

CANTERBURY REGIONAL COUNCIL  
*Kaunihera Taiao ki Waitaha*

# AGENDA|2019

## **Canterbury Regional Transport Committee**

Thursday, 23 May 2019

.....

Time: 4:00pm

Venue: Commodore Airport Hotel Head of  
Avon North Road  
449 Memorial Avenue, Christchurch









# Canterbury Regional Transport Committee

## Membership

<b>Chair</b>	Chairman, Steve Lowndes, Environment Canterbury
<b>Deputy Chair</b>	Councillor Peter Scott, Environment Canterbury
<b>Ashburton District Council</b>	Mayor Donna Favel
<b>Christchurch City Council</b>	Councillor Mike Davidson
<b>Hurunui District Council</b>	Mayor Winton Dalley
<b>Kaikōura District Council</b>	Mayor Winston Gray
<b>Mackenzie District Council</b>	Mayor Graham Smith
<b>New Zealand Transport Agency</b>	Jim Harland
<b>Selwyn District Council</b>	Councillor Mark Alexander
<b>Timaru District Council</b>	Councillor David Jack
<b>Waimakariri District Council</b>	Mayor David Ayers
<b>Waimate District Council</b>	Mayor Craig Rowley







# Canterbury Regional Transport Committee

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**1. Apologies**

**2. Conflicts of Interest**

**3. Deputations and Petitions**







## 4. Minutes

### CANTERBURY REGIONAL COUNCIL

#### MINUTES OF THE 47<sup>th</sup> MEETING OF THE CANTERBURY REGIONAL TRANSPORT COMMITTEE HELD AT THE COMMODORE AIRPORT HOTEL, CHRISTCHURCH ON THURSDAY, 31 JANUARY 2018, COMMENCING AT 4.10PM

1. Apologies
2. Conflicts of Interest
3. Minutes of Previous Meeting – 6 September 2018
4. Matters Arising
5. Presentation by Roger Mascull
  - 5.1 Improved safety and connectivity for the state highways leading to Ashburton and beyond
6. Strategic Items
  - 6.1 Monitoring progress towards regional transport outcomes
    - Summary of progress against regional transport outcomes
    - Regional Transport Scorecard
  - 6.2 Regional Transport Committee work programme update
  - 6.3 Implementation of the Government Policy Statement on Land Transport in Canterbury
7. NZ Transport Agency Presentation – Safer Networks
8. NZ Transport Agency – verbal update
9. Regional Road Safety Working Group Report
10. Transport Officers Group Report
11. Variation to Canterbury Regional Land Transport Plan
  - 11.1 Addition of Canterbury SH Speed Management Guide Implementation and Christchurch Transport Modelling Suite
  - 11.2 Public Transport Future Business Case
12. Next Meeting – Thursday, 23 May 2019

## Present

Cr Steve Lowndes (Chair, Environment Canterbury); Mayors Craig Rowley (Waimate), David Ayers (Waimakariri), Donna Favel (Ashburton), Graham Smith (Mackenzie), Winston Gray (Kaikōura), Winton Dalley (Hurunui); Councillors David Jack (Timaru), Mike Davidson (Christchurch City), Peter Scott (Environment Canterbury); and Jim Harland (NZTA)

## In Attendance

Andrew Mazey (Asset Manager Transportation, Selwyn District Council), Richard Holland (Network Planning team leader, Christchurch City Council), Steve Higgs (Planning and Investments Manager NZTA), Stephen Carruthers (Ableys, seconded in to NZTA), David Scarlet (Senior Programme Advisor, NZTA), Roger Mascull (Guest Speaker for agenda item 5.0)

### Regional Transport Committee support:

Sam Elder (Programme Manager, Strategic Policy), Darren Fidler (Principal Strategy Advisor) and Vivienne Ong (Committee Advisor)



## **Welcome**

The Chairperson welcomed everyone to the meeting

### **1. Apologies**

Councillor Mark Alexander (Selwyn), Winton Dalley (lateness)

### **2. Conflicts of Interest**

No conflicts of interest were declared.

### **3. Minutes of Meeting – 6 September 2018**

#### **Resolved**

**That the Canterbury Regional Transport Committee:**

- 1. Confirms the minutes of the meeting held on 6 September 2018 as a true and accurate record**

Chair Lowndes / Mayor Rowley  
CARRIED

### **4. Matters Arising**

There were no matters arising from the minutes.

### **5. Presentation by Roger Mascull**

Roger Mascull, Founder/Managing Director of Medifab Ltd, presented in support of his paper on some of the potential impacts of widening State Highway 1 between Christchurch, Ashburton and surrounding mid-Canterbury towns.

*Graham Smith joined the meeting at 4.17pm*

*Winton Dalley joined the meeting at 4.19pm*

#### **Resolved**

**That the Canterbury Regional Transport Committee:**

- 1. Notes that Mayor Donna Favel of Ashburton District Council invited Roger Mascull to present to the Regional Transport Committee his research on improved safety and connectivity for the state highways leading to Ashburton and beyond.**
- 2. Notes Roger Mascull's research paper 'RoNS Road of National Significance Christchurch to Ashburton & beyond'.**



## 6. Strategic Items

### 6.1 Monitoring progress towards regional transport outcomes

Darren Fidler provided an update on the Regional Transport scorecard.

Short term trends in deaths and serious injury safety indicators, and the number of State Highway closures were worsening. Members advised that it would be useful to include a map of State Highway closures at future meetings to be able to identify potential areas of concern in the network.

### **Resolved**

**That the Canterbury Regional Transport Committee:**

- 1. Discusses the attached report summarising progress against regional transport outcomes.**
- 2. Notes the copy of the Regional Transport Scorecard.**

Cr Scott / Mayor Smith  
CARRIED

### 6.2 Regional Transport Committee work programme update

Darren Fidler presented this item and focused on work on freight mode optimisation and transport network resilience. During discussion the following points were raised:

- Environment Canterbury was working with territorial authorities and other agencies to collate data and consolidate hazard and impact information.
- There was a resilience concern with the Rakaia Bridge on SH1; if that critical route was lost, the alternative route (Rakaia Gorge Bridge, SH77 and Route 72, previously SH72) may not be able to cope with sustained heavy traffic volumes. In particular, Ashburton District Council who were responsible for the maintenance of Route 72 were concerned about having enough resources to improve readiness or the ability to respond.
- The Geozone app 'CamperMate' may be a useful resource to track/collate data on freedom campers.

### **Resolved**

**That the Regional Transport Committee:**

- 1. Notes that this paper updates the Regional Transport Committee on work to implement the Transport Workstream of the Canterbury**



**Regional Economic Development Strategy work towards the strategic objectives of the Regional Land Transport Plan.**

- 2. Notes that a separate paper has been provided on monitoring progress toward regional transport outcomes.**

Mayor Favel / Mayor Gray  
CARRIED

**6.3 Update on the implementation of the Government Policy Statement on Land Transport 2018 in Canterbury**

Darren Fidler presented this item and advised work was ongoing. The NZ Transport Agency were continuing to engage with local authorities regarding the eligibility of a wide range of projects (safety, cycling, walkways, public transport and regional improvements) for Targeted Enhanced Funding Assistance Rates (TEFAR). These projects were discussed, and there was also discussion on using the Provincial Growth Fund (PGF) to provide an additional revenue stream.

It was noted again that Route 72 (previously SH72) and Thompsons Track had increased traffic movements when there were long delays on the Rakaia Gorge Bridge (SH77). It was not considered that this alternative route to SH1 could cope with diverted traffic from SH1 should lengthy or frequent closures of SH1 occur.

## **Resolved**

**That the Regional Transport Committee:**

- 1. Notes that the Committee requested Environment Canterbury report back on how councils are implementing GPS 2018 through their transport programmes, including any projects which will be funded at the Targeted Enhanced Funding Assistance Rate or through the Provincial Growth Fund.**
- 2. Receives this update on the implementation of the Government Policy Statement on Land Transport 2018 in Canterbury.**

Chair Lowndes / Cr Davidson  
CARRIED

## **7. Safer Networks Presentation**

The NZ Transport Agency (NZTA) advised they will be investing significant resources to work with local authorities to reverse the recent increases in deaths and serious injuries on roads. Jim Harland spoke on the Safer Network Programme (SNP) which was one component of this work, the objective of the programme was to deliver more safety improvements, more quickly than would be possible under existing funding approaches. Canterbury was identified as one of three priority regions along with



Auckland and Waikato. The programme included local road and state highway improvement programmes and speed management.

Discussion centred on what could be done to support a safe road system increasingly free of death and serious injury; and what councils need to do to take up any investment opportunities presented by the NZTA's SNP.

Using the 'Vision Zero' (long term objective of eliminating deaths on roads) type of approach could be used as a way forward and would require coordination across regions and South Island for consistency. Mayors advised they were waiting on a decision from NZTA on speed setting. Some councils had already locally lowered their speed setting and encouraged other councils to do the same. David Scarlet was invited to speak briefly on his discussions with local authorities and their views on rural speed management and speed setting.

## **8. NZ Transport Agency Update**

Jim Harland provided an update from the NZ Transport Agency (NZTA) focusing on the following strategic areas: transport safety, inclusive access, liveable communities, transport technology, resilience, environment, regulatory environment, and NZTA.

Steve Higgs informed members that in April he expected to have information available on NZTA's Long Term View (LTV). This LTV has been co-created with local authorities and aims to establish a consistent view of the challenges and opportunities for the transport system and agree outcomes over the next 10 years. This would include a regional and inter-regional perspective and agree national and local priorities.

## **9. Regional Road Safety Working Group**

Mayor David Ayers spoke to this item.

### **Resolved**

**That the Canterbury Regional Committee:**

- 1. Receives the Regional Road Safety Working Group Report.**

Mayor Ayers / Cr Scott  
CARRIED

## **10. Transport Officers Group Report**

This report which was taken as read.

### **Resolved**

**That the Canterbury Regional Committee:**



**1. Receives the Transport Officers Group Report.**

Mayor Rowley / Jim Harland  
CARRIED

**11. Variation to Canterbury Regional Land Transport Plan**

**11.1 Addition of Canterbury SH Speed Management Guide Implementation and Christchurch Transport Modelling Suite**

Jim Harland presented this report which was taken as read.

**Resolved**

**That the Canterbury Regional Committee:**

- 1. Notes that the following state highway activities are proposed as a variation to the Regional Land Transport Plan:
  - a. Canterbury SH Speed Management Guide Implementation project; and**
  - b. Christchurch Transport Modelling Suite****
- 2. Determines that, on the basis of the information contained in this report, good reason exists for making the variation described above.**
- 3. Determines that, on the basis of the information contained in this report, the requested variations are not significant.**
- 4. Agrees to vary the Regional Land Transport Plan by adding the proposed activities to Appendix 1 “Regional programme details”.**
- 5. Recommends these variations to Environment Canterbury.**

Jim Harland / Cr Jack  
CARRIED

**11.2 Public Transport Futures Business Case**

While this variation relates to investment in Greater Christchurch public transport, Mayor Donna Favel expressed her disappointment that Ashburton District Council had submitted on the broader Regional Public Transport Plan consultation last year but had not been able to speak at the Hearings Panel. She is nevertheless keen to explore options for public transport for Ashburton. Peter Scott noted that Timaru on demand transport trials may inform transport options for other parts of the region. Jim Harland suggested further Regional Transport Committee discussion on the options/criteria for public transport services outside Greater Christchurch and Timaru.

**Resolved**

**That the Canterbury Regional Committee:**

- 1. Notes that the following public transport activities are proposed as a variation to the Regional Land Transport Plan:**



- Future PT Business Case Implementation: Stage 1 and Stage 2; and
  - Future PT Business case Implementation: Stage 3
2. Determines that, on the basis of the information contained in this report, good reason exists for making the variation described above.
  3. Determines, on the basis of the information contained in this report, that the requested variation is not significant.
  4. Agrees to vary the Regional Land Transport Plan by adding the proposed activities to Appendix 1 “Regional programme details”.
  5. Recommends this variation to Environment Canterbury.

Chair Lowndes / Cr Davidson  
CARRIED

## 12. General Business

Darren Fidler gave an update on progress of the Productivity Commission inquiry submission. The issues paper has been released and submissions close Mid-February. The Productivity Commission would also be liaising with all councils over the next few months before preparing a draft report in June; the Regional Transport Committee may consider submitting on this draft report.

## 13. Next Meeting

4.00pm – 6.00pm, 23 May 2019  
Commodore Airport Hotel  
449 Memorial Avenue, Christchurch

## Closure

The meeting closed at 6.01pm

## Confirmed

Date: \_\_\_\_\_

Chairperson: \_\_\_\_\_







## **5. Matters Arising**







## 6. Reports

### 6.1. Karen Dow Petition

#### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	23 May 2019
<b>Author</b>	Lorraine Johns, Principal Strategy Advisor, Environment Canterbury
<b>Endorsed By</b>	Sam Elder, Programme Manager, Environment Canterbury

#### Purpose

1. To inform the Regional Transport Committee of a petition to the Committee from Ms Karen Dow in the name of her late son Matthew Dow.
2. To seek a decision from the Committee on how to respond to Ms Dow's petition.

#### Recommendations

##### That the Canterbury Regional Transport Committee:

1. **Agrees** to extend members' sympathies to Ms Dow for the loss of her son.
2. **Agrees** to write to the Minister of Transport seeking an update on progress on work announced to enhance the current behaviour testing regime.
3. **Declines** to endorse Ms Dow's petition pending further information from the Ministry of Transport.

#### Background

3. Hon Nick Smith has written to the Canterbury Regional Transport Committee, on behalf of Ms Dow, requesting that the Committee "endorse and promote the petition of Karen Dow in the name of her late son Mathew".
4. The petition requests:

*That the house of Representatives urgently pass legislation to introduce random roadside drug testing to reduce the escalating road toll from drugged drivers, which resulted in 29 fatal crashes in 2017 and exceeds the number caused by those impaired by alcohol.*



## **Drugged driving-related deaths and serious injuries in Canterbury**

5. In Canterbury, over the period 2010-2019, there have been 5 fatalities and 6 serious injuries where drugs have been proven as a contributing factor, with all of these occurring since 2016. This may indicate anomalies in the way in which deaths and serious injuries related to drug driving were recorded prior to 2016. Over the period 2016-2019 there were 154 fatalities and 1,069 serious injuries in total. This indicates drugs were proven a contributing factor in approximately 3% of fatalities and 1% of serious injuries in Canterbury.

## **Existing legislation**

6. The following information has been largely taken from the Ministry of Transport's website: <https://www.transport.govt.nz/legislation/acts/qasdrugimpaireddrivinglaw>
7. It is an offence to drive while impaired and with evidence in the bloodstream of a qualifying drug. The presence of a qualifying drug alone is not sufficient for an offence; there must first be impairment as demonstrated by unsatisfactory performance of a compulsory impairment test.
8. This law complements a drivers' duty to be mentally and physically fit when they drive a motor vehicle on public roads - this includes not being impaired by alcohol or drugs.
9. There is also an offence of driving or attempting to drive while under the influence of drink or drugs to the extent of being incapable of proper control of a motor vehicle.
10. Where a Police officer has "good cause to suspect" that a driver has consumed a drug or drugs, the officer may require the driver to take a compulsory impairment test. Grounds for having good cause to suspect include erratic driving or, if the driver has been stopped for another reason, appearing to be under the influence of drugs.
11. Drug testing at random is not possible, as impairment must be demonstrated.
12. Saliva testing is not currently used in New Zealand. Information on the Ministry of Transport website indicates this is because it cannot show the driver is impaired - only the presence of a drug - and because saliva testing technology is not yet reliable enough for use in criminal prosecutions.

## **Regional Road Safety Working Group response**

13. Road safety is a high priority for the Canterbury Regional Transport Committee, due to the devastating emotional and financial impact that loss of life has on families and communities, and the relatively high rate of deaths and serious injuries on Canterbury roads.



14. The Government has expressed interest in doing more to address drug driving and has instructed the Ministry of Transport to look at options for enhancements to the current behavioural testing regime.
15. The Ministry of Transport has not provided a public update on this work at the time this paper was finalised, but we understand the Ministry is planning to release information about options for addressing drugged driving soon.
16. The Regional Road Safety Working Group considers there is a need to look into options for dealing with drugged drivers, including the option proposed in Ms Dow's petition - random drugged driver testing by way of a saliva test.
17. The information on the Ministry's website about saliva testing is out of date as technology has improved the reliability of oral fluid testing devices and the range of drugs they can detect. The length of time taken to produce a result has also improved. The Regional Road Safety Working Group understands there are also other possible options, in addition to oral fluid testing devices, such as fingerprint analysis.
18. In these circumstances, the Regional Road Safety Working Group recommends that the Regional Transport Committee:
  - a. does not endorse the Petition at this stage.
  - b. writes to the Minister of Transport expressing concern about drugged driving, drawing attention to Ms Dow's petition, asking for information about the Government's work on drugged driving, and requesting that Ms Dow's proposal be considered as an option.
  - c. considers this matter again at its next meeting on 8 August 2019, by when more information is likely to have been made available by the Ministry of Transport.

## **Attachments**

Letter from Hon Nick Smith

Interim response from Steve Lowndes









**Hon Dr Nick Smith**

Member of Parliament for Nelson

28 FEB 2019

To Chairs of Regional Transport Committees

To Whom it May Concern

We are writing to request your Council endorse and promote the petition of Karen Dow in the name of her late son Matthew.

The petition requests "That the House of Representatives urgently pass legislation to introduce random roadside drug testing to reduce the escalating road toll from drugged drivers, which resulted in 79 fatal crashes in 2017 and exceeds the number caused by those impaired by alcohol."

Matthew Dow was 23 years old when killed on New Year's Eve 2017 by a drugged driver high on meth and cannabis. The woman had previously served time for drug convictions and was driving like a maniac at Appleby when she killed Matthew. Matthew's parents have initiated this petition to raise awareness of the problem of drugged drivers and to give Police the tools needed that have been successfully used in Australia, the United Kingdom and Canada to get drugged drivers off the roads.

The proposal is to enable police to use a simple saliva test as used currently to great success in countries including Australia, Canada and the United Kingdom. The system is simple to administer and takes less than 10 minutes.

Last year there were 79 deaths nationally involving drug drivers, compared to 70 deaths where drink drivers were involved. Conversely during that same period there were 16,000 convictions for drink driving but less than 200 for drug driving. The current system is simply too difficult for police and too open to interpretation. A test that is quick, easy and objective is essential if we are to reduce our road toll and make our roads safer for all. This issue will become more important in the context of the Government's policies to liberalise access to drugs like cannabis.

There are two ways your Council and/or Transport Committee could assist with this road safety petition. We would invite you to have the petition available for public signatures at your Council offices, libraries or other areas engaging with the public. We enclose a petition form that you could photocopy for this purpose. You could also draw public attention to the digital version of Matthew's petition at the following web address

[https://www.parliament.nz/en/pb/petitions/document/PET\\_82698/petition-of-karen-dow-matthews-petition-seeking-urgent](https://www.parliament.nz/en/pb/petitions/document/PET_82698/petition-of-karen-dow-matthews-petition-seeking-urgent)





The other way your Council could assist would be to formally endorse the intent of the petition. The more Councils we have supporting this initiative, the more likely we will get Government and Parliament to address this increasing road safety risk.

If you have any further questions please feel free to contact [nick.smith@parliament.govt.nz](mailto:nick.smith@parliament.govt.nz)

Kind regards,

A handwritten signature in blue ink, appearing to be 'N. Smith', written over the printed name.

Hon Dr Nick Smith

MP Nelson

A handwritten signature in blue ink, appearing to be 'Karen Dow', written over the printed name.

Karen Dow

Petition initiator and Matthew Dow's mother



## Matthew's Petition

### To the House of Representatives

Respectfully requests that House of Representatives urgently introduce random roadside drug testing so as to reduce the escalating road toll from drugged drivers, of 79 in the last year of which now exceeds those impaired by alcohol.

Name	Signature

- Matthew Dow was 23 years old when at 9pm on December 31<sup>st</sup> 2017 he was killed on State Highway 60 at Appleby, Nelson. Matthew, a much loved son of Karen and Peter Dow of Christchurch, was a gentle, safety conscious young man, planning to study engineering at Ara Polytechnic this year.
- The driver responsible for the accident was Alicia Fulcher-Poole who had been smoking meth, had been witnessed driving erratically and passing recklessly. The accident scene was described as horrific by emergency services, with debris thrown 100 metres from the vehicle, including cans of bourbon, cannabis plants and drug bong. Two unrestrained children in her vehicle were miraculously not seriously injured. She was subsequently found guilty of driving causing death and injury and while under the influence of drugs and is now serving a 3.5 year prison sentence.
- The number of people killed in road accidents from drugged drivers was 79 compared to 70 for drunk drivers in the last year. This is the first year fatalities from drugged drivers exceeded those of drink driving. UK, Australia and Canada have all introduced roadside drug testing and shown saliva testing is technically feasible, reliable and successful in saving lives.







12 March 2019

Hon Nick Smith  
Member of Parliament for Nelson  
Parliament Buildings  
**Wellington, 6160**

Dear Hon Nick Smith

### **Karen Dow Petition**

Thank you for your letter of 28 February 2019 regarding Ms Karen Dow's petition.

In your letter you ask Environment Canterbury and the Canterbury Regional Transport Committee to "endorse and promote the petition of Karen Dow in the name of her late son Matthew".

The petition requests:

*That the house of Representatives urgently pass legislation to introduce random roadside drug testing to reduce the escalating road toll from drugged drives, which resulted in 29 fatal crashes in 2017 and exceeds the number caused by those impaired by alcohol.*

I am responding to you in my capacity as both Chair of Environment Canterbury and Chair of the Canterbury Regional Transport Committee.

I would like to extend my sympathies to Ms Dow for the loss of her son Matthew. Road safety is a high priority for the Canterbury Regional Transport Committee, due to the devastating emotional and financial impact that loss of life has on families and communities.

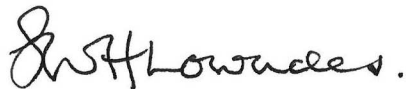
A petition can only be considered at formal committee and council meetings. The Canterbury Regional Transport Committee next meets on 23 May 2019 and I will ensure Ms Dow's petition is placed on the agenda for this meeting. It is appropriate for the Regional Transport Committee to consider this petition prior to Environment Canterbury council. This means the petition will be considered by Environment Canterbury at the meeting of 6 June 2019.

I appreciate the timing of these formal committee meetings means that some months will elapse before Ms Dow's petition can be considered. I consider this delay is not undue, given that regional transport staff will need some time to develop advice on the petition before it can be considered by elected representatives. In your letter you indicate the proposal is for police to use a saliva test to identify drugged drivers. Existing information on the Ministry of Transport's website outlines some issues with saliva testing that require further investigation (see <https://www.transport.govt.nz/legislation/acts/qasdrugimpaireddrivinglaw>).



Regional transport staff at Environment Canterbury have requested updated information about this proposal from the Ministry of Transport. The Ministry advises that it is planning to release information about options for addressing drugged driving, in the next month. I consider that we need to wait for the release of this information before drawing any conclusions as to the merits of the proposed random drugged driver testing regime.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Steve Lowndes'.

**Steve Lowndes**  
Chair



## 6.2. Monitoring progress toward regional transport objectives and outcomes

### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	23 May 2019
<b>Author</b>	Darren Fidler, Principal Strategy Advisor, Environment Canterbury
<b>Endorsed by</b>	Sam Elder, Programme Manager, Environment Canterbury

#### Purpose

1. To update the Regional Transport Committee (RTC) on the monitoring of progress towards regional transport outcomes.

#### Recommendations

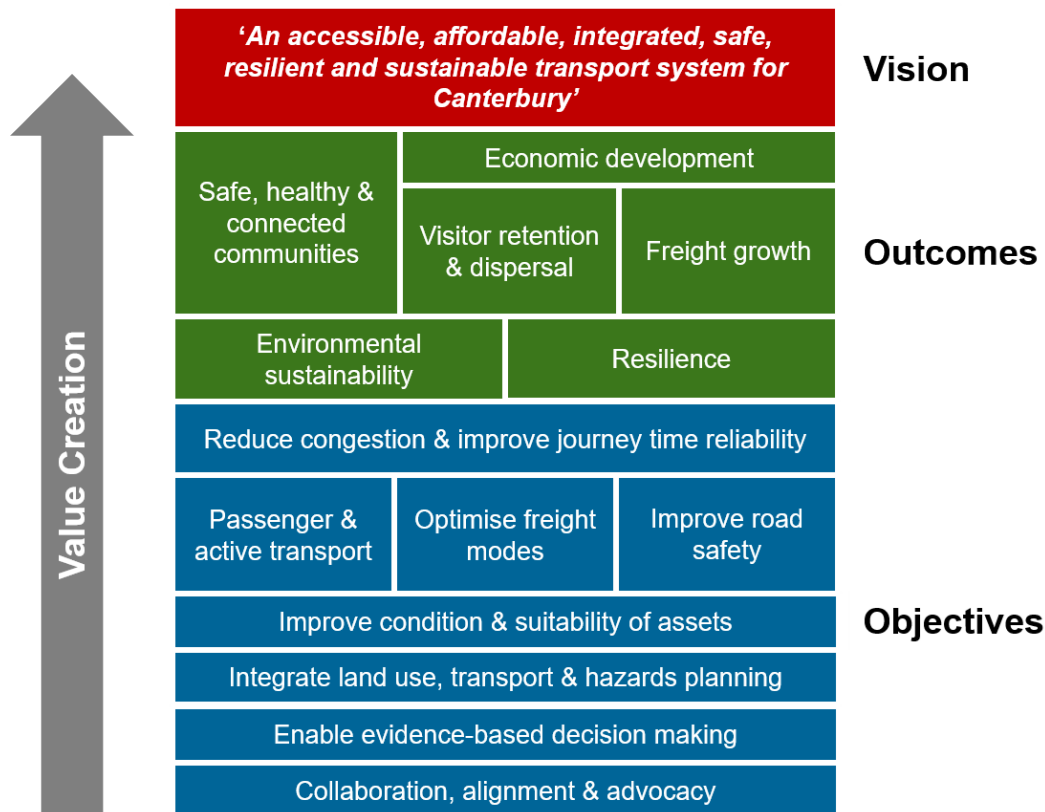
That the Canterbury Regional Transport Committee:

1. Discusses the attached report summarising progress against regional transport outcomes.
2. Notes that a copy of the Regional Transport Scorecard is attached.

#### Context

2. On 1 December 2017 the RTC finalised the Regional Transport Scorecard, which establishes appropriate measures to track the RTC's progress towards the strategic outcomes in the following Strategy Map agreed by the RTC:





3. The scorecard has now been published on Environment Canterbury's website. See <https://www.ecan.govt.nz/your-region/living-here/transport/regional-transport-planning/regional-land-transport-scorecard>.
4. The full Scorecard enables members to look more closely at any areas of particular interest for their territorial authorities. This includes a "red-amber-green" for each metric which indicates whether metrics are trending in the desired direction, not changing significantly, or trending in the wrong direction. There are separate "red-amber-green" indicators to reflect short and long-term trends.

## Report for meeting of 23 May

5. Attached to this paper is a one-page snapshot of four key outcome areas, as well as the full Regional Transport Scorecard.
6. Many of the metrics are only available for update on an annual basis, typically for a fiscal year, although calendar year information can also be generated if this is useful. The Scorecard has been updated where information is available.
7. **Economic metrics** are generally trending positively with consistently strong GDP growth. After a short period of Canterbury GDP per capita exceeding the NZ average GDP per capita in 2014-2016, Canterbury GDP per capita has been slightly behind NZ average GDP per capita for the last two years. No up to date information is available on imports/exports through Canterbury ports since the slight decline in fiscal year



2017/2018 after significant growth in 2017. Rail usage to and from Canterbury ports and overall Canterbury rail freight increased significantly in 2018 after a particularly poor year in 2017, likely related to the closure of the Main North line through Hurunui and Kaikoura over his period. There is still a long-term declining trend in rail usage to and from Canterbury ports of approximately 14% per annum from 2012/2013. Visitor guest nights show continued strong growth in 2018, up 8.9% on 2017 (even with the growing AirBnB share of guest nights which are not included in the indicator, currently approximately 3%)<sup>1</sup>

8. In terms of the **Environment**, CO<sub>2</sub> emissions from fuel sold in Canterbury have fluctuated over the last few years, with a long-term growth rate in CO<sub>2</sub> emissions. A consistent story is indicated by the CO<sub>2</sub> per capita emissions which are increasing long term at a rate of approximately 1.4% per annum, although they dropped 3% in 2018. The fluctuations in CO<sub>2</sub> emissions are reflective of the fact that whilst electric vehicle use and fuel efficiency is improving, this is being offset by larger vehicles being bought; the Ford Ranger and Toyota Hilux were the two best-selling vehicles in NZ in 2018 with 64 mostly-diesel double cab utes bought in NZ for every electric car bought last year.
9. **Congestion** levels have not changed significantly over the last year or in long term trends (only monitored in Greater Christchurch). This is consistent with roading investment keeping pace with growth in population and vehicle growth on the network. The NZ Transport Agency has started collating time series data sourced from Google for monitoring routes throughout Canterbury (and NZ). This is currently being utilised by the Transport Operations Centres to monitor routes in real time (see **Figure 1** for a screen shot), highlighting routes which are performing worse than normal, but data is being collated on a much broader range of strategic tourism and freight routes, such as the inland alternative between Kaikoura and Waipara as shown in **Figure 1**.

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<sup>1</sup> <http://www.infometrics.co.nz/390000-airbnb-guest-nights-auckland-180000-queenstown/>







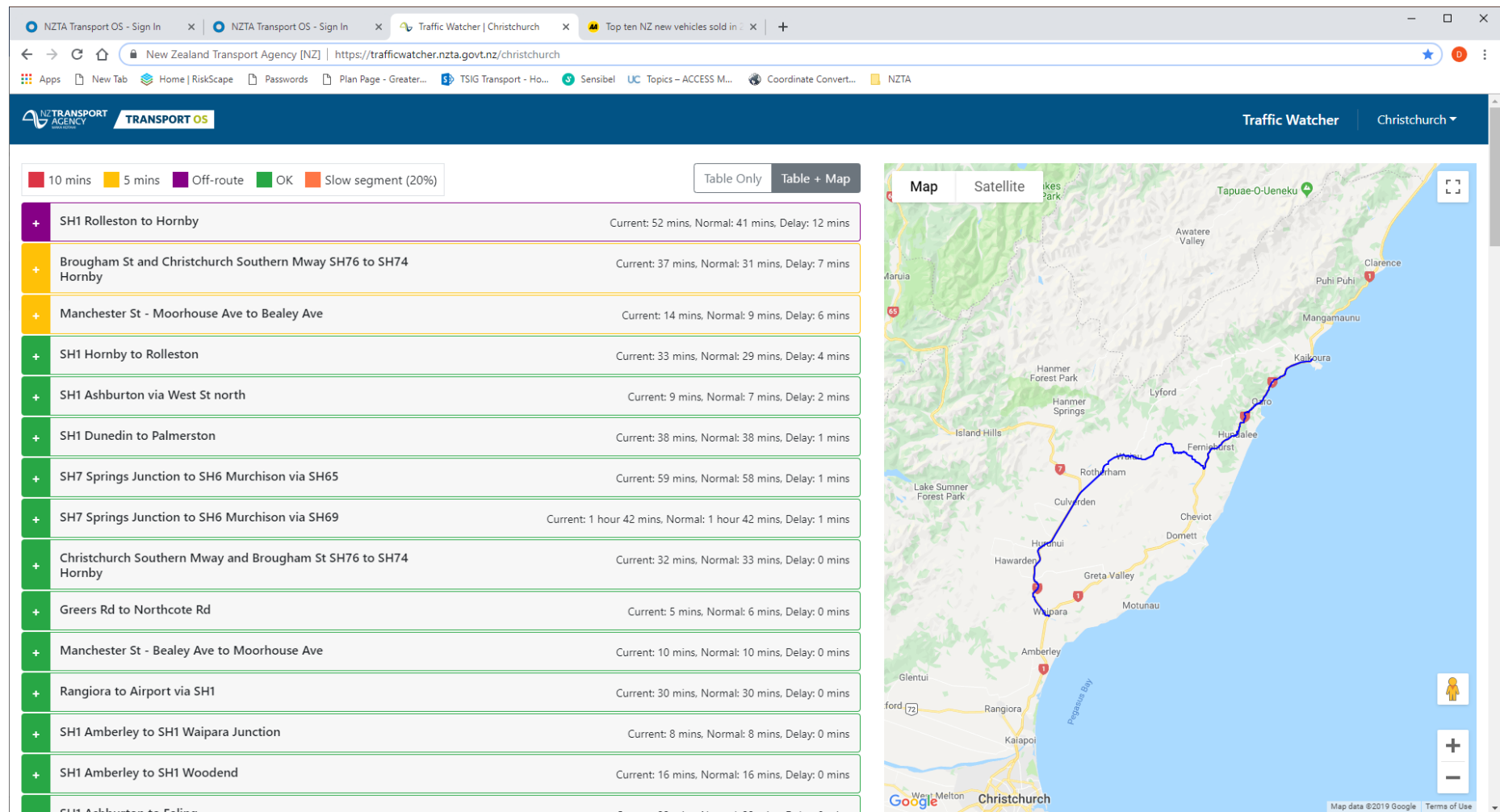


Figure 1 Traffic Watcher example







10. **Safety** indicators are forecast to be at a similar level in 2018/2019 as 2017/2018<sup>2</sup> with serious injuries relatively unchanged and a slight reduction in fatalities. For deaths and serious injuries in crashes involving trucks, there has been a significant increase, although this is still a relatively low number (approximately 30) that is significantly impacted by a small number of additional crashes.
11. At the meeting of 31 January 2019, the RTC requested that Environment Canterbury provide a map of state highway closures for future meetings, to allow the RTC to be able to identify potential areas of concern in the network. This is work in progress, noting that NZTA are also establishing whether this information, currently provided in spreadsheet format, can be incorporated into their spatial portal permanently, for which we have access.

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<sup>2</sup> DSI have been extrapolated to end of June 2019 to provide a comparison with fiscal year 2017/2018, noting that these are estimates only







## 6.3. Regional Transport Committee Work Programme Update May 2019

### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	23 May 2019
<b>Authors</b>	Darren Fidler, Principal Strategy Advisor, Environment Canterbury Lorraine Johns, Principal Strategy Advisor, Environment Canterbury
<b>Endorsed by</b>	Sam Elder, Programme Manager, Environment Canterbury

#### Purpose

1. To update the Regional Transport Committee on work to implement the Transport Workstream of the Canterbury Regional Economic Development Strategy (CREDS) and RLTP strategic objectives.
2. This update focuses on work on resilience.

#### Recommendations

**That the Canterbury Regional Transport Committee:**

1. **Notes that this paper updates the Regional Transport Committee on work to implement the Transport Workstream of the Canterbury Regional Economic Development Strategy and work towards the strategic objectives of the Regional Land Transport Plan.**
2. **Notes that a separate paper has been provided on monitoring progress toward regional transport outcomes.**

#### Overview

3. This update focuses on one project supporting the strategic objectives in the Canterbury Regional Land Transport Plan as other key projects are separate agenda items.

#### Transport resilience stocktake

4. The regional transport resilience stocktake is being undertaken in partnership with NZTA, with early work also co-funded by MBIE. A stocktake of agencies currently producing and collating information regarding the resilience of the Canterbury transport network has been completed. These include the Ministry of Transport, NZTA, Environment Canterbury and local authorities, as well as organisations such as NIWA (National Institute of Water and Atmospheric Research) and GNS (Geological and Nuclear Sciences), and universities. GNS, NIWA and Canterbury University provide



information on a range of projects relating to transport network resilience such as Lifelines (<https://www.civildefence.govt.nz/cdem-sector/lifeline-utilities/new-zealand-lifelines-council/>) and AF8 (<http://projectaf8.co.nz/>).

5. Environment Canterbury is using the collated hazard information to produce hazard exposure maps, overlaying hazard maps with transport networks in Canterbury. Sea level rise layers are being used as a starting point in line with the work that has been undertaken by Local Government New Zealand (LGNZ) on sea level rise.
6. Rather than just simply reproducing the LGNZ quantification of the total quantum of assets exposed, the exposure maps will highlight, in a consistent way across the region, which assets are exposed. This information can then be extended to look at other hazards for which data exists (flooding, tsunami, liquefaction, significant ground accelerations from earthquakes etc) as well as the impact of this exposure.
7. This will enable the Regional Transport Committee to discuss appropriate investment priorities across the region to mitigate this risk in conjunction with their local knowledge of the criticality of infrastructure which has a high exposure risk, in terms of its economic, social, environment and cultural importance.

## Other items to note

Objective	Update
Collaboration, alignment and advocacy	<p>The South Island Regional Transport Committee Chairs Group met on 4 March 2019 to discuss work on freight mode optimisation, resilience, and visitor flows, and to review their work programme. The South Island Regional Transport Committee Officials Group continues to collaborate on an ongoing basis.</p> <p>A Northern Integration Team has been formed by technical officers from members of the Greater Christchurch Partnership to assist in alignment of the four projects for the Christchurch Northern Corridor (NZTA's CNC Waimakariri Connectivity business case, NZTA's Travel Demand Management programme, Christchurch City Council's Downstream Effects Management Plan and Environment Canterbury's Public Transport Futures Business Cases).</p>
Enable evidence-based decision-making	<p>An update on monitoring and the Canterbury Regional Transport Scorecard has been provided under the item on progress toward regional transport outcomes.</p> <p>The Greater Christchurch Partnership transport Model Management Group has updated the transport models which are used to assess the likely impact of transport investment in Greater Christchurch.</p>
Integrate land use, transport and hazards planning	<p>Planning is underway for the next Regional Land Transport Plan. Environment Canterbury is also on a Transport Special Interest Group working group established to improve the standing of Regional Land Transport Plans. Environment Canterbury will update the Regional Transport Committee on that work on 8 August 2019.</p>



	Progress on the resilience project is outlined above.
Improve condition and suitability of assets	<p>Updates on key infrastructure projects are:</p> <ul style="list-style-type: none"> <li>• Ashburton Bridge – Ashburton District Council has been granted funding to assist in the preparation of a Detailed Business Case to progress the investigation and design of a new bridge.</li> <li>• Details about key infrastructure projects are provided in the NZTA update, including the HOV lane for the Christchurch Northern Corridor/Christchurch Southern Motorway and Brougham Street.</li> </ul>
Passenger and active transport	<p>Greater Christchurch partners are waiting to find out if the Future Public Transport Business Case has been approved by the NZTA Board. They are also waiting to find out if the Targeted Enhanced Funding Assistance Rate (TEFAR) will be available for the Detailed Business Cases on rapid transit and bus services, and the new on demand services transport trial in Timaru. The RTC was briefed about these initiatives in September 2018 by Environment Canterbury staff.</p> <p>Regional councils across New Zealand are collaborating to manage the impact of the Employment Relationships Amendment Act on bus services.</p>
Optimise freight modes	Progress on the freight mode shift project is outlined in an accompanying paper.
Improve road safety	Speed management is considered in a separate paper. NZTA presented on Safe Networks and speed management at the RTC meeting on 31 January 2019. An update on road safety is included in NZTA's paper.
Reduce congestion and improve journey time reliability	NZTA has provided a separate update on the Waimakariri Bridge Safety Improvements which incorporate an HOV lane as part of the consent conditions of constructing a 3 <sup>rd</sup> southbound lane on the Waimakariri Bridge. The infrastructure requirements for this HOV lane are the subject of the NZTA Waimakariri Connectivity business case with the supporting behaviour change being addressed in a Greater Christchurch Partnership Travel Demand Management business case.







## 6.4. Implementation of the Government Policy Statement on Land Transport in Canterbury

### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	23 May 2019
<b>Author</b>	Lorraine Johns, Principal Strategy Advisor, Environment Canterbury
<b>Endorsed by</b>	Sam Elder, Programme Manager, Environment Canterbury

### Purpose

1. This paper updates you on the implementation of the Government Policy Statement on Land Transport (GPS) 2018 in Canterbury, through the uptake of Targeted Enhanced Funding Assistance Rates (FARs) to support the delivery of high priority transport activities.
2. A related variation to the Regional Land Transport Plan (RLTP) is being sought at this meeting by Timaru District Council.

### Recommendations

**That the Canterbury Regional Transport Committee:**

1. **Notes that the Committee requested Environment Canterbury report back on how councils are implementing GPS 2018 through their transport programmes, including any projects which will be funded at the Targeted Enhanced Funding Assistance Rate or through the Provincial Growth Fund.**
2. **Receives this update on the implementation of the Government Policy Statement on Land Transport 2018 in Canterbury.**

### Funding mechanisms to implement GPS 2018

3. The Government has established three funding mechanisms which are available to support the enhancement or acceleration of improved transport outcomes in our region beyond the projects likely to be funded through the National Land Transport Fund at normal Funding Assistance Rates (FARs).
4. The Committee was fully briefed on these mechanisms in 2018. They are, in summary:
  - Targeted Enhanced FARs - the normal FAR for Canterbury Councils is between 51 and 60%. The Enhanced FAR for Canterbury councils is between 75.5 and 80%.



- Regional Fuel Tax Schemes (RFTS) – a funding tool for regional councils and unitary authorities to raise revenue to fund capital transport projects that would benefit the region, but would otherwise be delayed or not funded. An RFTS is not available for any region outside of Auckland until 1 January 2021 and there are no current plans to introduce one in Canterbury.
- Provincial Growth Fund - covers regional infrastructure projects that will enable regions to be well connected from an economic and social perspective, including rail, road and communications.

## **Potential uptake of funding opportunities in Canterbury by councils**

5. Over time councils will need to reflect GPS priorities in annual planning processes and through variations to the RLTP.
6. Councils have been considering how they can take up funding opportunities to improve transport outcomes. All councils are working closely with NZTA as part of this process.
7. Appendix One contains a table outlining the projects and/or areas of investment which are being considered by councils in terms of taking up the investment opportunities presented by Enhanced FARs and the PGF.
8. A letter was sent by NZTA to all councils on 15 March 2019 indicating that TEFAR might not be available even where an activity meets all eligibility criteria, due to a limited funding pool. NZTA has been asked to provide an update on TEFAR funding at the meeting on 23 May 2019



## Appendix: Potential uptake of Targeted Enhanced Funding Assistance Rates and funding from the Provincial Growth Fund

This table outlines projects or areas of work where Targeted Enhanced Funding Assistance Rates (TEFAR) or funding from the Provincial Growth Fund (PGF) might be available. Please note that many such projects are subject to further discussions with NZTA and within councils, and are listed here to provide the Regional Transport Committee with an overview of the transport investment in Canterbury that is being considered in this context.

	Existing initiatives in RLTP that may be eligible for Enhanced FARS	Potential new initiatives or initiatives that may be brought forward, that may be eligible for Enhanced FARS and will need to be included in the RLTP	Existing initiatives in RLTP that may be eligible for PGF	Potential new initiatives or initiatives that may be brought forward, that may be eligible for PGF and will need to be included in the RLTP	Estimated total cost	Potential next steps
Ashburton District Council	Subject to discussions with NZTA and Council, a qualifying activity could be the replacement of bridges on the inland scenic route to allow full High Productivity Motor Vehicle (HPMV) inter-district travel.		Second Ashburton River Bridge project.		\$325,000 for preparation of Programme Business Case - Second Bridge total cost in vicinity of \$30 million. Replacement of bridges on the Inland Scenic Route is estimated to cost around \$2 million.	NZTA have approved funding of \$325,000 for the Detailed Business Case. The PGF application has also been approved to a value of \$94,250. Council has appointed Holmes Consulting to undertake this work.
Christchurch City Council	Subject to discussions with NZTA and Council. Qualifying activities are likely to come from the following programmes of work: <ul style="list-style-type: none"> <li>An Accessible City</li> <li>Major Cycleways</li> <li>Intersection Safety</li> <li>Core public transport</li> <li>Suburban Masterplan Streetscape improvements</li> <li>Low Cost Low Risk improvements.</li> </ul>	Subject to discussions with NZTA and Council. Activities are likely to come from the following programmes of work: <ul style="list-style-type: none"> <li>Intersection safety and Low Cost Low Risk safety improvements</li> <li>Public transport</li> <li>Major Cycleways (but NZTA have advised opportunities may be limited in this activity class)</li> <li>An Accessible City – especially with safety or public transport focus</li> <li>Suburban Masterplan Streetscape improvements.</li> </ul>		None.	The total cost of the projects and programmes that potentially qualify for TEFAR is around \$20 million. This could increase if certain cycleway and other projects are advanced and substantially delivered in the 2018 to 2021 funding period.	<p>Council supported application for TEFAR on 21 November. Subsequently, letter sent to NZTA confirming that CCC would be seeking TEFAR on selected projects. NZTA letter of 26 February confirmed all but two of our listed projects as eligible for TEFAR but NZTA in March 2019 advised of funding pressures and likely reduced support for our programme as a whole and possibly for TEFAR. A list for whether projects are above or below the affordability line is expected from NZTA in the next week i.e. mid to late May 2019.</p> <p>A list of potential LCLR activities has been sent to NZTA and is undergoing assessment, initial indications are only about half the potential activities will be agreed by NZTA.</p> <p>CCC are now applying for TEFAR on specific projects and this will be an ongoing process as projects are developed through the funding process. Variation to RLTP will be sought when and if needed depending on annual plan changes currently under consideration.</p> <p>CCC has developed a list of activities which could be eligible for TEFAR, as well as a list</p>



						of activities which could be used to identify activities to bring forward as a consequence of TEFAR funding. Full details are available in the paper at the following link: <a href="http://christchurch.infocouncil.biz/Open/2018/11/ITEC_20181107_AGN_2388_AT_WEB.htm">http://christchurch.infocouncil.biz/Open/2018/11/ITEC_20181107_AGN_2388_AT_WEB.htm</a>
Environment Canterbury	Discussions are taking place with NZTA as to whether a variety of projects may qualify (some of which and some of which are not in the RLTP), including: <ul style="list-style-type: none"> <li>• Certain public transport service improvements and Low Cost/Low Risk improvements</li> <li>• Regional Speed Management Plan</li> <li>• Greater Christchurch modelling updates</li> <li>• Travel Demand Management</li> <li>• Resilience.</li> </ul>			None.	Further work required, but the total cost of projects that might qualify could be around \$14 million.	NZTA has indicated the Detailed Business Cases arising from the Future Public Transport Business Case are eligible. A variation to the RLTP was sought at the RTC meeting of 31 January 2018. NZTA has not yet confirmed the availability of TEFAR for any projects.
Hurunui District Council	No projects automatically eligible for enhanced funding. Working with NZTA to develop better business cases to reclassify projects as high or very high results alignment, if possible. Waiting for approval of NLTP before starting this process.	This would be subject to the approval of existing projects qualifying so no projects have been considered to date.		Working through the criteria for qualification to determine whether funding may be sought for any projects.		Ongoing discussions with NZTA regarding whether some projects might qualify as high or very high results alignment. However, conversations to date indicate that projects have a medium ranking.
Kaikoura District Council	No projects in the current programme are eligible for TEFAR funding	Cycle way network improvements to link urban residential areas and tourism points of interest	None	Provide new cycleway linkage between Managamanu (at the southern end of the NCTIR SH1 cycleway improvements between Mangamanu and Clarence) and Kaikoura township and onto Keans Point Seal Colony (tourism destination).	No projects in the current programme are eligible for TEFAR funding	The cycleway proposal is on hold pending the outcome of the appeal against the NZTA SH1 cycleway proposal at Mangamanu.
Mackenzie District Council	Lilybank road seal extension and certain items under the Low Cost/Low Risk Programme.	Shared pathway initiatives, and Godley Peaks Road safety improvements and alignment correction, Cass River bridge replacement.		Strategic Study – Mackenzie District. May lead to other large projects down the track (some transport associated projects).		Ongoing discussions with NZTA. A business case is required for the Lilybank road seal extension.
Timaru District Council	Council has written to NZTA requesting consideration of the eligibility of TEFAR for a number of walking and cycling initiatives, as well as safety projects within Timaru District Council's Low Cost/Low Risk projects.	Acceleration of minor safety projects and walking\cycling initiatives.  Safety improvement project at Coach Road/Tiplady/Route 72 intersection with construction of a rural roundabout has been approved by NZTA as eligible for TEFAR.		Timaru Port expansion. Initial investigation funding of \$90,000 from the PGF has been approved and this will be used to provide a business case to support the \$100m+ expansion PGF application.		Ongoing discussions with NZTA. Council approval will be required for any new projects.
Selwyn District Council	NZTA has approved two major intersection upgrades for TEFAR funding on the commuter arterial network at Prebbleton. These were identified in the Safe Network Programme. One intersection is on the Christchurch/Selwyn boundary and requires City Council agreement.	Request for TEFAR to support Councils Low Cost/Low Risk programme that includes other safety and walking and cycling projects has been declined by NZTA.		No plans to utilise PGF due to confusion and complexities around what is eligible. Opportunities could have related to Rolleston SH1 safety and access and rail.		Process has seemingly run its course unless NZTA can suggest anything else.



Waimakariri District Council	Waimakariri District Council is unlikely to be pursuing TEFAR for its activities. A letter was sent to NZTA requesting considering of the eligibility of TEFAR for a number of walking and cycling initiatives, as well as safety projects within Council's Low Cost/Low Risk projects. Advice from NZTA has been that any TEFAR funding would have to come from within that already allocated to Council in this area and as such would mean a reduction in projects completed.		Improvements to Skew Bridge are currently being applied for through NZTA. However, due to funding constraints, WDC will also be investigating possible PGF avenues.	N/A.	Not yet established.	Resubmit Skew Bridge Point of Entry to meet new guidelines. Investigate PGF possibilities.
Waimate District Council	None.	None.		None.		N/A.







## 6.5. Optimising Freight Mode Shift - Final Report

### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	23 May 2019
<b>Author</b>	Darren Fidler, Principal Strategy Advisor, Environment Canterbury
<b>Endorsed by</b>	Sam Elder, Programme Manager, Environment Canterbury

#### Purpose

1. To outline the findings of the research overseen by Environment Canterbury on the opportunity for optimising freight mode shift in the South Island.
2. This research has been undertaken to implement the Transport Workstream of the Canterbury Regional Economic Development Strategy (CREDS). The Regional Transport Committee (RTC) is responsible for implementing this workstream in collaboration with the lead Mayor, Mayor Winton Dalley of the Hurunui District Council.

#### Recommendations

**That the Canterbury Regional Transport Committee:**

1. **notes this report presents the finding of research into optimising freight mode shift in the South Island.**
2. **notes that as next steps, the Committee will be briefed on findings of central government work on rail and coastal shipping, once available.**
3. **notes that once finalised, the Stantec freight mode optimisation report will be published on Environment Canterbury's website.**

#### Key points

3. The research found that approximately 8% of current and future road freight within the South Island could likely be shifted to rail.
4. This would result in a reduction of approximately:
  - 25 road fatalities over the next 40 years;
  - 18,000 tonnes of carbon production per year; and
  - \$35 million in road maintenance costs per year.



## Background

5. Detailed background information and progress reports on this work were provided to RTC at the March, May and September 2018 and January 2019 RTC meetings, and are not repeated here.
6. In brief, Environment Canterbury undertook initial work in early 2018 to calculate the scope of the opportunity for freight mode shift from road to rail or coastal shipping in the South Island.
7. In March 2018, the South Island Regional Transport Committee Chairs Group (the Chairs) agreed to formally progress research on freight mode optimisation in collaboration, with this work being led by Environment Canterbury on the Chairs' behalf. The Chairs commissioned Stantec to develop a full research report.

## Findings

8. To date there has been significant central government investment in roading to support the transport of freight, with comparatively little investment in rail or coastal shipping. This investment profile is partially responsible for approximately three quarters of the freight tonne-KM within the South Island being transported by road (as opposed to rail or coastal shipping). The 2014 Ministry of Transport National Freight Demand Study forecast a significant 35% growth in freight tonne-KM in both Canterbury and the South Island over the next 25 years which the Stantec research confirmed.
9. This places significant stress on the road network, including maintenance and renewals costs, as well as imposing significant external costs. These external costs primarily comprise emissions (including Greenhouse Gases, break residue, noise etc), crash costs, and congestion.
10. The Stantec research has calculated these external costs and compared to rail external costs as shown in **Figure 2**. Note that external costs of coastal shipping are of a similar order to rail, significantly lower than for road. Clear quantification of these costs allows a like with like comparison of the alternate freight modes, as opposed to the current market comparison which does not account for the costs imposed upon society which the freight operators do not pay directly.



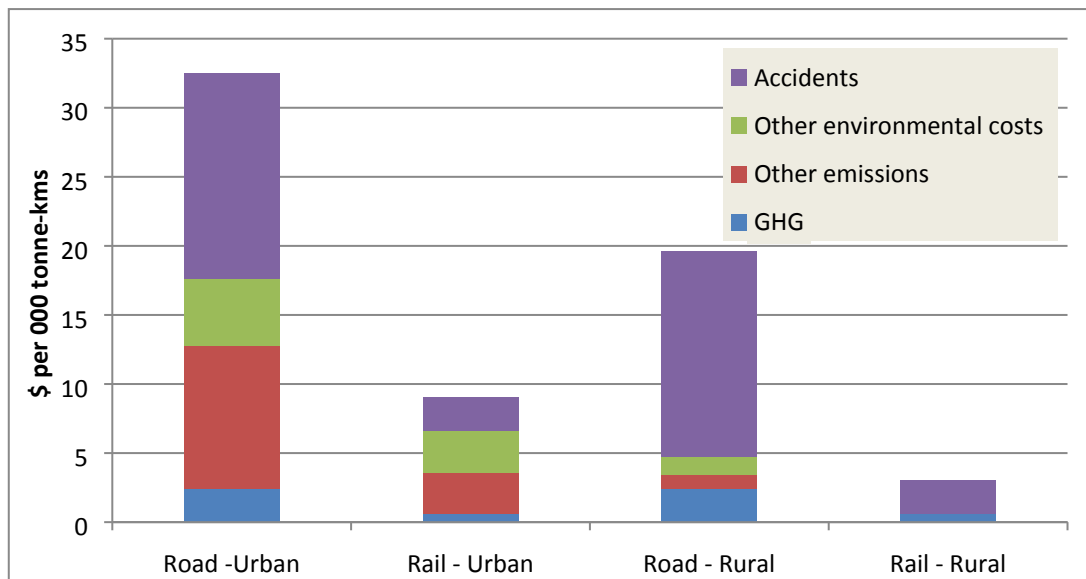


Figure 2 Comparative externality costs excluding congestion for road and rail (\$ per 1000 tonne-kms)

11. Twenty-five stakeholders were engaged, including producers, transporters, ports and asset owners, to understand the issues, constraints and opportunities for freight mode shift from a diverse range of perspectives. A list of these stakeholders is appended.
12. Through this engagement, seven specific case studies (plus an assessment of the impact of technology) were identified where there appeared to be significant opportunity to shift freight off the road. These case studies focused primarily on freight mode shift from road to rail and are essentially a proof of concept. They are:
  - a. **Expansion of existing log flows from West Coast:** Logs are currently moved from the Stillwater area of the West Coast to Lyttelton part by road and part by rail. There is a desire to increase the share by rail, but this is currently constrained by a lack of rolling stock capable of handling the logs. The flows are forced to travel by road because of the shortage of rail capacity while fluctuating over time are currently estimated at about 4-5 truck movements per day, equivalent to about 120-150 tonnes per day, or about 30,000-50,000 tonnes per year.
  - b. **Port Otago Inland Port:** Port Otago has previously expressed a desire to take all road traffic off the 13km State Highway 88 that runs from Dunedin to the port. The highway is narrow and winding and passes through residential areas. All traffic to and from the Port Chalmers port would be by rail; some existing traffic, notably logs, would be served at the city port. Substantial quantities of fertiliser and its raw materials would continue to be served by the Ravensbourne jetty.
  - c. **Greymouth terminal:** There is a railway yard at Greymouth that handles wagon load freight, e.g. containers. If a modern simple terminal was built that could efficiently handle a higher volume of containers, this might attract more traffic (potentially include water and garnet which could be consolidated at a Greymouth), including traffic that currently moves by road.



- d. **Milton (logging hub):** There are substantial movements of logs by road to Port Chalmers and to Bluff, some of which move long distances. While KiwiRail does not currently carry significant volumes of logs by rail, the potential exists at least in principle for diverting at least some of this traffic away from road. This has been recognised and funds have been obtained from the PGF to examine this in more detail, including a detailed examination of the locations of the potential sources of logs. This work is currently being undertaken on behalf of Environment Southland.
- e. **Waste to West Coast plant industry:** Proposals have been developed for the establishment of a waste to energy plant to be located at Westport to be undertaken by Renew Energy Ltd. This would consume waste collected from a number of locations across the South Island and burn this creating electricity and hot water for possible industrial uses at the same time. As well as disposing of waste the project would therefore also help overcome energy issues on the West Coast and possibly avoid the need for investment in generating and transmission facilities serving the area.
- f. **Water (potentially consolidated through proposed Greymouth terminal):** A company already producing bottle water from several sites across the country intends to add a West Coast source and bottling plant. There are a number of potential sites for this near Greymouth. The water will mainly be for export, in containers through Lyttelton.
- g. **Garnet (potentially consolidated through proposed Greymouth terminal):** Proposals are being developed for the production of garnet at a number of sites along the West Coast mainly from south of Hokitika to Barrytown to the north of Greymouth. The proposal for a site at Ruatapu just to the south of Hokitika is the most advanced. This would involve mining, separating the garnet from other material on site and then transporting the garnet to Timaru for further refining and processing before export. The export is anticipated to be in large 25,000 tonne vessels requiring the material to be stockpiled at the port and precluding the option of direct shipment from West Coast ports.
- h. **Urban distribution with electric vehicles, including serving railheads:** In addition to considering the effects of schemes which result in the diversion of freight movements away from road transport, the possible effects of the transfer of freight movements from diesel powered vehicles to electric vehicles have been considered with a notional scheme, although based on the types of changes that are occurring within New Zealand. The proposal examined in this case study covers deliveries in a metro area.
- i. **Coastal barging in Marlborough:** Marlborough District Council is exploring the most appropriate way to shift logs from harvesting within the Marlborough Sounds to Port Marlborough in Picton. The transport modes being investigated are by road or by barge.



13. The case studies would deliver benefit to Canterbury in terms of a reduction in road freight and associated road maintenance and other costs; however, the investment required is primarily in other regions. This is reflected in **Figure 3**.

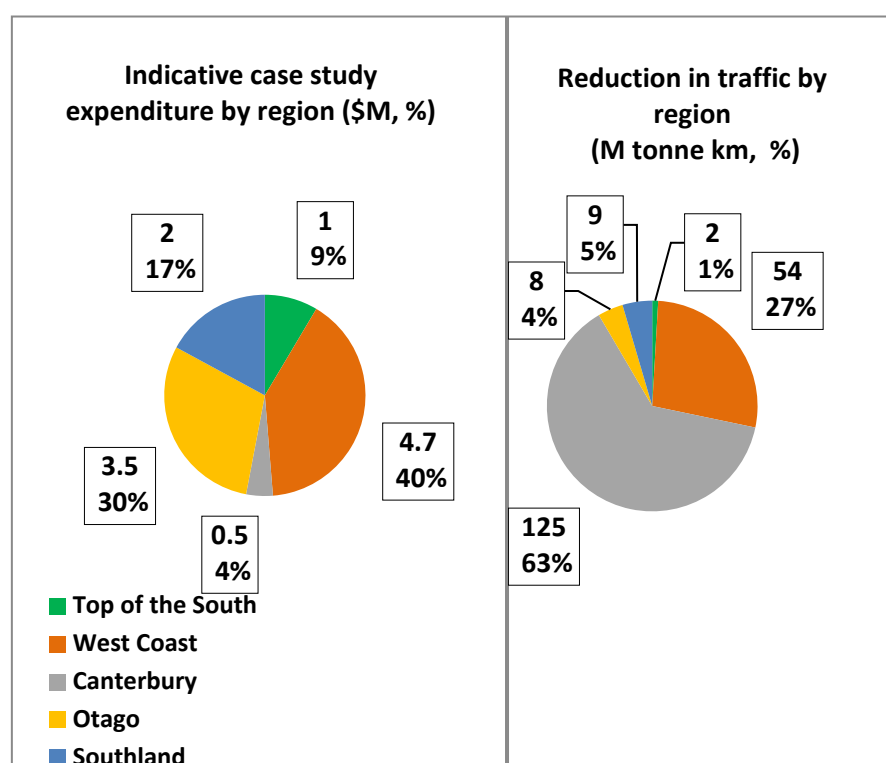


Figure 3 Region of expenditure compared to region where tonne-KM on the road are reduced

14. For each of the case studies, how the analysis could be extended to similar commodities and similar flows has been explored to assist in quantifying the likely scale of additional South Island opportunities.
15. The research into the case studies identified barriers and constraints including rolling stock capacity and rail reliability, as well as the need to work with commercial providers to provide appropriate incentives to change behaviour.
16. The research specifically found that **approximately 8% of current and future road freight** within the South Island could likely be shifted to rail based on an analysis of the types of freight and length of journeys (predominantly bulk commodities, such as logs, over longer distances). This would result in a reduction of **approximately 25 road fatalities over the next 40 years** (a standard economic appraisal period), a reduction of **approximately 18,000 tonnes of carbon production per year** (~0.1% of national transport related CO<sub>2</sub> emissions), and a reduction of **approximately \$35 million in road maintenance costs per year** (8% of the annual maintenance budget for the South Island for both State Highways and local roads).

## Role of central government in taking work forward

17. When CREDS was developed in 2015, and this work initiated, government policy was strongly focused on investment in road transport. There was an absence of substantive



central government or private sector research into optimising freight mode share and understanding the external costs of freight transport by different modes.

18. Since the commencement of this work, the Government Policy Statement on Land Transport (GPS) 2018-2021 has been released by the Minister of Transport and has mode neutrality as one of its key themes. As such a key transport priority for CREDS has been largely achieved.
19. The Ministry of Transport is now undertaking a Future of Rail Programme. We understand this includes both passenger rail and rail freight, though no further information is currently available. The Ministry of Transport is also seeking to better understand the challenges, barriers and opportunities facing New Zealand's coastal shipping sector.
20. GPS 2021 is anticipated to reflect the findings of these two reviews and to consider policy changes required to enable integrated mode-neutral transport planning and investment decisions, including road, rail and coastal shipping. Early engagement on GPS 2021 started in March 2019 and supporting this will be a focus for Canterbury regional transport officers.
21. Ultimately, central government needs to lead work on freight mode shift in partnership with key private sector organisations such as KiwiRail. Canterbury will continue to advocate for a more optimal mode share and this research will support us to do so. However, we consider it prudent to await the outcome of central government work on rail and coastal shipping, as well as more information about how central government will implement the mode neutrality principle through the next GPS on Land Transport, which is likely to include a mechanism for funding rail (the current GPS only includes transitional arrangements), and potentially, coastal shipping.
22. In the meantime, one case study involving a logging hub in Otago is being progressed by KiwiRail, and others may potentially follow suit.



## 6.6. Regional Speed Management Plan Report Back

### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	23 May 2019
<b>Author</b>	Lorraine Johns, Principal Strategy Advisor, Environment Canterbury
<b>Endorsed by</b>	Sam Elder, Programme Manager, Environment Canterbury

#### Purpose

1. In 2018, the Regional Transport Committee asked the Regional Road Safety Working Group (RRSWG) to report back to the Committee on the case for a Regional Speed Management Plan.

#### Recommendations

That the Canterbury Regional Transport Committee:

1. Invites the NZ Transport Agency to work with Road Controlling Authorities in Canterbury to develop a proposal for the development of a Regional Speed Management Plan which:
  - 1.1. Outlines clear roles and responsibilities for NZTA and Road Controlling Authorities
  - 1.2. Aligns with the Safe System Approach and One Network Road Classification, and has regard to engineering improvements as well as posted speed limit changes
  - 1.3. Will ensure the consistent implementation of safe and appropriate speeds across the Canterbury network, while also having regard to national consistency
  - 1.4. Takes a logical, catchment-based approach to speed management which will be self-explaining to road users
  - 1.5. Is centred on a robust, evidence-based methodology for identifying routes where speed and/or engineering changes are required
  - 1.6. Will include a detailed approach to communications and implementation.
2. Notes, that once a proposal is developed, a mandate to then proceed to develop a plan will be required directly from the city and district councils as the Road Controlling Authorities for the Canterbury region.
3. Notes, if a mandate is achieved, it is envisaged that the NZ Transport Agency would lead the development of the Canterbury Regional Speed Management Plan.



## **Background**

2. The Associate Minister of Transport, Hon Julie Anne Genter, wrote to all councils in December 2017, asking them to consider how they "... could accelerate the implementation of the new speed management approach ... to ensure there are safe and appropriate speeds on local roads."
3. Speed management was also a focus at the Road Safety Summit in April 2018, where there was discussion as to whether local or central government should be responsible for implementing the new speed management approach. There is an emerging view amongst local government that central government needs to lead change through national default speed limits and improving the community engagement process, given the difficulty councils experience when trying to individually implement proposed speed reductions.
4. In 2018, NZTA indicated it would be requiring all regions to develop Regional Speed Management Plans. The initial focus is on Auckland (a unitary authority), and Waikato and Canterbury (regional councils). Auckland Transport has developed a plan on which it has consulted (Draft Speed Limits Bylaw 2019) and the Waikato Regional Council is currently developing a plan. This is part of a 3-year programme covering the top 10% of road corridors throughout the country in those areas.
5. It should be noted that regional councils do not have a statutory role in road safety or speed management. Rather, unitary and territorial authorities as Road Controlling Authorities (RCAs) are responsible for making changes to infrastructure and speed bylaws in partnership with NZTA.
6. NZTA has a regulatory role in the setting of speed limits by RCAs. NZTA is also responsible for State Highway speed limit setting. NZTA commissioned Abley to develop MegaMaps as the tool for NZTA and RCAs to use to identify what speed interventions are required and where they are required. In practice, MegaMaps focuses almost exclusively on identifying where speed limits need to be lowered.

## **The need for a regionally consistent approach to speed interventions**

7. In Canterbury, 87% of roads have a posted speed limit that is greater than the safe and appropriate speed limit (as defined in the NZTA Speed Management Guide). Speed is a cause of approximately 20% of death and serious injury (DSI) crashes on Canterbury roads and will worsen the outcome in all crashes. Overseas experience shows that substantial and comprehensive efforts to tackle speed management at a national level can lead to a significant reduction in deaths and serious injuries.
8. NZTA has proposed improving outcomes through the development of a Regional Speed Management Plan for Canterbury.
9. RRSWG considers that a Regional Speed Management Plan has the potential to save lives if developed and implemented in an appropriate way. It could do this by:



- promoting a consistent approach to speed management in the Canterbury region that aligns with the Safe System Approach and One Network Road Classification (ONRC);
- implementing that part of the network that will result in the greatest reduction in deaths and serious injuries as quickly as possible;
- providing coordination of speed limit changes across RCA boundaries (including adjacent state highways and local roads);
- monitoring across the region the relative effectiveness of the speed management interventions introduced;
- supporting consistent engagement with the communities on speed management, including the development of common supportive material.

## **NZTA proposal**

10. NZTA has suggested that the purpose of the Regional Speed Management Plan is to identify and treat the top 10 percent of the network which will result in the greatest reduction in deaths and serious injuries as quickly as possible. NZTA considers this 10 percent can be comprehensively identified by NZTA's new mapping tool, MegaMaps, including the recommended changes.

## **RRSWG view on proposed approach**

11. RRSWG supports, in principle, the development of a regionally consistent speed management plan.
12. However, a number of issues have been raised by RRSWG about the current approach proposed by NZTA, relating to:
  - Uncertainty around the extent to which NZTA is leading and resourcing this work.
  - The restrictive, shorter-term scope that has been proposed for the plan, and NZTA's focus on the top ten percent only, rather than regional consistency across the entire network as well as the catchments<sup>3</sup> surrounding the top ten percent.

RRSWG considers regional consistency vital to the success of such a plan and that the plan needs to include both immediate and longer-term strategy and funding implications. There is also a need to have regard to ONRC in order to provide consistent and reasonable messaging to drivers. For example, the speed limit on a low volume, low quality unsealed country road should not be higher

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<sup>3</sup> By catchment, we mean the surrounding geographical area that contains all viable alternative routes and similar road typologies. This approach is intended to ensure that potential vehicle rerouting is considered and that similar roads are treated the same way so changes are credible and self-explaining.



than that on a higher quality, nationally strategic route simply due to volume of traffic. There are also concerns that traffic could divert to lower quality roads with higher speed limits.

- The almost-exclusive focus on changes to posted speed limits.

RRSWG considers there is a need to avoid a default to lowering speed limits to improve road safety. There should be a greater emphasis on taking a comprehensive Safe System Approach where engineering solutions should also be seriously considered, alongside funding implications, as well as other speed reduction tools. These include speed cameras and police enforcement.

- The almost-exclusive focus on MegaMaps for identifying which routes should change and the changes that are required – MegaMaps is seen by many as a good starting point but there is a widely-held view that further technical and expert analysis is vital to ensuring a robust, evidence-based set of complimentary recommendations for change across the Canterbury region;
- The lack of emphasis on communications and implementation – RRSWG considers there is a clear need to develop a comprehensive communications and implementation plan to accompany any proposed changes to speed limits.

13. RRSWG considers the approach taken by Auckland Transport provides an excellent example of how regions can develop a fit-for-purpose, evidence-based plan. Auckland Transport focused on developing a robust, consistent, evidence-based plan with a significant emphasis on communications and implementation. Auckland Transport has now finished consultation on their proposed changes and is currently in the implementation phase. The Waikato region is also progressing work on speed management and there is also an opportunity for Canterbury to draw upon this work.

## **RRSWG recommended approach**

14. RRSWG recommends that NZTA works with Canterbury RCAs to develop a robust, evidence-based approach to developing a regional speed management plan and accompanying communications and implementation strategy. It is expected that significant technical resources would be required to develop and implement such a plan. It is also envisaged that NZTA would lead the development of the plan, as NZTA has developed the mapping software that is the starting point for developing a plan, and is responsible for state highway speed limits and overseeing changes to local road speed limits nationwide.
15. RRSWG has sought independent advice from a consultant, Glen Koorey of ViaStrada, on the potential development of a plan, and this paper reflects that advice.
16. Mr Koorey has outlined possible contents for a plan (see the appendix). Mr Koorey advised that without such a co-ordinated approach, there is a likelihood that speed management initiatives will be piecemeal, variable in the pace of implementation, and not self-explaining to or well received by the public. The risk of adverse feedback around



initiatives, if they are not seen as logical and coherent, could also affect implementation as a whole and the pace of change allowed.

17. If a proposal for a regional speed management plan is developed, each participating Canterbury council would need to formally agree to develop a plan and on the terms for doing so. The RTC does not currently have a legal mandate to oversee such a plan.
18. It should be noted that the Waikato Regional Council is in the process of considering options for institutional arrangements that could be used to improve the process for setting speed limits under the current legal framework, including centralising this process (for example, through a Council Controlled Organisation). While this advice has been presented to their RTC, they have not yet received legal advice on which options may be possible.
19. If a regional speed management plan were developed for Canterbury under the current legal and regulatory framework, each territorial authority would still need to individually set speed limits, including undertaking the associated consultation processes required under the Land Transport Rule. Regardless of any arrangement in place to develop a plan, councils would need to keep an open mind when undertaking consultation.
20. It should also be noted that some Canterbury councils may not be able to consider speed management or speed limit changes until after local body elections in October 2019.



## **Appendix: Contents of a Regional Speed Management Plan**

A Regional Speed Management Plan could include the following components:

- Background context and problem definition, including speed's contribution to road crashes and crash severity, annual surveys of speed, Canterbury attitudes to safety, and the safety (and other) benefits of reducing travel speeds.
- A strategic overview of speed management nationally, and description of how that will apply in Canterbury.
- A summary of the key agreed speed management policies and principles to apply in the Canterbury region.
- An articulation (with pictorial examples) of what speeds/speed limits are expected on different typical road types.
- An outline of the top 10% of the network that will result in the greatest reduction in death and serious injury as quickly as possible (through either reviewing existing speed limits or making engineering improvements to make a road safe for its current speed limits), as outlined in MegaMaps.
- An analysis of the road networks surrounding the top 10%, to consider local factors (including non-safety motivations) and traffic network effects, to identify any proposed changes that are not supported (and why), as well as any additional changes to the wider network that should be included and why.
- A prioritised and timebound action plan for implementing speed management in Canterbury, which is aligned with other proposed road safety interventions and councils' planning cycles, and also provides direction for future stages of this work.
- A monitoring framework, in terms of changes in crashes/injuries, observed travel speeds, proportion of network consistent with best practice, and public attitudes/perceptions of speed and risk.
- Common engagement resources for consistent messaging around speed management and to address typical concerns and questions raised by elected members, media, and the general public (e.g. impacts on travel times).
- Policy on the role of enforcement and education in regional speed management, and to what extent is a change in current enforcement/education is needed.

It may also be useful in the Plan to identify some typical costs of speed management treatments (i.e. basic sign replacements, road marking treatments, traffic calming devices, etc) for ease of estimating likely costs consistently across the region.



## 6.7. Report back on sub-group review

### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	23 May 2019
<b>Author</b>	Lorraine Johns, Principal Advisor, Environment Canterbury
<b>Endorsed by</b>	Sam Elder, Programme Manager, Environment Canterbury

#### Purpose

1. This paper reports back on a review of the:
  - technical support for the Regional Transport Committee (RTC); and
  - alignment with other transport-related governance committees in Canterbury.

#### Recommendations

**That the Canterbury Regional Transport Committee:**

1. **Notes that Environment Canterbury has reviewed the technical support for the Regional Transport Committee as well as the level of alignment with other governance committees.**
2. **Notes that this review found the Committee receives the support it needs to carry out its functions, but some refinements could be made to enhance the provision of quality advice to the Committee.**
3. **Notes that Environment Canterbury will work with the Transport Officers Group and Regional Road Safety Working Group to implement these improvements.**

#### Purpose

2. The RTC previously agreed that Environment Canterbury would:

*... report back 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.*
3. This report responds to that direction and outlines some proposed quality improvements that will be implemented before the Regional Transport Committee is reconvened following local government elections in October 2019.



## Role of the Regional Transport Committee

4. The review had regard to the RTC's core functions in considering what opportunities might exist for enhancing technical support, which are:

- Preparing the RLTP and variations to the RLTP

In preparing the RLTP the RTC must identify and outline the transport investment strategy and priorities for the Canterbury region. In doing so, the RTC has regard to a number of sources of information including the Government Policy of Land Transport, guidance provided by NZTA, the approach outlined by councils in their Long Term Plans, and community views through consultation.

- Implementing the Transport Workstream of the Canterbury Regional Economic Development Strategy (CREDS).

The current focus of this strategy is on freight mode optimisation, resilience and advocacy.

5. There are currently limitations on the extent to which the RTC is able to influence NZTA's investment decision making process through the RLTP. These limitations are not unique to the Canterbury RTC; they are an issue faced by RTC's across New Zealand.
6. For this reason, Environment Canterbury is working collaboratively with the regional sector through Transport Special Interest Group (TSIG) to improve the standing and alignment of RLTPs across New Zealand. With an increased mandate, RTCs would be better positioned to influence investment decisions and advocate with central government on behalf of local councils. Environment Canterbury will brief the RTC on TSIG work at the next RTC meeting in August 2019.

## Key findings

7. The review found that the RTC receives the support it needs to carry out its present role. However, there are some potential gaps where changes could enhance the quality of advice provided to the RTC by technical groups and consequently the next RLTP and/or achieve greater alignment between the RLTP and other core transport-related strategies as follows:
  - The RTC's Terms of Reference should recognise the region's commitment to advocacy undertaken by TSIG, particularly given TSIG's focus on improving the standing of RLTPs.
  - The Regional Public Transport Plan (RPTP), the Regional Policy Statement (RPS), the Greater Christchurch Urban Development Strategy (UDS) and the Greater Christchurch Public Transport Futures Business case outline core regional integrated land use and transport strategy. The RTC should work with the GCP, GCPTJC, and Environment Canterbury to ensure a consistent investment story is outlined in core



strategic plans and documents, including the next RLTP, and to enhance advocacy opportunities for the region.

- Greater use of the Canterbury Policy Forum and Chief Executives Forum for testing ideas to seek input and feedback on advice that will be provided to the RTC, prior to consideration by the RTC. Advice will also be sought from the Greater Christchurch Model Managers Group and Transport Managers Group where this would be beneficial.
- The Transport Officers Group (TOG) and the Regional Road Safety Working Group (RRSWG) should refine their terms of reference to recognise the work both groups are undertaking on improving access to quality data by Canterbury Road Controlling Authorities. TOG and RRSWG should also look into whether reporting to the RTC on critical investment projects could be enhanced.
- This review considered whether a separate group is needed to consider active transport matters (as was the case when the Active and Passenger Transport Working Group met). It is considered that where these matters have regional implications, they will fall within the scope of TOG's functions and no additional technical group is required. It is noted that a public transport advisory group has been established under the GCPTJC and it would be duplicative to re-establish a public transport advisory group under the RTC.
- Consistent with existing government policy, this review does not recommend re-introducing sector representatives on the RTC at this stage. It is noted that the RTC has an ability to appoint advisors on an ad hoc basis and is able to invite sector attendees to meetings where it considers this appropriate. The Canterbury Regional Transport Forum can also be convened when needed.<sup>4</sup> Nevertheless, this review recommends greater staff level engagement with key partners, ensuring input from those partners early on in the process. Environment Canterbury will work with TOG and RRSWG to explore options, including inviting key partner organisations to speak directly to TOG and RRSWG about the issues they are seeing.

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<sup>4</sup> Membership of the Canterbury Regional Transport Forum includes the Chief Executives of PrimePort Timaru, Lyttelton Port of Christchurch, KiwiRail, Christchurch International Airport, SB Global Logistics, and the Canterbury Development Corporation. The Ministry of Transport, NZTA and Hurunui District Council are also represented on this Group. The Group has met in the past to discuss a collaborative multi-modal response to the North Canterbury Earthquakes as well as data quality and access issues.







## 6.8. NZTA update

### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	23 May 2019
<b>Author</b>	Bridget Spence, Senior Planning Advisor, NZTA
<b>Endorsed by</b>	Jim Harland, Director Regional Relationships (South Island), NZTA

#### Purpose

1. The purpose of this paper is to provide an update to the Committee on the following NZ Transport Agency (NZTA) work:
  - Northern Corridor
  - Brougham Moorhouse
  - Christchurch Southern Motorway and Managed Lanes
  - Travel Demand Management
  - Ashburton Second Bridge
  - Public Transport Futures
  - Road Safety – Safe Networks and Speed Management
  - Targeted Enhanced Funding Assistances Rates (TEFAR).

#### Recommendations

**That the Canterbury Regional Transport Committee:**

1. **Notes the content of this update.**

#### Key Infrastructure Projects

##### Northern Corridor

2. NZTA has been working closely with stakeholders to progress a series of business cases aimed at identifying integrated transport improvements that can be implemented on the Northern Corridor.
3. The focus of the business cases has been on ensuring a joint approach to addressing network challenges and to develop solutions that reflect the change in demands and priorities for the agency, stakeholders and communities. This approach was agreed with the Greater Christchurch Partnership Committee.
4. In December 2018, NZTA endorsed the Waimakariri Connectivity Business Case to proceed to pre-implementation. The recommended option is comprised of a High



Occupancy Vehicle (HOV) lane, cycleway and Travel Demand Management (TDM) improvements.

5. Funding has now been approved for the construction of the HOV solution.
6. Funding for TDM measures such as any necessary public transport services, park and ride facilities, and marketing and education initiatives are yet to be approved.
7. An enforcement strategy and plan consistent with the national approach is under development.

### **Brougham Moorhouse**

8. NZTA and CCC are working collaboratively to develop a business case for the Brougham Moorhouse area. The first phase of activities is now complete including defining problems, benefits, and the first round of consultation with the community. The project team is ensuring integration by working with other related projects in the area.
9. Overall the project is tracking well against the baseline programme. There are no significant identified risks to the delivery of this project.
10. The next steps are to develop a preferred programme of improvements which would include workshops with stakeholders, and analysis and evaluation of potential solutions.

### **Christchurch Southern Motorway and Managed Lanes**

11. The Christchurch Southern Motorway Stage 2 (CSM2) is part of a package of improvements designed to address increased travel demand and congestion and improve safety in the south of Christchurch and Canterbury. The Christchurch Southern Motorway Stage 2 (CSM2) is made up of a new section of four-lane median separated motorway, from Halswell Junction Road to SH1 near Robinsons Road and an upgrade of the existing Main South Road (SH1), from north of Robinsons Road to near Rolleston, to four lanes.
12. The CSM2 is currently under construction and is projected to be completed and opened in the first half of 2020. With the opening of CSM2, the Brougham Street corridor is expected to face significant issues related to experiencing increased demand. Due to concerns for potential congestion and increasing single occupant vehicles (SOVs), the Greater Christchurch Public Transport Joint Committee asked NZTA to investigate the viability of implementing managed lane facilities along the corridor.
13. NZTA has undertaken preliminary investigations into the viability of implementing managed lane facilities. These investigations are ongoing and will be incorporated into the testing for the Brougham Moorhouse Project.

### **Travel Demand Management**

14. The Partnership are developing a TDM project for the Greater Christchurch area and this work is being led by NZTA.



15. This project is being developed for three sub-areas of Greater Christchurch: Northern, Southern and the rest of Christchurch. It is expected to be fully developed following completion of the Northern Corridor. This is due to the urgency of the Northern Corridor HOV project.

### **Ashburton Second Urban Bridge**

16. The Ashburton Second Urban Bridge project is currently included in the Regional Land Transport plan. The project is in response to regional and community concerns related to SH1 capacity, safety and community connectedness.
17. NZTA is supporting the Ashburton Second Urban Bridge through inclusion in the National Land Transport Fund (NLTF). This project will be led by the Ashburton District Council and is progressing through the Detailed Business Case process.
18. It is anticipated that the Ashburton Second Urban Bridge project will lift productivity in both the local and regional economy, as well as improve community connectivity.

### **Public Transport Futures**

19. The Programme Business Case was prepared by the Greater Christchurch Public Transport Futures Project Team on behalf of the Greater Christchurch Partnership.
20. Discussions are underway with the Partnership on the local share requirement of the programmes of work. This will take place over the Annual Planning processes over the upcoming and future financial cycles.
21. The programme business case has been prepared and is going to the NZTA funding decisions committee on 2 May. If approved, the business case will go to the NZTA June board meeting for endorsement to undertake further investigations into rapid transit and broader public transport improvements.

### **Road Safety - Safe Networks and Speed Management**

22. The Safe Network Programme (SNP) is a three-year programme to make New Zealand's highest risk roads safer.
23. Through the Safe Network Programme (SNP), a standard safety intervention toolkit has been prepared, giving councils the option of obtaining pre-approval for interventions (such as roadside barriers) based on criteria (volume of traffic, crash rate, ONRC).
24. Some projects may already be in the RLTP/NLTP. The SNP team are working with council officers to identify whether any of these corridors/ intersections should be elevated in priority and brought into the SNP programme. So far, the team has met with Timaru, Selwyn and Waimakariri District Councils – and presented to the Regional Road Safety Working Group. Through this some opportunities have been identified to improve safety outcomes.
25. A national mapping process has been undertaken to identify safe and appropriate speeds. These may be achieved by either lowering the speed limit, or in some situations engineering the road up to the current speed limit.



26. The 'safe and appropriate' assessment has been undertaken for the three regions that have been identified as high risk, which will achieve the most benefit from the Speed Management Programme. These three regions include Auckland, Waikato and Canterbury.
27. Having completed technical assessments to establish the safe and appropriate speeds for the state highway network, engagement with the Road Controlling Authorities of Canterbury will occur to identify the areas and timings for public engagement and consultation.
28. As part of the SNP, the Transport Agency is developing an advertising campaign to raise awareness about the need to change some of New Zealand's highest risk roads and reduce speed limits to prevent more deaths and serious injuries.

#### **Targeted Enhanced Funding Assistance Rates (TEFAR)**

29. NZTA has received a positive response to the opportunities to deliver on the GPS and the TEFAR incentive. A large programme of projects has been put forward for each activity class and remaining unallocated funding is very limited.
30. The initial approved funding allocation for each local government's individual Low Cost Low Risk programme will not increase because of projects being eligible for TEFAR. This policy may be reviewed later in the NLTP, depending on the availability of funding.
31. Environment Canterbury's eligibility for TEFAR, including the Public Transport Futures Detailed Business Cases for which Environment Canterbury has applied for funding on behalf of all councils, is currently being reviewed. Correspondence on this outcome is expected in the next couple of weeks via letter.
32. The proposed Detailed Business Case on rapid transit will be led by NZTA and 100% funding has been requested.



## **6.9. SafeRoads Presentation - Ashley to Belfast Project preferred option**

### **Canterbury Regional Transport Committee**

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<b>Date of meeting</b>	23 May 2019
<b>Author</b>	Vivienne Ong Committee Advisor

#### **SafeRoads Presentation – Ashley to Belfast Project Preferred Option**







## 6.10. Regional Road Safety Working Group update

### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	23 May 2019
<b>Author</b>	Lorraine Johns, Principal Strategy Advisor, Environment Canterbury
<b>Endorsed by</b>	Sam Elder, Programme Manager, Environment Canterbury

#### Purpose

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

#### Recommendations

**That the Canterbury Regional Transport Committee:**

- 1. Receives the Regional Road Safety Working Group Report.**

#### Key points

2. RRSWG met on 14 March and 2 May, with the draft notes from these meetings appended to this report. Items discussed at the meetings of concern and interest to the RTC include:
  - Discussion on road safety research commissioned by the Regional Road Safety Working Group and overseen by Waimakariri District Council;
  - Discussion on road safety data gaps;
  - Discussion on the response to Ms Karen Dow's petition;
  - Discussion on the proposed Regional Speed Management Plan.
3. RRSWG's advice is reflected in the papers presented to the RTC on Ms Karen Dow's petition and the proposed Regional Speed Management Plan.
4. Information about the road safety research commissioned by RRSWG is provided below. A summary of findings will be published in due course.



## Road Safety Research

### *Purpose*

5. The purpose of this research was to build on existing NZTA research, by understanding road user attitudes in more detail, ensuring the sample was large enough, and understanding whether there are local differences.
6. The primary research objective was to inform future communications about road safety in order to facilitate behaviour change.

### *Background*

7. At the RRSWG meeting on 8 February 2018, the representatives from Waimakariri District Council, Christchurch City Council, and Timaru District Council proposed region-wide research on attitudes to road safety.
8. Communities have previously indicated that to be able to assist in reducing deaths they need a better understanding of local risk areas. There appears to be a perception that because our roads are generally long, straight and wide, that the risk is low and motorists can drive at the speed they feel is safe rather than at the posted speed limit.
9. Waimakariri District Council were able to source funding from NZTA toward the cost of this research. Waimakariri District Council also invited each council to contribute to region-wide research, to be progressed in accordance with a business case circulated by Waimakariri District Council.
10. Research First was engaged to carry out this work and completed it in November 2018.

### *Summary of findings*

11. Key findings were:
  - Cantabrians care about road safety but are mostly happy with the status quo regarding enforcement; a significant minority actively reject it.
  - They are cognisant of physical risks and hazards and see it as the role of councils to fix them.
  - The majority overestimate their ability and feel that other road users are the problem.
  - Many assume that road crashes and fatalities are inevitable and are sceptical about measures seeking to change behaviour.
  - Most do not recognise their role in promoting road safety and do not have meaningful conversations about it.
  - Residents across Canterbury are consistent in their behaviours and attitudes, with only small regional differences related to local conditions.
12. The report provides some guidance on the response, including what to say when engaging with the community, how to say it, where and when to say it, and how to measure whether interventions are successful.



# Regional Road Safety Working Group – notes

**Date** Thursday 14 March 2019

**Time** 10am-12.00pm

**Venue** Council Chamber, Selwyn District Council, 2 Norman Kirk Drive, Rolleston

**Attendees:** Mayor David Ayers (Chair); Andrew Dixon (TDC); Daniel Naude (TDC); Kathy Graham (WDC); Lorraine Johns (ECan); Andrew Mazey (SDC); Suzy Mitchell (ACC); Scott Mackenzie (MDC); David Edge (HDC); Krystal Jennings (HDC); Stephen Wright (CCC); Darren Fidler (ECan); Sam Elder (ECan); Joanne McBride (WDC); Brian Fauth (Ashburton); Thomas McNaughton (CCC)

**Apologies:** Ash Tabb (Police); Geoff Rhodes (ADC)

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The meeting commenced at 10am

## Summary of actions

Meeting	Action	Who	Status
14 March 2018	Environment Canterbury to update the background section in the Regional Road Safety Working Group Terms of Reference (TOR). Feedback on TOR to be provided to Lorraine Johns.	Environment Canterbury, All	In progress
9 August 2018	Environment Canterbury to look across all local road safety action plans to undertake a stocktake of initiatives. Councils to provide Environment Canterbury with their plans.	All	On hold while councils finalise plans.
1 November 2017	Future review into the Group's role - revise Terms of Reference and continue work on practical actions for RRSWG.	Environment Canterbury, All	Sub-group review and TOR on agenda.
11 May 2017	Revisit finalisation of the Road Safety Implementation Plan.	All	To be considered after sub-group review.
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 pending work on speed management.

## 1. Welcome, introductions, apologies

Mayor David Ayers opened the meeting. Apologies were noted.

## 2. Minutes of the previous meeting



The Minutes of the meeting held 18 October 2018 were confirmed.

### **3. Karen Dow petition**

Lorraine Johns spoke to this item. More information is likely to be made available from the Ministry of Transport in the next month, so this item will be discussed at the May RRSWG meeting.

### **4. Road safety questionnaire results**

Lorraine Johns provided an update on the road safety data review and road safety questionnaire results. Glen Koorey will be using the results to inform his work for RRSWG, and will report back on this at the next RRSWG meeting, but there is an opportunity now for RRSWG to discuss the results of the questionnaire.

RRSWG looked at the responses to each of the questions and a number of comments were made, including the following:

- Not many people are using MegaMaps yet except NZTA – many councils consider it a good starting point but there are some concerns about limitations that are not made apparent when using the tool.
- We are concentrating too much on speed limits and messages around the safe system approach get lost. Driver behaviour also needs to be kept in mind. Driver skill and education level is higher in some other countries than in New Zealand.
- We need to look at other countries that have already dealt with these issues and find out what they did. NZTA should be doing this work nationally.
- Reducing the average speed limit will reduce deaths and serious injuries even if there is not full compliance – however, this raises a question around enforcement.
- We need to educate people to identify risks on the road.
- The top 10% of MegaMaps is not right because of alternative routes and variable compliance – only focusing on the top 10% will not deliver the benefits promised.
- Top ten 10% approach is not endorsed by RRSWG because it will not support consistency across the network.
- We also need to focus on quick wins – for example, dropping the speed limit on unsealed roads is likely to be supported by the public and would build community trust – rather than dropping speed limits on our best roads first and leaving untouched speed limits on inferior roads. We also need to focus on community buy in and implementation.
- It is ideal to look at consistency across the nation, but we at least need to do it across the region – and the regional speed management plan should support this, rather than focusing on isolated components of the network.

### **5. Proposed approach to the Regional Speed Management Plan**

Discussion on this item followed on from the item above.

NZTA is wanting to hold workshops with councils to “common sense check” the MegaMaps findings.



There were some concerns around the simplicity of this approach, with councils wanting to see a principles-based methodology for transforming the MegaMaps recommendations into a robust, consistent action plan. There was a general concern that this was not the best way forward.

RRSWG agreed that the Regional Speed Management Plan needed to look at both the top ten percent and speed management on a regionally consistent basis across the entire network.

RRSWG re-iterated that it prefers a nationwide approach rather than a regional approach.

RRSWG also considered that the plan should include the safe system approach and should be broader than just speed management.

## **6. Report back on Road Safety in Canterbury research report**

Kathy Graham reported back on the Road Safety in Canterbury research report.

The aim of the research was to collect robust and statistically reliable information to analyse and report on to help inform future educational and promotional activities aimed at influencing and motivating safer road use by individuals in the Canterbury region.

Different factors that cause accidents and deaths in the Canterbury region were discussed including distraction, speeding, drunk driving, reckless behaviour and safety features of cars. The latter highlighted that risk is not just there because of high risk drivers.

Some further work is required before the report can be published. The report includes some key messages we can apply consistently across the region. More intervention is needed at a local level, particularly in schools, with youth, and for target community groups. There needs to be more emphasis on linking education and behaviour change initiatives with enforcement and engineering.

## **7. Update from Road Safety Co-ordinators Group**

RRSWG members were asked to provide an update on their Road Safety campaigns.

## **8. Any other business**

No other business.







# Regional Road Safety Working Group – draft notes

<b>Date</b>	Thursday 2 May 2019
<b>Time</b>	10am-12.00pm
<b>Venue</b>	Council Chamber, Selwyn District Council, 2 Norman Kirk Drive, Rolleston
<b>Attendees</b>	Mayor David Ayers (Chair); David Edge (HDC); Andrew Dixon (TDC); Daniel Naude (TDC); Joanne McBride (WDC); Andrew Mazey (SDC); David Scarlet (NZTA); Suzy Mitchell (ACC); Chris Scott (Police); Scott Mackenzie (MDC); Stephen Wright (CCC); Thomas McNaughton (CCC); Darren Fidler (ECan); Lorraine Johns (ECan), Bill Rice (WDC), Martin Lo (ADC)
<b>Guest Presenter</b>	Glen Koorey (Viastrada)
<b>Apologies:</b>	Tim Cheesebrough (CCC), Kathy Graham (WDC), Rashid Siddiqui (KDC), Brian Fauth (ADC)

The meeting commenced at 10am

## Summary of actions

Meeting	Action	Who	Status
2 May 2019	Lorraine Johns to draft work programme for next RRSWG meeting, including work on data and training, as well as outstanding actions on intersection safety, refresh of RRSWG terms of reference, local road safety action plan stocktake, and follow up on the road safety implementation plan.	Lorraine Johns, ECan	In progress
2 May 2019	David Scarlet to organise training sessions for CAS and to locate online training videos for MegaMaps	David Scarlet, NZTA	In progress
2 May 2019	Refresh of RRSWG terms of reference for consideration by RTC in August 2019	Lorraine Johns, NZTA	In progress

## 9. Welcome, introductions, apologies

Mayor David Ayers opened the meeting. Apologies were noted

## 10. Minutes of 14 March 2019 meeting

The Minutes of the meeting held 14 March 2019 were confirmed.

## 11. Regional road safety data review – report back and discussion

Glen Koorey attended the meeting to present the findings of his road safety data review, circulated in a memorandum to RRSWG members.

The following points were discussed:



- There is an ongoing need for professional development and training on CAS, MegaMaps and other relevant information systems.
- There is a need to share knowledge across councils, and a role for peer review support. Training needs to be consistent across territorial authorities.
- The tools have some risks and limitations and training is vital to understand these.
- Training needs to be frequent enough to take account of changes in staff.
- Mayor David Ayres requested that training also be made available to elected members.
- RRSWG members noted that consultants also need training as consultants are often engaged to carry out work for councils.
- ECan to continue looking into the provision of certain data sets to territorial authorities (one common source of information).
- David Scarlet offered to organise a training session and arrange access to online training videos for MegaMaps

Mayor David Ayres also noted that it was important for Mayoral membership of the Regional Transport Committee to continue after local government elections.

## **12. Regional speed management – report back and discussion**

Glen Koorey also presented recommendations on regional speed management, as circulated in a memorandum to RRSWG members.

The following points were discussed:

- There is clear support amongst territorial authorities for speed management changes, but these should be made as part of a Safe System Approach that also includes engineering changes.
- Concerns were raised about the need to process the data supplied through MegaMaps including a lack of understanding about the limitations of the tool.
- Clarification about notices/signs would be helpful as there is uncertainty as to what types can be used.
- There is a need for mentoring and training across Road Controlling Authorities.
- The driving force behind a Regional Speed Management Plan needs to be regional consistency.
- Ideally, speed management should take a national view.

## **13. Proposed approach to Regional Speed Management Plan (follow on from previous item)**

The discussion on this item followed on from the previous item. The following points were raised:

- MegaMaps is seen as a good starting point, but there are some limitations and a number of issues have been identified. No guidance has been provided by NZTA on the limitations and how to process MegaMaps recommendations.



- It is important to look at the whole network, not just the roads/highways in the top 10%, as surrounding roads may need to have their speed limits altered at same time to avoid downstream issues.
- Waikato's series of principles to underlie their speed management plan are very useful and accord largely with RRSWG discussions about objectives for a plan.
- Auckland Transport have invested in processing the MegaMaps recommendations to develop a robust evidence base for recommendations and to support public consultation.
- A plan with both short-term priorities and a long-term view would be helpful for Canterbury territorial authorities.
- Jeanine Foster has started with NZTA and will be involved in work on the Regional Speed Management Plan. She will liaise with Auckland and Waikato
- The plan needs to look at consistent, credible speed limits that are easy to understand and explain. Rural, rural fringe, and urban areas may have slight differences.
- Ensuring the right information is available for public engagement is important, and the conversation needs to be on the safe system approach and safe roads, not just speed limits. The ability to alter speed limits as well as engineering roads up/down is important.
- Constancy of speed limits across districts is important so roads will match up where districts meet.
- Speed limits are changed by bylaw at present and some of the bylaws are consolidated. Changing them can be complex and time consuming.
- We need to consider mechanisms for implementing speed changes consistently and comprehensively.
- Compliance levels, resourcing and education are a priority for Police. A shift in tolerance for speeding, not just over the holiday period, could have an effect on speed.
- Enforcement, including speed cameras, is important.
- RRSWG agreed to the approach to briefing the RTC on speed management outlined in the agenda paper attached to this item.

#### **14. Karen Dow petition**

Lorraine Johns provided an update on the petition. RRSWG endorsed the approach proposed for briefing the RTC and responding to the petition.

#### **15. RTC work programme update including RTC support structure review and RRSWG TOR**

Lorraine Johns gave an update on the work programme including the sub-group review. Key discussion points were:



- The functions of the RTC are more limited than people may think, and Transport Special Interest Group is looking at options for increasing the standing of Regional Land Transport Plans.
- RRSWG needs to refresh its TOR at its next meeting.
- A work programme is needed including outstanding actions such as the next steps for the road safety implementation plan.

**16. Update from Road Safety Co-ordinators Group (oral item)**

Daniel Naude provided an update from the various district co-ordinators.

**17. Any other business**

Kathy Graham is arranging a press release on the road safety user attitudes research discussed at the last meeting and will circulate this to RRSWG. A summary of this report will be published as soon as possible.

Future meetings: 11 July, 7 November



## 6.11. Transport Officers Group Update

### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	23 May 2019
<b>Author</b>	Lorraine Johns, Principal Strategy Advisor, Environment Canterbury
<b>Endorsed by</b>	Sam Elder, Programme Manager, Environment Canterbury

#### Purpose

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

#### Recommendations

**That the Canterbury Regional Transport Committee:**

1. **Receives the Transport Officers Group Report.**

#### Role of the Transport Officers Group

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

#### Key Points

3. TOG met on 14 March and 2 May 2019, with the draft notes from these meetings appended to this report. Items discussed at the meeting of concern and interest to the RTC include:
  - Report back on freight mode optimisation
  - Discussions on Targeted Enhanced Funding Assistance Rates
  - Work on collaborative information gathering.







# Transport Officers Group (TOG) – draft notes

Date: Thursday 14 March 2019

Time: 1.00pm – 3.00pm

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

Attendees: Richard Holland (CCC), Joanne McBride (WDC), Yvonne Warner (WDC), Scott Mackenzie (MDC), David Edge (HDC), Steve Higgs (NZTA) Andrew Dixon (TDC), Lorraine Johns (ECan), Darren Fidler (ECan), Bridget Spence (NZTA)

Apologies: Brian Fauth (ADC), Michael Jacobson (CCC)

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The meeting commenced at 1:00pm

## Summary of outstanding actions

Meeting	Action	Who	Status
14 March 2019	Darren to supply existing list of resilience contacts; TOG members to suggest who to work with and whether there are any gaps	Darren Fidler / all	In progress
18 October 2018	Darren Fidler will work with Yvonne Warnaar, and will talk to Dave Darwin to understand the status of the national data project and look to see how region-wide data might be incorporated	Darren Fidler, Yvonne Warnaar	Complete, with work on this project ongoing
18 October 2018	Members to send Lorraine Johns any ideas on updating the Group's terms of reference	All	Complete
8 August 2018	Develop an issues register to record issues identified by officers	Lorraine Johns	Complete
3 August 2017	NZTA update on the Transport Agency Investment Proposal / key infrastructure projects / other key matters	NZTA	Standing item

## 1. Welcome, introductions, apologies

Lorraine Johns opened the meeting. Apologies were noted.

## 2. Minutes of the previous meeting

The Minutes of the meeting held 18 October 2018 were confirmed.



### **3. NZTA TAIP update**

Steve Higgs provided an update on NZTA TAIP. Three parallel projects are continuing through this year relating to the HOV lane on the Waimakariri Bridge, with the state highway build due to be completed in the middle of 2020. The Christchurch City Council is looking at the downstream impacts of the additional vehicles coming into Christchurch.

Other updates are:

- Pareora intersection improvements are at the design stage
- State highway 74 pedestrian crossing
- State highway 8 Pukaki - stopping provision improvement
- The Rakaia bridge seismic strengthening has been completed
- 73 web cameras installed in Christchurch to improve road conditions
- Woodend safety project has been completed

### **4. Uptake of Targeted Enhanced Funding Assistance Rates**

Lorraine Johns introduced this item. The following points were discussed:

- It is expected that TEFAR will be confirmed in March/April.
- Council representative provided an update on TEFAR projects.
- Christchurch City Council schedule of activities is going through the Annual Plan process.
- A low cost/low risk activity spreadsheet has been sent to councils.

### **5. Freight mode optimisation project – update and next steps**

Darren Fidler presented to the Group to outline findings and next steps.

This research was commissioned by the South Island Regional Transport Committee Chairs Group and led by Environment Canterbury on the Chairs' behalf. It is also an important part of the RTC's work programme.

The report is now completed and Environment Canterbury working to arrange sign out by Steering Group organisations, including the Ministry of Transport and NZTA.

The case studies provide a proof of concept and a way of managing 30-40% growth in freight in the next 25 years.

TOG discussed the following points:

- What is the timeframe to get an 8% shift? It depends on the speed of the work.
- There are social benefits as well as commercial benefits for KiwiRail, and KiwiRail needs to be a partner going forward.
- What is the environmental impact of shifting from road to rail? Electric rail is not here yet, but there are 6-star tracks. Greenhouse gas emission is quite a small component of the overall emission.
- There is a significant advantage in using rail over road.
- The pros and cons of just in-time delivery were discussed.



## **6. Resilience project – next steps**

Darren Fidler presented to TOG on the resilience project.

Darren Fidler explained there are several ways to improve resilience and the focus is on understanding how infrastructure and the community are impacted. To understand impact on infrastructure, we need to know what infrastructure is exposed to a hazard, and what the impact of that exposure is. We have an 80-90% understanding of exposure to hazards but at 20% understanding of what the impact of this exposure is. To manage resilience, we can either reduce dependence on infrastructure or improve the infrastructure that the community depends on.

A lot of research has been undertaken by consultants which then hold the data used to support the findings.

We are currently collecting hazards data across organisations. Once all the data is collected, an exposure analysis will be undertaken to understand where the hot spots are.

Darren Fidler has contacts from LGNZ for the data that each council provided on sea level rise exposure. Darren has asked TOG members to email him if anyone had any further contacts of which he should be aware/use. TOG members requested that Darren supply his existing list of contacts, so members can suggest who to work with and whether there are any gaps.

## **7. RTC work programme update**

Taken as read

## **8. Information needs for business case/activity management planning – next steps**

Darren Fidler discussed two projects with David Darwin, as per the action point, as follows:

- Data standards: A business plan is complete and the procurement for a detailed business case underway. No local authorities in Canterbury have been earmarked for a pilot, but if anyone wants to be involved, they should contact Dave Darwin.
- ONRC: ONRC is being updated to consider the function of link and place (not just link, as is the current case).

Lorraine, Yvonne, Darren and Mark Weeds agreed to meet to progress this work. It is important to understand what data is required and why to ensure data gathering is fit-for-purpose. Members should provide Lorraine with any ideas on information that is needed or could be shared.

## **9. TOG terms of reference / TOG 2019 priorities**

Lorraine Johns asked the group if there was anything in the Terms of Reference to update or modify. The Group discussed the following points:

- The work on data should be reflected in the Terms of Reference.
- The text referring to Regional Fuel Taxes should be removed as none is proposed and this is redundant.



- The purpose and functions should be simplified – TOG supports the RTC to carry out its statutory functions, particularly in terms of the RLTP, and provides advice.
- TOG discussed whether its membership should be broadened. There are advantages and disadvantages to doing so. TOG could look at inviting KiwiRail for relevant discussions.

## **10. Issues register**

The Environment Canterbury Knowledge Services team has set up an external SharePoint “Canterbury Transport Officers Group Online Library”, which will be used as a repository for an issues database. Lorraine Johns advised that members would receive an invite in the next week.

It was agreed that Environment Canterbury would upload presentations, agendas and notes to this site.

## **11. Any variations**

Timaru will have a variation for the May meeting of the RTC.

## **12. Any other business**

The Group briefly discussed the proposed Regional Speed Management Plan. It was noted that the Regional Road Safety Working Group wants to see consistency and wants the strategy in the proposed plan to promote consistency.



# Transport Officers Group (TOG) – draft notes

Date: Thursday 2 May 2019

Time: 1.00pm – 3.00pm

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

Attendees: Andrew Dixon (TDC), Andrew Mazey (SDC), Lorraine Johns (ECan), Steve Higgs (NZTA), David Edge (HDC), Darren Fidler (ECan), Scott Mackenzie (MDC), Yvonne Warnaar (WDC), Ben Wong (SDC - presentation only), Joanne McBride (WDC), Bridget Spence (NZTA)

Apologies: Richard Holland (CCC), Michael Jacobson (CCC), Rashid Siddiqui (KDC), Brian Fauth (ADC), Chris Gregory (KDC), Gina Gilbert (NZTA)

The meeting commenced at 1:00pm

## Summary of outstanding actions

Meeting	Action	Who	Status
2 May 2019	Traffic Watcher: TOG to email Darren Fidler for access and let him know what TOG members would like to use data for and any improvement ideas	All	In progress
2 May 2019	Follow up required to identify any PGF projects of which TOG should be aware	ECan	In progress
2 May 2019	ECan to look at having a data portal	ECan	In progress
2 May 2019	Members to send Lorraine Johns examples of projects that have not progressed due to changes in GPS priorities or alignment with NLTP priorities	All	In progress
2 May 2019	Members to update TEFAR/PGF table in RTC papers as soon as possible	All	In progress
14 March 2019	Members should provide Lorraine with any ideas on information that is needed or could be shared for the development of Activity Management Plans	All	In progress
14 March 2019	Darren to supply existing list of resilience contacts; TOG members to suggest who to work with and whether there are any gaps	Darren Fidler / all	Complete
18 October 2018	Darren Fidler will work with Yvonne Warnaar, and will talk to Dave Darwin to understand the status of the national data project and look to see how region-wide data might be incorporated	Darren Fidler, Yvonne Warnaar	Complete, with work on this project ongoing so shift to work programme



18 October 2018	Members to send Lorraine Johns any ideas on updating the Group's terms of reference	All	Complete
8 August 2018	Develop an issues register to record issues identified by officers	Lorraine Johns	Complete
3 August 2017	NZTA update on the Transport Agency Investment Proposal / key infrastructure projects / other key matters	NZTA	Standing item

### **1. Welcome, introductions, and apologies**

Lorraine Johns opened the meeting. Apologies were noted.

### **2. Minutes of the previous meeting**

The Minutes of the meeting held 14 March 2019 were confirmed.

### **3. REG ONRC workstream update and discussion (oral item)**

Ben Wong gave an update on the REG ONRC workstream. The following matters were discussed:

- ONRC has limitations in terms of showing adjacent land use and active modes (walkers and cyclists) – REG is looking to address these.
- An enhanced ONRC framework has been developed for roll out this year.

### **4. NZTA TAIP update (standing item/oral item)**

Steve Higgs gave an update on NZTA TAIP and indicated it was similar to the update provided at the last meeting.

The RTC will also be updated at the meeting on 23 May and this update will be mainly focused on the Greater Christchurch area, especially the Northern Corridor, Brougham/Moorhouse St, and Lyttleton Port to Halswell.

The following points were discussed:

- The business case for the HOV lane is funded, but future funding still needs to be discussed.
- Funding has been approved for the Ashburton Bridge business case.
- The Public Transport Futures Business Case is going to the NZTA Board in June.
- An update on TEFAR should be available in the next month.

### **5. Uptake of Targeted Enhanced Funding Assistance Rates and PGF funding**



TOG discussed uptake of Targeted Enhanced Funding Assistance Rates and PGF funding and the following points were made:

- TOG members are to update the TEFAR table as soon as possible as this will be submitted to the RTC.
- Environment Canterbury to request information about PGF projects for Canterbury as TOG officers are not aware of certain transport-related projects.
- A question was raised about whether the PGF could be used to fund the on-demand service trial in Timaru, if needed.

## **6. RTC work programme and agenda update**

Lorraine Johns gave an update on the RTC work programme and the following points were discussed:

- The RTC will consider the freight mode optimisation report in May, though the report itself will not be finalised in time for the meeting and will be presented in August 2019.
- The Kaikoura NLTP variation paper was noted.
- It was noted that RTC members may have further questions about the Ashburton to Christchurch four laning proposal which was discussed in January 2019. It was agreed that ECan, Ashburton, NZTA, and Selwyn would discuss this further.
- Regarding a Safe Roads update, Steve Higgs will follow up internally with NZTA and report back to TOG.

## **7. Traffic Watcher update (oral item)**

Darren Fidler gave an update on Traffic Watcher.

## **8. Regional Speed Management Plan update**

Lorraine Johns gave an update on the Regional Speed Management Plan to keep TOG informed.

## **9. Collaborative information gathering**

Lorraine Johns noted work is ongoing on collaborative information gathering. The following points were discussed:

- There is a need to understand data needs for activity management plans and how we can collaborate to gather information more effectively and efficiently.
- It would be best to source some data at a national level, especially where privacy concerns might restrict access unless centralised.
- NZTA used to publish statistics for all councils but this has been discontinued.
- Darren Fidler will disaggregate some of the Regional Transport Scorecard data.
- ECan could look at a data portal.



## **10. How to use activity management plans and the RLTP in the business case process**

Lorraine Johns noted an indication from NZTA that NZTA would be considering how AMPs and RLTPs could be used in the business case process. The following points were raised:

- AMPs are programme business cases and strategic business cases may be included or separate.
- Improvements to RLTPs could mean less is needed in AMPs.
- Erik Barnes may have some insights here.

## **11. RTC sub-group review update - TOR and infrastructure reporting (oral item)**

Lorraine Johns updated TOG on the sub-group review. The review found that the RTC receives the support it requires, given its functions, but some enhancements could be made. TOG will implement the findings of the review. These focus on greater stakeholder engagement and greater alignment between strategies.

TOG noted that it would be useful to understand in advance if a project was unlikely to be prioritised within the NLTP.

Lorraine gave an update on the TSIG work which looks to improve the standing of RLTPs, including for local issues that may not be an NLTP priority but are significant within a region. Lorraine asked members to send her examples of projects that have not progressed due to changes in GPS priorities or alignment with NLTP priorities.

MoT is looking to publish the GPS next year, a year in advance.

## **12. Any variations**

The Timaru District Council variation was taken as read.

## **13. Any other business**

- A TSIG update will be provided at the next meeting.
- A work programme will be developed for the next meeting.
- Lorraine will add additional documents to the shared library.

Future meetings: 11 July, 7 November



## 6.12. Variation to Canterbury Regional Land Transport Plan – Geraldine-Winchester/Tiplady/Coach Roads Intersection Upgrade

### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	23 May 2019
<b>Author</b>	Andrew Dixon, Land Transport Manager, Timaru District Council
<b>Via</b>	Lorraine Johns, Principal Strategy Advisor, Environment Canterbury

### Purpose

1. To amend the Regional Land Transport Plan (RLTP) pursuant to section 18D of the Land Transport Management Act 2003 (LTMA) by adding the following project under Timaru District Council items:
  - Geraldine-Winchester/Tiplady/Coach Road Intersection Upgrade

### Recommendations

That the Canterbury Regional Transport Committee:

1. **Notes that the Geraldine-Winchester/Tiplady/Coach Roads Intersection upgrade project is proposed as a variation to the Regional Land Transport Plan.**
2. **Determines that, on the basis of the information contained in this report, good reason exists for making the variation described above.**
3. **Determines, on the basis of the information contained in this report, that the requested variation is not significant.**
4. **Agrees to vary the Regional Land Transport Plan by adding the proposed activities to Appendix 1 “Regional programme details”.**
5. **Recommends this variation to Environment Canterbury.**

### Overview

2. The Regional Transport Committee (RTC) may prepare a variation to its RLTP during the 6 years to which it applies if the variation addresses an issue raised by a review; or good reason exists for making the variation.
3. A variation may be prepared by the RTC at the request of an approved organisation or the New Zealand Transport Agency (NZTA) or on the RTC’s own motion. The RTC must consider any variation request promptly.
4. The provisions of LTMA that apply to the preparation of a full RLTP apply with the necessary modifications to a variation of an RLTP. Consultation is not required for any



variation that is not deemed significant in the criteria set out in the RLTP or that arises from the declaration or revocation of a State Highway.

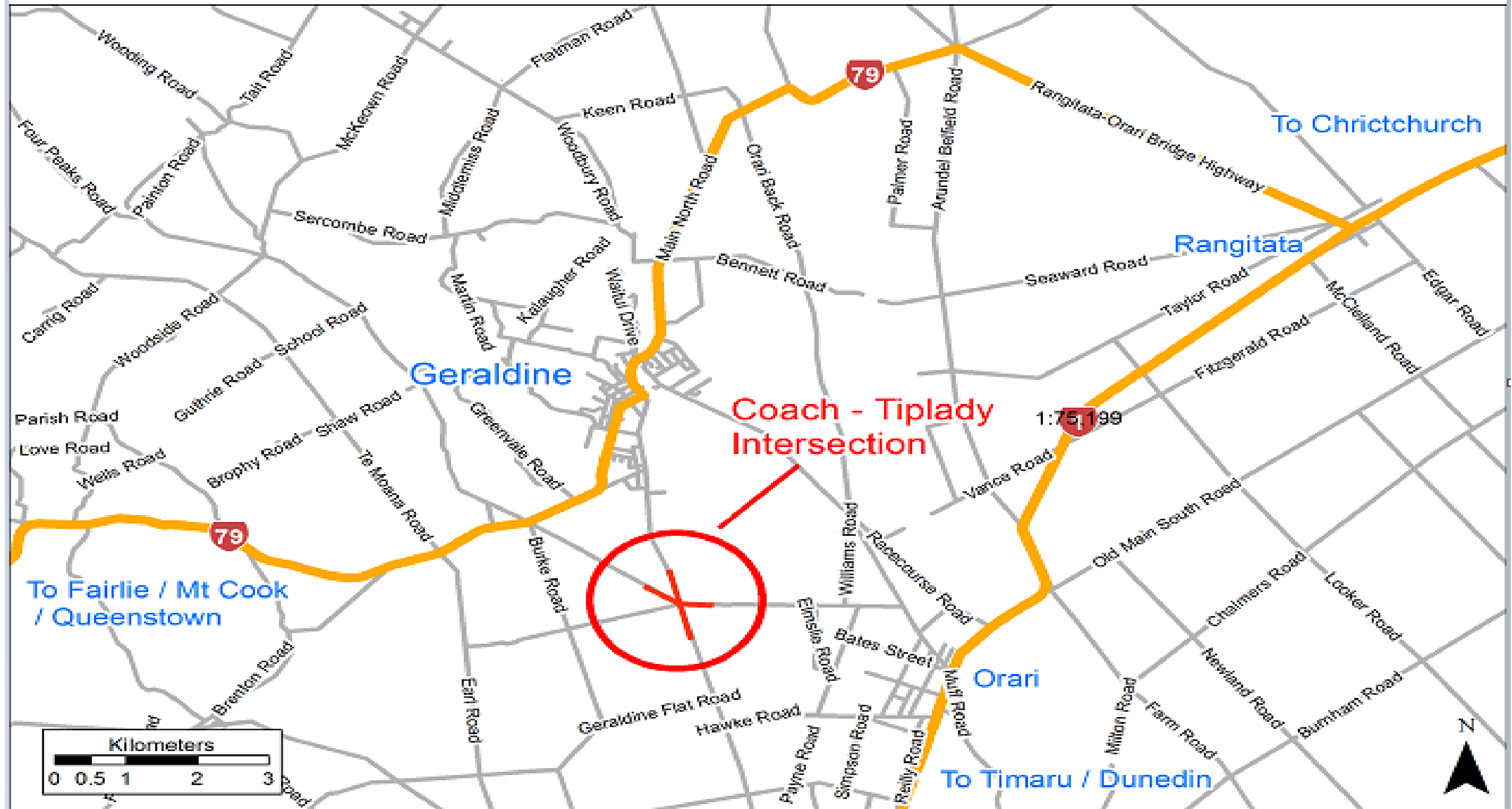
5. The RTC may recommend that Environment Canterbury vary the RLTP. Final approval of the variation rests with Environment Canterbury.

## **Key points**

6. The intersection of Winchester-Geraldine, Coach and Tiplady Roads has been considered a safety issue for a number of years. This is reflected by a high vehicle crash history in the last 10 years where there have been eight injury crashes with three of them resulting in serious injuries.
7. The Coach/Tiplady Roads route is used by motorists including visiting drivers and heavy vehicles travelling from Christchurch to Queenstown. This route crosses the Winchester Geraldine Road that is part of Route 72.
8. An assessment of the Canterbury region intersections by the NZTA has identified this intersection as a regional safety priority. The installation of a rural round-a-bout at this intersection will significantly improve road safety. The total cost is estimated to be \$2.3 million. The current road reserve land is sufficient for a round-a-bout so there are minimal, if any, land issues involved.
9. Timaru District Council has been advised by the NZTA that this project will be eligible for the Targeted Enhanced Funding Assistance Rate of 75.5%, subject to receipt of a completed application that fulfils the criteria set by NZTA.
10. Timaru District Council have confirmed the funding of the local share component in the Timaru District 2019/20 Draft Annual Plan.
11. The Significance Policy in the RLTP provides that a variation is not generally considered significant if it involves the addition of an activity that has a value of less than \$5 million. This variation is low cost and we have not identified any considerations that suggest it is significant. As such, public consultation is not required.



# Location of the Winchester - Geraldine / Coach / Tiplady Intersection





## 6.13. Kaikoura District Council request to vary the National Land Transport Programme

### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	23 May 2019
<b>Author</b>	Peter Thomson, Rebuild Programme Manager, Kaikōura District Council
<b>Endorsed by</b>	Lorraine Johns, Principal Strategy Advisor, Environment Canterbury

#### Purpose

1. To inform the Regional Transport Committee, pursuant to section 18E of the Land Transport Management Act 2003 (LTMA), of the Kaikōura District Council's request that the NZ Transport Agency (NZTA) vary the NLTP to increase funding for Emergency Works.

#### Recommendations

That the Canterbury Regional Transport Committee:

1. **Notes the Kaikōura District Council's request that the NZ Transport Agency vary the National Land Transport Programme to take account of revised Emergency Works funding estimated at a total value of \$22.9m.**

#### Overview

1. Under section 18E of the LTMA, if an approved organisation has good reason to change any activities or combinations of activities included in the RLTP relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services, it may request the Agency to vary the National Land Transport Programme (NLTP), to take account of that change. The Council must inform the RTC that it has made that request.
2. A variation to the Regional Land Transport Plan (RLTP) is not required when the request is for Emergency Works (noting that Emergency Works fall under the local road maintenance activity class).
3. If NZTA accepts a request under section 18E(4), the RLTP is to be read as if the approved variation had been included in the RLTP.



## Key points

4. The Kaikōura District roading network was significantly affected by the 7.8M earthquake event of 14 November 2016.
5. Following the earthquake, the Council formally applied to NZTA in February 2017 for a bespoke Emergency Works FAR arrangement for an estimated \$12M roading recovery programme. A bespoke emergency works FAR was approved by the NZTA Board in March 2017, being applied to all eligible emergency recovery works undertaken by Council in respect of the November 2016 Kaikōura earthquake up to 30 June 2020.
6. At the time of the original approval in March 2017, it was noted that a full assessment of the damage to Kaikōura District roading network was not yet complete. There were some complex slips that required detailed geotechnical investigation and the bridge stock had only been subject to an initial screening, with detailed investigations and permanent repair options yet to be finalised.
7. During the response and recovery phase, NZTA has been working alongside the Council for the reinstatement of transport-affected infrastructure, with representation on the Kaikōura District Infrastructure Rebuild Steering Group, which was established in May 2017. All parties were aware of the increasing programme value since the latter half of 2017, but delayed applying for a formal cost scope adjustment until several areas of uncertainty are better understood with more confidence.
8. Kaikōura District Council has now quantified the increased scope and cost of the emergency reinstatement works, and has made a formal request to NZTA to vary the NLTP to take account of its revised Emergency Works estimate.
9. The latest rebuild programme Emergency Works estimate for roading is \$22.9m, requiring an increase of \$10.9m to the current approved activity in the TIO (Transport Investment Online) system. The estimate increases are largely related to cost of the bridge replacement and repair programme, increased scale of damage in rural valley areas, increased scope of drainage and pavement repairs, as well as programme overheads, and the Clarence Valley access (which is being worked through a separate business case process of which the outcomes are not yet fully determined).
10. The bespoke Emergency Works FAR approved by NZTA is 95%.
11. As this is not a variation to the RLTP, public consultation is not required.







## **7. Extraordinary and Urgent Business**

## **8. Next Meeting**

Thursday, 8 August 2019, 4.00pm – 6.00pm  
Commodore Airport Hotel  
449 Memorial Avenue, Christchurch

## **9. Closure**