type: none"> • a high reliance on single occupancy vehicles • earthquake damage / post-earthquake recovery activities <ul style="list-style-type: none"> • population change, changing land use patterns <ul style="list-style-type: none"> • lack of transport choices • network design and land use planning • difficulties accessing or crossing major routes in urban areas (severance) | <ul style="list-style-type: none"> • Improve journey time reliability on key corridors, with a focus on freight, public transport and tourism • Improve access to freight hubs • Improve levels of access in an environmentally sustainable way by increasing the attractiveness of public transport, walking and cycling, so there is greater use of these modes: <ul style="list-style-type: none"> ○ for public transport the focus is on timeliness, convenience, affordability, efficiency, connectedness, and sustainability ○ for walking and cycling the focus is on safety, amenity, convenience, connectivity, and being able to take a direct route • Improve connections between different transport modes • Increased capability for appropriate roads and bridges to carry heavy vehicles • All roads comply with One Network Road Classification performance measures • Progressively reduce transport-related fatalities and serious injuries over time • Resilience routes are in place for strategic routes that are most at risk of disruption • Reduce the number and duration of road closures | <p>An accessible, affordable, integrated, safe, resilient and sustainable transport system that:</p> <ul style="list-style-type: none"> • supports the safe, efficient and effective movement of people and goods by the most appropriate mode (including road, rail, sea, air) • is responsive and supports population change and economic development, including freight and tourism growth • minimises the consequences of disruptive events • supports convenient and connected transport options to support mobility and access • reduces the likelihood and extent of death and serious injury • is the result of co-ordinated transport and land use planning and infrastructure investment • fully incorporates sustainability issues, including environmental sustainability, into transport planning decisions • ensures transport makes a positive contribution to the health of Cantabrians • represents good value-for-money. |
| 2 | <p>Condition and suitability</p> <p>The condition and suitability of assets are compromised by:</p> <ul style="list-style-type: none"> • more and heavier/wider vehicles on the network, due to freight growth • dated assets and assets that are no longer fit-for-purpose • earthquake damage <p>Safety</p> <p>Safety is compromised by speed, roadsides, road user behaviour, and vehicles</p> | | |
| 3 | <p>Resilience</p> <p>The availability of the transport network is compromised by:</p> <ul style="list-style-type: none"> • disruptive events such as natural hazards and crashes • limited appropriate alternatives for strategic routes in some places | | |
| 4 | | | |
| 5 | | | |

Key issue: Travel time reliability

Travel time reliability refers to consistency in travel times, as measured from day-to-day or across different times of the day. When travel time reliability is low on a particular route, this creates uncertainty about the time it takes to move between points on that route. It is difficult for people to manage significant and unpredictable delays, and those delays can have adverse social and economic impacts on individuals and businesses. In particular, freight transport relies on meeting time schedules, and missing important transit deadlines can increase costs. Inappropriate routes may also be used to avoid unreliable travel times on the most appropriate routes.

Travel time reliability is compromised by:

- a high reliance on single occupancy vehicles
- an expanding range of road users mixing at different speeds, including an increasing number of freight vehicles and tourists
- a lack of supporting infrastructure, network management, and transport alternatives
- earthquake damage/post-earthquake recovery activities
- population change, changing land use patterns (for example, increasing population disbursement following the Canterbury earthquakes).

Journey time variance for general traffic in Christchurch City is currently between 6 and 20%, and for public transport the variance is between 10 and 20% (Christchurch Transport Operations Centre).

The SH1 Picton to Christchurch (Ashley River Bridge) Strategic Case identified a number of locations on the route where commercial vehicle speeds were slow, resulting in inefficient freight transport and unreliable travel times for others (which was particularly critical for ferry traffic). Prior to the North Canterbury earthquake, there was a 55 minute variance in travel times between faster and slower moving vehicles (TOMTOM data).

Travel time reliability affects the entire region, particularly where it inhibits access to key freight destinations such as ports.

Response

Priority objective: Improve journey time reliability on key corridors, with a focus on freight, public transport and tourism

Priority objective: Improve access to freight hubs

Key issue: Accessibility

Accessibility refers to the ease of reaching goods, services, activities and destinations.

Accessibility is compromised by:

- a high reliance on single occupancy vehicles
- earthquake damage / post-earthquake recovery activities

- population change, changing land use patterns
- lack of transport choices
- network design and land use planning
- difficulties accessing or crossing major routes in urban areas (severance)

In urban areas, such as Christchurch City, transport choice is a central component of accessibility, particularly the provision of public and active transport options. In rural and provincial areas, it is about providing options for those that do not have access to a private vehicle.

There is a high reliance in Canterbury on private vehicles, with car travel accounting for 77% of all household trip legs, pedestrian travel for 16%, cycling for 3% and public transport (bus, trains and ferries) for 3% (Household Travel Survey 2014).

The Canterbury earthquakes had a major effect on commuting patterns in Greater Christchurch, with employment becoming more dispersed and large population increases in the Waimakariri and Selwyn Districts. 2013 Census data showed an increase in the number of commuters in Greater Christchurch using a car to get to work (an increase from 82.3% in 2006 to 84.0%).

Response

Priority objective: Increase the attractiveness of public transport, walking and cycling, so there is greater use of these modes:

- for public transport the focus is on timeliness, convenience, affordability, efficiency, connectedness, and sustainability
- for walking and cycling the focus is on safety, amenity, convenience, connectivity, and being able to take a direct route

Priority objective: Improve connections between different transport modes

Key issue: Condition and suitability of assets

The condition and suitability of assets refers to the need for the transport network to respond to changing traffic patterns and vehicle mix.

The condition and suitability of assets in Canterbury are compromised by:

- more and heavier/wider vehicles on the network, due to freight growth
- dated assets and assets that are no longer fit-for-purpose
- earthquake damage

A particular problem for Canterbury is managing the impact of assets that are not-fit-for-purpose for the freight and/or tourism tasks. Our assets (including both roads and bridges) need to cope with traffic and vehicles they were never constructed to carry. In particular, there are concerns around the ability of our assets to cope with the increased width and weight of trucks, as well as growth in tourism and the locations tourists visit. In some instances, tourists are driving on roads that are not safe or fit-for-purpose, given the traffic volumes and experience of the road user. Tourism is also vital for the Canterbury economy

and tourism expenditure in Canterbury for the year ending January 2017 was \$3,397 million (MBIE). Land use changes can also impact on the mix of vehicles that travel a particular section of road.

The growing freight task has increased the number of heavy vehicles on our roads. The vast majority of freight in Canterbury (92%) is transported by road. There is a projected 68% increase in freight volumes by 2042 and freight growth in Canterbury will account for around 60% of all the growth forecast to occur in the South Island over this period (with most of that growth being in road transport).

The national uptake of High Productivity Motor Vehicles (HPMV) permits has exceeded expectations. The number of permits issued in the Canterbury region in the last two years has been 4,377 50Max permits and 1,566 HPMV permits (50MAX is a new generation of truck that allows for safe and more efficient transport of freight goods). The table below shows the number of 50MAX permits issued for the South Island by year, over the last three years:

| Year | 2014 | 2015 | 2016 |
|-----------------------------|------|------|------|
| No. of 50Max permits issued | 1941 | 1910 | 2467 |

Response

Priority objective: Increased capability for appropriate roads and bridges to carry heavy vehicles

Priority objective: All roads comply with One Network Road Classification performance measures

Key issue: Safety

Safer Journeys, the Government's strategy to guide improvements in road safety over the period 2010 to 2020, describes the significance of road safety across New Zealand.

Road safety is compromised by speed, roadsides, road user behaviour, and vehicles. These factors are consistent with those identified in the safe system approach, which was adopted by the *Safer Journeys* strategy. A safe system endeavours to minimise errors and reduce the severity of crashes where errors occur through a focus on vehicles, roads and roadsides, speed, and road users.

For the year from June 2015, 37 people were killed in road crashes in Canterbury, and 390 people were hospitalised for more than one day. This amounted to a cost of \$981.66 million in social costs (Christchurch City Council Road Safety Action Plan, June 2016).

Response

Objective: Progressively reduce transport-related fatalities and serious injuries over time

Key issue: Resilience

New Zealand's topography, climate and exposure to severe natural events pose an ongoing risk of network disruption. Resilience is about the ability to withstand disruptions, absorb disturbances, perform effectively in a crisis, adapt to changing conditions and recover quickly. Disruptions can impact widely on economic growth and social wellbeing.

In Canterbury, the availability of the transport network is compromised by:

- disruptive events, such as natural hazards and crashes
- limited appropriate alternatives for strategic routes in some places

Major events, such as the North Canterbury and Canterbury earthquakes, have had a significant impact on the transport network in recent times. In the case of the North Canterbury earthquakes, both State Highway 1, the Inland 70 route (former State Highway 70 from Kaikōura through to Culverden) and rail links were closed, and the direct Picton to Christchurch road and rail links will not be fully operational for some time.

Each year, the Canterbury region also experiences a number of closures resulting from disruptive events of less significance, as well as crashes. For example, Traffic Road Event Information System (TREIS) data shows that the total closure time for all sections of State Highway 1 from Christchurch to Dunedin from November 2010 to November 2015 was 485.4 hours. The most common causes for road closure along this corridor were vehicle crashes, followed by snow and ice events, and flooding.

On average over the last seven years, Lewis Pass/SH7 has had five to six snow and ice weather storms each winter which have involved highway closures. The majority of these closures were for fewer than four hours duration and closures are generally not for longer than 24 hours. The other main highway to the West Coast via Arthur's Pass, SH73, is closed for slightly more days than the Lewis Pass on average. There are an average of four simultaneous closures per year and the majority of these are not for longer than 24 hours.

Response

Priority objective: Resilience routes are in place for strategic routes that are most at risk of disruption

Priority objective: Reduce the number and duration of road closures

Outcomes

In light of the priority issues and objectives outlined above, the Regional Transport Committee has identified the following outcomes to work towards.

Priority outcomes for the Canterbury Region

An accessible, affordable, integrated, safe, resilient and sustainable transport system that:

- a) supports the safe, efficient and effective movement of people and goods by the most appropriate mode (including road, rail, sea, air)
- b) is responsive and supports population change and economic development, including freight and tourism growth
- c) minimises the consequences of disruptive events
- d) supports convenient and connected transport options to support mobility and access
- e) reduces the likelihood and extent of death and serious injury
- f) is the result of co-ordinated transport and land use planning and infrastructure investment
- g) fully incorporates sustainability issues, including environmental sustainability, into transport planning decisions
- h) ensures transport makes a positive contribution to the health of Cantabrians
- i) represents good value-for-money.

Alignment with Government Policy Statement on Land Transport 2018

The table below demonstrates the alignment of the Canterbury regional priority issues with the funding priorities established in the GPS 2018.

| Priority area | Corresponding funding priority established in GPS 2018 |
|--|---|
| <i>Travel time reliability</i> | Short to medium term result under the national priority objective of a land transport system that addresses current and future demand for access to economic and social opportunities: In major metropolitan areas and key logistics corridors, constraints are reduced through networks that are connected and resilient, and provide reliable and predictable journey times. |
| <i>Accessibility</i> | Short to medium term result under the national priority objective of a land transport system that addresses current and future demand for access to economic and social opportunities: public transport is provided where there is sufficient demand, particularly for services that connect people to employment and education. National objective of a land transport system that provides appropriate transport choice. |
| <i>Condition and suitability of assets</i> | Short to medium term result under the national priority objective of a land transport system that addresses current and future demand for access to economic and social opportunities: Levels of service appropriate to user needs are maintained to support areas of growth, changes in population, freight and tourism, and to improve safety. |
| <i>Safety</i> | National priority objective of a land transport system that is a Safe System increasingly free of death and serious injury. |
| <i>Resilience</i> | National priority objective of a land transport system that is resilient. |

Appendix 2 – Notes from Regional Land Transport Plan workshop of 8 March 2017

NOTES OF A WORKSHOP OF THE CANTERBURY REGIONAL TRANSPORT COMMITTEE HELD IN THE COMMODORE HOTEL, MEMORIAL AVENUE, CHRISTCHURCH ON WEDNESDAY 8 MARCH 2017 COMMENCING AT 10.30AM

1. Background to the workshop
2. Presentation from Transport Officers Group
3. Facilitated Discussion on Priority Issues, Outcomes and Objectives
4. Open floor on draft Government Policy Statement on Land Transport 2018
5. Closure

PRESENT

Mayor Donna Favel, Mayor Lianne Dalziel, Cr David Bedford, Cr Peter Scott, Mayor Winton Dalley, Mayor Winston Gray, Cr Mark Alexander, Cr Kerry Stevens, Cr Miriam Morton, Cr Sheila Paul, Cr Mike Davidson, Mayor David Ayers and Mr Jim Harland

In attendance

Andrew Mazey (Selwyn District Council), Dan Mitchell (Waimate District Council); Len Fleete, Lorraine Johns, Samantha Elder and Therese Davel (Environment Canterbury); Caroline Hutchison, Stuart Woods and Michael Aitken (NZTA); Ken Stevenson (Waimakariri District Council); Andrew Dixon (Timaru District Council); Mike Jacobson, Chris Gregory, Andrew Smith, Richard Holland and Richard Osborne (Christchurch City Council); and Brian Fauth (Ashburton District Council)

WELCOME

Erik Barnes, Auxilium facilitator, opened the meeting and welcomed everyone.

1. BACKGROUND TO WORKSHOP

Lorraine Johns provided a brief background to the need for the workshop noting the statutory review of the Regional Land Transport Plan (RLTP) with guidance from NZTA on the requirements of this review (ie the application of the Business Case Approach). The Canterbury Regional Transport Committee will be asked to formally approve its proposed priority issues, objectives and outcomes for the RLTP at the May 2017 meeting.

The reason the Transport Officers Group (TOG) would like to agree on priorities now is to tie them into the Long Term Plan processes in the region.

The RLTP needs to be consistent with the Government Policy Statement on Transport 2018 (GPS) which is expected to be finalised in the first half of 2018 (comments on the draft GPS are due on 31 March 2017).

The three matters attendees at the workshop were asked to consider were:

- the priority issues, objectives and outcomes for the region – noting that 15 issues were identified during the revision of the front section of the plan during the 2015/2016 period, and these are reflected in the five proposed priority areas identified by the Transport Officers Group;
- what they would like to see included in the GPS 2018; and
- ensuring the Regional Land Transport Plan reflects the objectives of the Canterbury Regional Economic Development Strategy (CREDS).

2. PRESENTATION FROM TRANSPORT OFFICERS GROUP

Lorraine Johns next explained that the 15 issues and challenges were considered as part of the identification of the 5 priority areas proposed by TOG e.g. travel time reliability; accessibility; condition and suitability of assets; safety; and resilience. TOG members briefed the Committee about the five priority areas and the following observations were made during the discussion:

Travel Time Reliability

Relates to private vehicles; population changes; land use changes; earthquake challenges region-wide; lack of choice; variance.

Accessibility

Relates to lack of choice; disjointed bus routes and cycle ways.

Condition and suitability of assets

Relates to roads and bridges not fit for purpose; damaged roads as a result of heavier, wider vehicles.

Safety

Relates to high volumes of traffic; driver fatigue; intersection safety.

Resilience

Relates to flooding; snow; fires; earthquakes; alternative routes not being available.

Action Point:

TOG officials to bring back more statistics on e.g. correlations between accidents and kilometres travelled and accidents as a result of condition of roads.

3. FACILITATED DISCUSSION ON PRIORITY ISSUES, OUTCOMES AND OBJECTIVES

Erik Barnes facilitated a workshop on the five priorities to determine cause; effect; and benefit for each. The outcome of the workshop will be for TOG officials to bring to the Committee's May meeting draft text for the Regional Land Transport Plan setting out the region's investment priorities.

Cause, Effect, Benefit and Evidence, notes raised for each priority included:

Travel Time Reliability

Cause:

- Volume of heavy vehicles
- Lack of alternate modes for freight
- Impact of inland ports – shift in traffic flow to new inland ports
- Link between rail and road (freight)
- Manufacturing products leading to growth of freight (dairy, forestry) – increase in dairy and forestry in south and western parts of region
- Conflicts between freight, tourists, cyclists
- Freight vehicle weights increasing
- Congestion is increasing – single occupancy vehicles
- Conflict of road users (freight, tourism, general users)
- More remote rural living leaves little or no incentive to use public transport
- Climate and geography
- Urban commuter routes – commuting increasing from outlying regions
- Climate
- Frustration leaving road safety under threat
- Should reliability be called variability or suitability or predictability?

Effect:

- Decrease in traffic volumes
- Increased travel time reliability

Benefits:

- Identify critical routes for high weight road users (freight)
- Improved resilience, efficiency, reliability and satisfaction of users
- Promotion of other modes, including cycling and walking
- Information regarding delays to be displayed *en route*

Evidence:

- Outlying versus city issues with vehicle occupancy (do we have any data on single occupancy numbers and commuting from outlying areas?)
- Relatively of statistics is required to help understand the issues regionally – in particular safety data

Accessibility

Cause:

- Public transport is caught in congestion with other vehicles
- Public Transport times variables
- Longer time to travel on public transport – cars can be faster
- Cycling not safe
- Is the public transport network designed to get people where they want to go?
- Public transport not connected from the regions to the city – low population density of some outlying areas and disbursed nature of people living and travelling in the region
- May have to use own cars to access public transport
- Separation of public transport operations and use – commercial structure
- What is the right incentive to encourage people to use public transport?
- Inner-city public transport issue
- Public transport to key destinations for commuting further into city

Effect:

- People are more likely to use public transport

Benefits:

- Less cars will mean less congestion
- More efficient use of roads
- Increase in public transport and the use of public transport to outlying regions
- Decrease social impact of users
- Increase in safety
- Easier to use public transport

Evidence:

- What are the statistics on cycling safety?
- What is influencing the behaviour of cycling and public transport users?
- Understand the benefit to users in the areas it used to be in (ie city v regions)

Condition and suitability of assets**Cause:**

- Increasing width and weight of trucks
- Wear on road is different depending on going/outgoing weights (loading of trucks)
- Changing pattern of use and variable mix
- Inconsistent use of tools e.g. monitoring whether trucks are using bridges they should not be using
- Alternative routes are not always available
- Economic agricultural success and growth
- Geography of network and areas of use
- Issues with funding of local road improvements
- Export users decisions to use different parts of the network (commercial decisions impact on the transport network)
- Land use changes
- Roads not designed for their current use
- Increase in traffic volumes
- Local road (feeders) to main highway are not fit for purpose
- Location of new industry and inland ports
- Rail connections
- Territorial authorities do not have the money to fix their roads and often use unsubsidised funds for their services

Benefits:

- Creates sustainable economic growth
- Value for money on maintenance spend

Safety**Cause:**

- Right turning bays off state highways
- Driver education
- Tourists are used to driving on the other side of the road
- U-turns off side bays
- Road design causes issues
- Lack of enforcement
- Geography

- Unforgiving environment
- Managing the movement of large / oversize vehicles during certain times of the day
- Motorcycles
- Structure of road (ie camber, width, base, surface)
- Number of passing lanes which contribute to poor driver decisions
- Heavy vehicles travelling on roads not design for the loads

Benefits:

- Aspirational goal of zero fatalities
- Reliable service and time
- Evidence – engineering is part of the solution, but also consider human behaviour
- Less pressure on roads
- Increased social and economic benefits

Evidence:

- What evidence is there as to what we can do for both the engineering of road design and drive behaviour?

Resilience

Cause:

- Lack of redundancy routes (infrastructure issue)
- Bridges and approaches (cannot get to the bridge)
- Increased likelihood and consequence of safety issues occurring
- Suitability of roads/bridges for heavy vehicles (main and alternative routes)
- Suitability of alternative routes – not fit for purpose
- Lack of in depth understanding of alternative routes and investment
- High user expectations
- Likelihood of an event happening and the consequences
- Greater risk assessment to be done
- Effect of disruption of the network

Benefits:

- Being able to determine an acceptable distance / time for any detour
- Standard of level of service for every route e.g. 2 bridges across any river
- Scenario planning for time immediately after an event such as snow, floods, earthquakes, fire

Evidence:

- What is an acceptable detour/alternative route?
- What is the standard level of service for alternative route selection?

4. OPEN FLOOR ON DRAFT GPS 2018

The Committee raised the following matters relating to the draft GPS 2018:

- One-network transport approach – more detail is needed and the approach needs to be set up so fundamental change can be made where needed
- Road safety and value for money – are we getting a return on investment? What is the correlation between vehicle kilometres travelled and accidents?
- Differences amongst territorial authorities – the regional position should focus on what we share and have in common while each territorial authority can also submit on their own differences.
- Need to consider urban and rural perspectives

- Central Government needs to discuss the funding model
- Need to consider the wider context of multi-modal transport.

5. CLOSURE

The workshop closed at 12.34 p.m.

draft

Appendix 3: Regional land transport priority objectives - comparison table

| Priority objectives in current Regional Land Transport Plan | How current objectives are reflected in the attached draft priorities section |
|--|--|
| <p>1. A land transport network that addresses current and future transport demand</p> <p>Key outcomes for current and future demand to 2025:</p> <ul style="list-style-type: none"> roads are maintained to a level that is fit for purpose travel times and travel time reliability for freight and passenger trips are maintained at current levels outside of greater Christchurch the number of strategic freight routes suitable for HPMVs is expanded access to local freight transport hubs is improved. <p>Within greater Christchurch:</p> <ul style="list-style-type: none"> the percentage of peak trips made on foot, cycle and bus are increased average travel time reliability is maintained at 15 per cent or better during peak travel times. | <p>Travel time reliability, access, and the condition and suitability of assets are priority issues with the following priority objectives:</p> <ul style="list-style-type: none"> Improve journey time reliability on key corridors, with a focus on freight, public transport and tourism Improve access to freight hubs Improve levels of access in an environmentally sustainable manner by increasing the attractiveness of public transport, walking and cycling, so there is greater use of these modes: <ul style="list-style-type: none"> for public transport the focus is on timeliness, convenience, affordability, efficiency, connectedness, and sustainability for walking and cycling the focus is on safety, amenity, convenience, connectivity, and being able to take a direct route Improve connections between different transport modes Increased capability for appropriate roads and bridges to carry heavy vehicles All roads comply with One Network Road Classification performance measures <p>A priority outcome is for an accessible, affordable, integrated, safe, resilient and sustainable transport system that:</p> <ul style="list-style-type: none"> supports the safe, efficient and effective movement of people and goods by the most appropriate mode (including road, rail, sea, air) is responsive and supports population change and economic development, including freight and tourism growth supports convenient and connected transport options to support mobility and access |

| | |
|--|---|
| <p>2. A land transport system that is increasingly free from death and serious injury</p> <p>Key outcomes for safety to 2025:</p> <ul style="list-style-type: none"> • Fewer than 30 deaths and 250 serious injuries annually by 2021 • A reduction in total crashes by 2021. | <p>Safety is a priority issue. The corresponding priority objective is to progressively reduce transport-related fatalities and serious injuries over time</p> <p>A priority outcome is for an accessible, affordable, integrated, safe, resilient and sustainable transport system that:</p> <ul style="list-style-type: none"> • reduces the likelihood and extent of death and serious injury |
| <p>3. The Canterbury earthquake recovery is supported</p> <p>Key outcomes:</p> <ul style="list-style-type: none"> • repair of horizontal infrastructure is delivered in accordance with timetables and standards contained in infrastructure recovery plans and the cost sharing agreements between councils and Government • transport infrastructure supports the redevelopment of central Christchurch • the provision of transport infrastructure and services support the objectives and policies of Canterbury earthquake recovery plans. | <p>Earthquake recovery is no longer a priority objective given the progress that has been made on recovering from the Canterbury earthquake. However, the impact of natural hazards (including earthquakes) remains a significant concern and resilience is therefore a priority issue for the region. The corresponding priority objectives are:</p> <ul style="list-style-type: none"> • Resilience routes are in place for strategic routes that are most at risk of disruption • Reduce the number and duration of road closures <p>A priority outcome is for an accessible, affordable, integrated, safe, resilient and sustainable transport system that:</p> <ul style="list-style-type: none"> • minimises the consequences of disruptive events |
| <p>4. The land transport network is resilient and supports long-term sustainability</p> <p>Key outcomes are:</p> <ul style="list-style-type: none"> • infrastructure and services are more resilient to disruption from acute events such as natural hazards or crashes • long-term sustainability issues, such as the effects of climate change, public health, demographic changes, and the reliance on fossil fuels are fully incorporated into transport planning decisions • the environmental effects of transport infrastructure and services are fully incorporated in decision-making and are avoided, remedied or mitigated as required • transport infrastructure and services are integrated with and support land use and development patterns contained in the RPS and district plans. | <p>Resilience is incorporated as outlined directly above.</p> <p>A priority objective is also to improve levels of access in an environmentally sustainable manner by increasing the attractiveness of public transport, walking and cycling, so there is greater use of these modes</p> <p>A priority outcome is for an accessible, affordable, integrated, safe, resilient and sustainable transport system that:</p> <ul style="list-style-type: none"> • is the result of co-ordinated transport and land use planning and infrastructure investment • fully incorporates sustainability issues, including environmental sustainability, into transport planning decisions |

| | |
|---|--|
| <p>5. Investment in land transport infrastructure and services is efficient.</p> <p>Key outcomes are:</p> <ul style="list-style-type: none"> • all agencies involved in the provision of infrastructure and services will ensure expenditure is efficient and strive for productivity improvements • the NZ Transport Agency will monitor and report on the efficiency of NLTf expenditure in Canterbury. | <p>A priority outcome is for an accessible, affordable, integrated, safe, resilient and sustainable transport system that:</p> <ul style="list-style-type: none"> • represents good value-for-money |
|---|--|

Canterbury Regional Transport Committee

Information Item

| | | | |
|---------------------------|---|--------------------|--|
| Agenda item number | 11(a) | Date | 26 May 2017 |
| Author | Lorraine Johns, Principal Advisor, Environment Canterbury | Endorsed by | Sam Elder, Programme Manager, Environment Canterbury |

Transport Officers Group Report

Purpose

1. To inform the Regional Transport Committee (RTC) about the work of the Transport Officers Group (TOG) sub-committee.

Role of the Transport Officers Group

2. The role of TOG is to advise the RTC on technical and strategic transport matters, and oversee, facilitate and co-ordinate the development of the Canterbury Regional Land Transport Plan (RLTP), including any variations.

Recommendations

That the Regional Transport Committee:

1. **Receives the Report.**

Key points

3. TOG met on 11 May 2017 and the draft notes from this meeting are appended to this report. Items discussed of direct concern and interest to the RTC were:
 - TOG has developed a set of priority issues, objectives and outcomes as part of the review of the RLTP, and agreement in principle to these will be sought at the RTC's meeting of 26 May 2017
 - TOG will consider a draft prioritisation framework for the RLTP at its meeting on 3 August 2017 and will provide recommendations to the RTC at the meeting of 25 August 2017.

Transport Officers Group – draft notes

Date: Thursday 11 May 2017

Time: 1.00pm

Venue: Selwyn District Council, 2 Norman Kirk Drive, Rolleston

Attendees: David Edge (Hurunui), Ken Stevenson (Waimakariri), Andrew Dixon (Timaru), Richard Holland and Andrew Smith (Christchurch), Brian Fauth (Ashburton), Janice Brass and Haroun Turay, Andrew Mazey (Selwyn), David Edge (Hurunui), Lorraine Johns and Sam Bellamy (Environment Canterbury)

Apologies: Steve Higgs, Stuart Woods, and Mike Blyleven (NZTA), Geoff Rhodes (ADC)

The meeting commenced at 1.00pm

Summary of actions

| Meeting | Action | Who | Status |
|-------------|--|----------------|-----------------------------------|
| 11 May 2017 | Environment Canterbury to circulate information about strategic workstreams | Lorraine Johns | |
| 11 May 2017 | Comments on NZTA's Long Term Strategic View to be sent to Lorraine Johns for collation | All | |
| 11 May 2017 | Environment Canterbury to email draft supporting evidence document (for RLTP priorities) to Group | Lorraine Johns | Complete |
| 11 May 2017 | Environment Canterbury to circulate UDS paper on third lane decision | Lorraine Johns | Complete |
| 11 May 2017 | TOG sub-group to develop prioritisation framework and report back to Group at the next meeting in August | TOG sub-group | |
| 11 May 2017 | Environment Canterbury to include agenda item on NZTA's Investment Assessment Framework at TOG meeting on 3 August 2017, to determine whether there are remaining questions about how the Framework will apply | Lorraine Johns | |
| 11 May 2017 | Members to send Environment Canterbury data and other | All | Standing item until February 2018 |

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| | information to support the new priority issues, objectives and outcomes, which will be included in the supporting evidence document that will be provided to NZTA in April 2018 | | |
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1. Welcome, introductions, apologies

Lorraine Johns opened the meeting. Apologies were noted.

2. Minutes of the previous meeting

The Minutes of the meeting held 2 February 2017 were confirmed.

3. NZTA Long Term Strategic View – Janice Brass

Janice Brass offered a brief overview of the scope and purpose of NZTA's Long Term Strategic View, and sought feedback from the Group on the document. NZTA is open as to how it engages on this document and there is no set timeframe for feedback.

The document is currently going through an internal consultation process. NZTA wants to make sure the document reflected the strategic priorities from the RLTP as much as possible.

NZTA noted that business cases are different from corridor management plans.

Lorraine Johns noted that Environment Canterbury would be developing regional feedback, though that has not started yet.

AP: Comments to be sent to Lorraine Johns for collation

4. Enabling integrated transport planning and investment – Lorraine Johns

Sam Elder was unable to attend and speak to this item due to a clash of meetings, so Lorraine Johns spoke to this item.

Lorraine Johns noted that recent work has been undertaken by Environment Canterbury around understanding how different transport strategies in the region fit together, and this was documented on the A3 strategy map provided to the Group.

The Group raised a number of queries in relation to the strategy map, including the justification for selecting some strategies over others. For example, it was asked why the Greater Christchurch Transport Statement was considered, as it is not a regional study, while it was also suggested that the State Highway 1 Strategy and Long Term Strategic View should be considered as part of this work. It was noted that sub-regional strategies with a public transport component are important for the region as a whole.

It was considered that less is more when it comes to wording on the map. It was also asked how this strategy map sits within the context of the RLTP and other work being

undertaken. A question was raised as to whether the RLTP vision at the top of the A3 might confuse people when the document covered a number of strategies.

It was asked that information about the strategic workstreams outlined by Environment Canterbury be circulated to the Group.

AP: Environment Canterbury to circulate information about strategic workstreams

5. Regional Land Transport Plan: draft priorities section – Lorraine Johns

Lorraine Johns spoke to this item. One change was proposed – that the introduction to the outcomes be amended so that the wording was consistent with the vision in the RLTP, and that the concepts of cost-effectiveness and flexibility be included in the following bullet points instead.

Lorraine asked that any further feedback be provided as soon as possible, as papers would be sent to the Regional Transport Committee in a week's time.

Lorraine also tabled a draft document with supporting evidence. Lorraine noted that this document would not be included in the RLTP, but would be provided to NZTA when the variation to the RLTP was submitted in April 2018, in support of the priorities identified. This document would be updated as more information was collected – such as the results of a safety data exercise proposed by the Regional Road Safety Working Group. Lorraine indicated that the document should include information from all territorial authorities in the region. It was noted that as business cases progress, more information is likely to become available.

AP: Environment Canterbury to email draft supporting evidence document (for RLTP priorities) to Group

AP: Members to send Environment Canterbury data and other information to support the new priority issues, objectives and outcomes, which will be included in the supporting evidence document that will be provided to NZTA in April 2018

6. Regional Land Transport Plan: next steps including development of prioritisation framework – Lorraine Johns

Lorraine Johns briefed the Group on upcoming work relating to the prioritisation framework. It was agreed the TOG sub-group would work on the development of the prioritisation framework and report back to the Group at the next meeting. Information about the approach taken in other regions is being sought.

It was noted that even though the existing framework may be carried over, there is a need to update it in light of the revised investment priorities. In addition, there were some questions on what qualified as a minor improvement project.

NZTA's Investment Assessment Framework was also discussed, as there are some questions around how it will work. NZTA is currently incorporating feedback from consultation, including queries raised by TOG members.

AP: TOG sub-group to develop prioritisation framework and report back to Group at the next meeting in August

AP: Environment Canterbury to include agenda item on NZTA's Investment Assessment Framework at TOG meeting on 3 August 2017, to determine whether there are remaining questions about how the Framework will apply

7. Upcoming variation to Regional Land Transport Plan: Lorraine Johns

Lorraine Johns spoke to this item in Mike Blyleven's absence, noting that NZTA would be recommending that this variation reached the significance threshold and therefore public consultation was required. Environment Canterbury is developing a consultation process in conjunction with NZTA, and are awaiting legal advice on the requirements.

The Group generally considered there was no need for public hearings and that it was unlikely the special consultative provisions of the Local Government Act 2002 applies.

AP: Lorraine Johns to circulate UDS paper on third lane decision

8. Draft Regional Transport Committee agenda for 26 May 2017 - Lorraine Johns

The Group were presented with the draft Regional Transport Committee agenda for 26 May 2017, and it was noted the meeting would be held in Timaru.

9. Any other business

There was no other business.

Future meetings: Thursday 3 August 2017. There was no other business.

The meeting closed at 2.25pm

Canterbury Regional Transport Committee

Information Item

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|---------------------------|---|--------------------|--|
| Agenda item number | 11(b) | Date | 26 May 2017 |
| Author | Lorraine Johns, Principal Advisor, Environment Canterbury | Endorsed by | Sam Elder, Programme Manager, Environment Canterbury |

Regional Road Safety Working Group Report

Purpose

1. To inform the Regional Transport Committee (RTC) about the work of the Regional Road Safety Working Group (RRSWG) sub-committee.

Role of Regional Road Safety Working Group

2. The role of RRSWG is to advise the RTC on technical matters, identify matters that require further investigation by the RTC, and in some situations, identify matters that can be addressed by the RTC at a national level.

Recommendations

That the Regional Transport Committee:

1. **Receives the Report.**
2. **Notes that the Regional Road Safety Working Group will provide the Regional Transport Committee with advice on road safety priorities in Canterbury following further work to collate and analyse safety data, for the purposes of informing the review of the Regional Land Transport Plan.**

Key points

3. RRSWG met on 11 May 2017 and the draft notes from this meeting are appended to this report. Items discussed of direct concern and interest to the RTC were:
 - The proposal to commission work to collate and analyse safety data that is needed to inform district and regional safety priorities
 - The Group will revisit the Road Safety Implementation Plan at its next meeting, to take account of the RTC's decision on regional investment priorities and the proposed work on safety data.

Regional Road Safety Working Group – draft notes

Date: Thursday 11 May 2017

Time: 10.00am

Venue: Selwyn District Council, 2 Norman Kirk Drive, Rolleston

Attendees: Mayor David Ayers (Chair – WDC), Daniel Naude and Andrew Dixon (TDC), Paul Burdon (CCC), Andrew Mazey (SDC), David Edge (HDC), Lorraine Johns and Sam Bellamy (ECan) Al Stewart and Phil Dean (NZ Police), Ken Stevenson (WDC), Jenny Dickinson (NZTA)

Apologies: Geoff Rhodes (ADC), Colin Knaggs (NZTA) Susan MacKenzie (ACC), Mayor David Ayers (Chair – WDC) for late arrival

The meeting commenced at 10.00am

Summary of actions

| Meeting | Action | Who | Status |
|-----------------|--|--------------------------------------|---|
| 11 May 2017 | Daniel Naude's presentation to be circulated | Daniel Naude/ Lorraine Johns | |
| 11 May 2017 | Environment Canterbury to work with sub-group to look into the commissioning of work to collate and analyse safety data that is needed to understand district and regional safety priorities | Environment Canterbury and sub-group | |
| | Environment Canterbury to report back to the Group in August on work on the prioritisation framework for the Regional Land Transport Plan | Lorraine Johns | |
| 11 May 2017 | The Group will revisit finalisation of the Road Safety Implementation Plan at its next meeting, to take account of the Regional Transport Committee's decision on regional investment priorities and the proposed work on road safety data | All | |
| 11 May 2017 | Feedback on NZTA's Long Term Strategic View to be sent to Lorraine Johns | All | |
| 2 February 2017 | Environment Canterbury to coordinate an investigation into the potential to engage a consultant to work with the Group and draft an intersection business plan for the region | Environment Canterbury | On hold until further statistical information is gathered and analysed about road safety data |

| | | | |
|-----------------|--|------------------------|---|
| 2 February 2017 | Environment Canterbury to schedule a future Road Safety Working Group review into the Group's role | Environment Canterbury | On hold until after decisions on review of the Regional Land Transport Plan |
| 2 February 2017 | Finalisation of the Road Safety Implementation Plan | Environment Canterbury | On hold until after decisions on review of the Regional Land Transport Plan |

1. Welcome, introductions, apologies

Lorraine Johns opened the meeting as Mayor David Ayers was delayed. Apologies were noted.

2. Minutes of the previous meeting

The Minutes of the meeting held 2 February 2017 were confirmed.

3. Analysis of Road Safety Data – Daniel Naude

Daniel Naude presented to the Group to highlight some key findings from recent data and data over time on road casualty rates in the region.

The Group agreed that the primary takeaway from this presentation related to the need to identify new ways to make our roads safer – if we want to see a reversal of the increasing trend we are now seeing in fatalities and serious injuries, then we need to develop and introduce new initiatives.

The long-term trend data showed a decrease in casualty rates from the early 90s to the mid-2000s, but casualty rates have started to increase over recent years.

The data suggests that cornering is the biggest issue facing Canterbury as a region, not intersection safety.

4. Review of Regional Land Transport Plan: text on safety – Lorraine Johns

The Group was asked whether they had any feedback on the safety text in the RLTP.

It was suggested that the long-term trend data shows that recent safety initiatives have had limited success in changing outcomes on our roads, which points towards a potential need to develop and implement new safety initiatives in the region.

What is the main cause of death and serious injury on our roads?

- Data highlights the significant risk of crashes on mid-block bends, particularly in some rural areas.
- The main causes of road accidents differ between rural and urban areas, with high crash rates reported at intersections in urban areas and high crash rates reported from head-on or run-off accidents in rural areas.

It was noted that it is important to understand any specific differences in crash-related data between different districts in the region, in order to design more tailored measures for each district.

It was noted that focusing solely on casualty data limits our understanding of road safety in the region with a need to also consider any data on crash-related serious injuries. The line between serious injuries and fatalities is very small.

A growing risk in some parts of the region was seen to relate to the rise in freight traffic and how it impacts on local resident movements.

- No serious crashes were identified between local resident traffic and new freight traffic, although there was a general perception among residents that road safety had decreased with the influx of HGVs.
- This issue is particularly relevant in and around Rolleston.

Some attendees suggested that the Group has, to date, not been focussed enough on SMART outcomes that provide strong direction for the work undertaken by the group.

- What are the specific targets that the group is working to achieve?
- It was agreed that it is pivotal to adopt a more evidence-based approach to the priorities and targets of the group, with road safety data particularly central to the Group being able to identify what issues need to be prioritised in the region.

It was suggested that the Group needs to ensure the internal structures and processes that ultimately deliver the targets of the Group are effective, with the key responsibilities and duties clearly established. There needs to be consistency across the Canterbury territorial authorities.

A main takeaway from the meeting relates to the need to have a better understanding of the road safety data available to the Group, in order to make better evidence-based decisions around what the priorities of the group should be going forward and also to assist with the development of business cases across the region (long terms plans and asset plans). This will allow smarter targets and outcomes to be set, and the ability to track progress of the group in achieving these outcomes. This could also improve consistency around the region.

It was noted by attendees from the NZ Police that they have useful data that could be shared with the group.

It was noted that the Group should explore what other regions are doing in terms of road safety initiatives, with potential to learn from similar road safety groups, as well as looking at how Canterbury compares nationally. The Group needs to understand the data, assess the risk, prioritise action, and determine what we might expect to see after 5-10 years.

A sub-group was established to support the progress of this work to be convened by Environment Canterbury and comprising Daniel Naude, Andrew Mazey, Al Stewart and Jenny Dickinson.

Should an analysis of the region's road safety data be undertaken by an external consultant to allow for a less biased analysis?

AP: Environment Canterbury to work with sub-group to look into the commissioning of work to collate and analyse safety data that is needed to understand district and regional safety priorities

5. Review of Regional Land Transport Plan: next steps and prioritisation framework

Lorraine Johns briefed the Group on upcoming work on the prioritisation framework, undertaking to report back to the Group in August.

AP: Environment Canterbury to report back to the Group in August on work on the prioritisation framework for the Regional Land Transport Plan

6. Road Safety Implementation Plan: update – Lorraine Johns

Lorraine Johns noted that an action point from the last meeting was to circulate the updated Plan. Lorraine also suggested that finalisation of this Plan be delayed until after the Regional Transport Committee has met to discuss the new investment priorities, and potentially after the proposed data project is completed.

AP: The Group will revisit finalisation of the Road Safety Implementation Plan at its next meeting, to take account of the Regional Transport Committee's decision on regional investment priorities and the proposed work on road safety data

7. Vehicle safety in river beds – Al Stewart

Al Stewart gave the Group a brief update on vehicle safety in river beds, including beaches. The Group questioned how much of a problem this is compared to other matters. It was noted that any action needs to take account of the fact that these places are not great places for vehicles due to the fragility of the environment.

8. NZTA Long Term Strategic View – Jenny Dickinson

Jenny Dickinson provided a brief overview of the scope and purpose of the Long Term Strategic View, with a view to gaining feedback from the Group on the document. NZTA is open as to how it engages on this document and there is no set timeframe for feedback.

Lorraine Johns noted that Environment Canterbury would be developing regional feedback, though that has not started yet.

AP: Comments to be sent to Lorraine Johns for collation.

9. Update on agency representation at road safety committee meetings

It was noted that for the time being Jenny Dickinson is the NZTA representative on the Group.

10. Any other business

Future meetings: Thursday 3 August 2017. There was no other business.

The meeting closed at 12 noon.