

CANTERBURY REGIONAL COUNCIL
Kaunihera Taiao ki Waitaha

AGENDA|2019

Canterbury Regional Transport Committee

Thursday, 28 November 2019

Time: 4:00pm

WORKSHOP

Venue: Commodore Airport Hotel
Conference Room 5

449 Memorial Avenue, Christchurch

Canterbury Regional Transport Committee

Intended Membership

Chair	Councillor Peter Scott, Environment Canterbury
Deputy Chair	Councillor Phil Clearwater, Environment Canterbury
Ashburton District Council	Mayor Neil Brown
Christchurch City Council	Councillor Mike Davidson
Hurunui District Council	Mayor Marie Black
Kaikōura District Council	Mayor Craig Mackle
Mackenzie District Council	Mayor Graham Smith
New Zealand Transport Agency	Jim Harland
Selwyn District Council	Mayor Sam Broughton
Timaru District Council	Councillor Sally Parker
Waimakariri District Council	Mayor Dan Gordon
Waimate District Council	Mayor Craig Rowley

Canterbury Regional Transport Committee

Table of Contents

1. Apologies	6
2. Conflicts of Interest	6
3. Deputations and Petitions	6
4. Extraordinary and Urgent Business	7
5. Reports	7
5.1. Briefing to the Incoming Regional Transport Committee	7
5.2. Work programme and progress monitoring update	39
5.3. NZTA Update	47
5.4. Preparation of the Regional Land Transport Plan 2021-2031	52
5.5. Transport Officers Group Report	58
5.6. Regional Road Safety Working Group Report	60
6. Next Meeting	62
7. Closure	62

1. Apologies

2. Conflicts of Interest

3. Deputations and Petitions

4. Extraordinary and Urgent Business

5. Reports

5.1. Briefing to the Incoming Regional Transport Committee

Canterbury Regional Transport Committee

Date of meeting	28 November 2019
Authors	Lorraine Johns, Principal Strategy Advisor, Environment Canterbury
Endorsed by	Sam Elder, Senior Strategy Manager, Environment Canterbury

Purpose

1. This paper supports the attached Briefing to the Incoming Regional Transport Committee (RTC).

Recommendations

That the intended members of the Canterbury Regional Transport Committee:

1. note the attached briefing to the incoming Regional Transport Committee, which is intended as a reference manual for members
2. note the proposed meeting schedule and proposed terms of reference for the:
 - 2.1. Canterbury Regional Transport Committee (appendix 1 of attached briefing)
 - 2.2. Canterbury Transport Officers Group (appendix 2 of attached briefing)
 - 2.3. Canterbury Regional Road Safety Working Group (appendix 3 of attached briefing)
3. note that at the first meeting of the Canterbury Regional Transport Committee, we will seek the Committee's agreement to the meeting schedule and proposed terms of reference.

Briefing to the Incoming Regional Transport Committee

2. The RTC is established under the Land Transport Management Act 2003. The core statutory role of the RTC is to prepare the Regional Land Transport Plan (RLTP). However, the RTC also has the ability to carry out additional functions to improve transport outcomes, as expressed in its terms of reference.
3. The RLTP is a ten-year plan which outlines the region's transport strategy and provides a statement of transport priorities. The RLTP incorporates programmes of transport activities which are primarily proposed by councils and the NZ Transport Agency (NZTA). This includes activities for which central government funding is sought.
4. The attached Briefing is intended to familiarise incoming members of the RTC with the:
 - statutory and national context within which the RTC operates
 - statutory and non-statutory functions of the RTC
 - essential requirements of the RLTP
 - key existing relationships
 - sub-committees that support the RTC (namely, the Transport Officers Group and the Regional Road Safety Working Group).
5. The briefing is intended as a comprehensive reference manual and includes a glossary of common acronyms. However, each section of the briefing also includes a short summary of key points at the outset.
6. At the workshop on 28 November 2019, Environment Canterbury staff will present on the key points relating to the RTC's role and the context within which the RTC carries out its role. Attendees will have the opportunity to ask questions or request additional information during this presentation.

Schedule of meetings

7. RTC meetings are aligned with Mayoral Forum meetings. RTC meetings take place on a Thursday afternoon from 4-6pm, with Mayoral Forum meetings taking place the next day. The following meeting dates are proposed for 2020:
 - 27 February
 - 21 May
 - 20 August
 - 26 November.
8. In addition, a half day workshop is proposed in April 2020 (the specific date will depend on availability), to support the development of the next RLTP. This workshop will be scheduled shortly following the workshop on 28 November 2019.

Terms of reference

9. The incoming RTC needs to adopt new terms of reference for the RTC and the two supporting sub-committees (the Transport Officers Group and the Regional Road Safety Working Group). Appended to the Briefing to the Incoming RTC are:

- The proposed new terms of reference for the RTC – see appendix 1

Changes have been tracked to the terms of reference that were in place for the outgoing RTC, to show what adjustments have been proposed. No substantive changes have been proposed

- The proposed new terms of reference for the Transport Officers Group – see appendix 2
 - The proposed new terms of reference for the Regional Road Safety Working Group – see appendix 3.
10. Intended members can provide feedback on terms of reference at the workshop on 28 November 2019. Agreement will be sought to the terms of reference at the first meeting of the RTC on 27 February 2019.



Briefing to the Incoming Canterbury Regional Transport Committee

Delivered to a workshop of intended members on 28 November 2019

Contents

Contents.....	1
Overview	3
1. Purpose.....	3
2. Scope	3
3. Structure.....	3
Preface.....	4
Section 1: Statutory and national context	5
1. Relevant legislation	5
2. Role of central government agencies.....	6
3. Central government strategy documents	7
4. Central government land transport funding mechanisms.....	8
5. Key upcoming national initiatives	10
Section 2: Role and relationships of the Canterbury Regional Transport Committee.....	11
1. Terms of reference for the RTC	11
2. Statutory role of the RTC	11
3. Non-statutory role of the RTC	12
4. Work programme	13
5. Monitoring	13
6. Membership	13
7. Structure and form of meetings.....	14
8. Meeting dates for 2020	15
9. Relationships.....	15
10. Sub-committees of the Regional Transport Committee.....	16
11. Other governance groups in Canterbury with a role/interest in regional transport ..	16

12. Other partners	17
13. Community engagement	18
14. Diagram of support structure	18
Section three: The Regional Land Transport Plan	20
1. Overview	20
2. Copy of current plan	21
3. Statutory requirements	21
4. Preparation of the RLTP 2021-2031	21
5. Regional plans that influence and are influenced by the RLTP	21
Appendix One: Proposed Terms of Reference for the Regional Transport Committee	23
Appendix Two: Proposed Terms of Reference for the Transport Officers Group	26
Appendix Three: Proposed Terms of Reference for the Regional Road Safety Working Group	27
Glossary of common transport acronyms	28

Overview

1. Purpose

This briefing is intended as a comprehensive reference manual for incoming members of the Canterbury Regional Transport Committee (RTC). The aim is to provide members with relevant information to support them to carry out their duties.

It was written by Environment Canterbury staff, with input sought from the Canterbury Transport Officers Group and Canterbury Regional Road Safety Working Group.

2. Scope

The focus of the briefing is on providing information about the statutory and non-statutory functions of the RTC and the regional and national context within which the RTC operates.

The briefing is not intended to present or develop a work programme for the RTC, though it will provide the necessary background information to assist with this at a future meeting.

The briefing does not generally replicate information in the [Canterbury Regional Land Transport Plan 2015-2025 \(RLTP\)](#). The RLTP provides data and information about the region, the transport network, issues and challenges, investment priorities, and transport activities, and should be viewed in conjunction with this briefing.

3. Structure

The briefing is structured into the sections outlined below. There is a small amount of repetition between sections. This is to ensure the content in each section can stand alone.

Preface	Provides information about the existing strategic direction, noting this is something that the RTC will review as part of the development of the next RLTP.
Statutory and national context	Provides about the key statutes, key relationships within central government, and core central government policy, as well as upcoming initiatives.
Role and relationships of the RTC	Provides information about the statutory and non-statutory roles of the RTC, as well as the current and future work programme and existing relationships.
The RLTP	Provides background information about the RLTP, as preparing the RLTP is the core function of the RLTP and preparing the RLTP 2021-2031 will be the core task for the RTC in 2020.
Appendices	Sets out proposed terms of reference for the RTC and the sub-committees which support the RTC.
Glossary	Sets out key regional land transport acronyms which members will frequently hear and use.

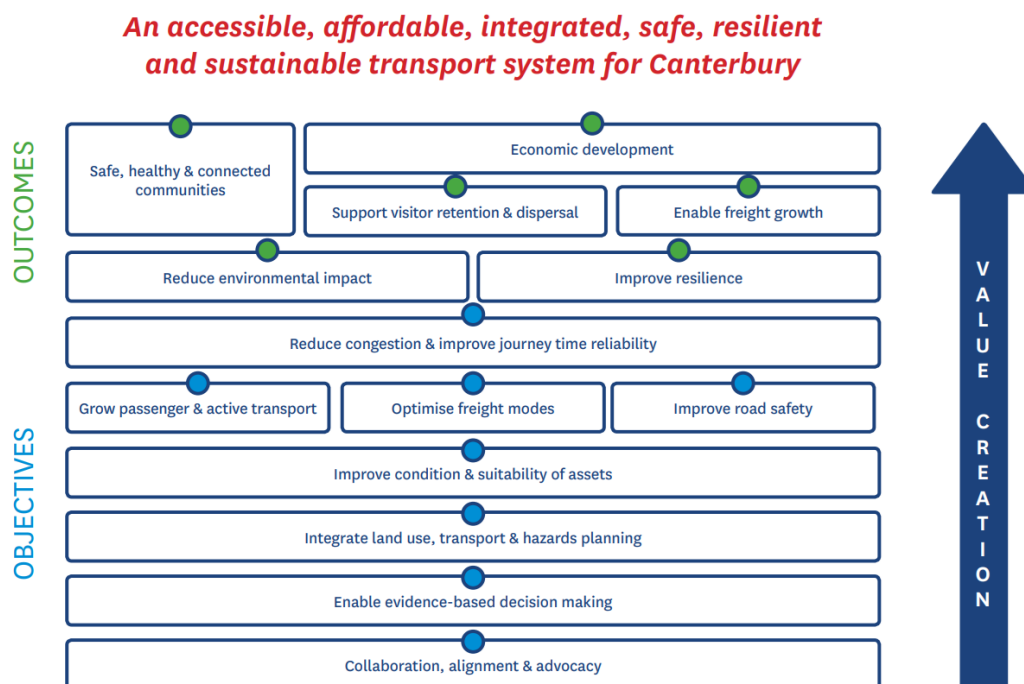
Preface

Canterbury is the fastest growing region in New Zealand outside Auckland. Our population is expected to grow by around 36% between 2012 and 2042, while road freight travelling within the region is expected to increase by about 85% (Canterbury RLTP 2015, page 2).

Canterbury is a diverse region and the transport network must service large urban centres as well as small rural towns. Some issues and priorities are common across all territorial authorities, but others differ according to the size and nature of the population base, as well as the surrounding landscape. For smaller territorial authorities, simply ensuring sufficient investment in maintaining the existing transport network can be challenging, and large-scale improvements may not be affordable. The [Canterbury RLTP](#) details information about our transport network and the issues and challenges we face (see pages 6-26).

Ongoing investment is critical to ensure that Canterbury's transport system is fit-for-purpose to support our growing population and economy, to manage the risks posed by natural hazards (such as earthquakes and floods), to lessen the environmental impacts of transport, and to reduce the number of deaths and serious injuries on our roads.

The outgoing RTC developed the following Strategy Map outlining the vision, outcomes and objectives for regional transport and demonstrating how they fit together.



The current RLTP identifies investment priorities focusing on safety, access, condition and suitability of assets, travel time reliability, resilience and environmental impact. As we enter a new RLTP development cycle, the existing strategic direction is under review and the RTC will set the future direction through the preparation of the RLTP 2021-2031.

Section 1: Statutory and national context

Key points summary

- The Land Transport Management Act 2003 establishes the Regional Transport Committee and sets out the core requirements for Regional Land Transport Plans. The core task for the Regional Transport Committee is to prepare the Regional Land Transport Plan, a plan which outlines all significant transport activities in the region and represents the region's bid for central government co-funding.
- The Local Government Act 2002 governs consultation on any significant changes to the Regional Land Transport Plan.
- The Government Policy Statement on Land Transport is issued by the Minister of Transport under the Land Transport Management Act. This document sets the direction for the land transport system and how government funding will be prioritised. By law, Regional Land Transport Plans must be consistent with the Government Policy Statement on Land Transport.
- A draft of the next Government Policy Statement is due for release in late 2019 and the Regional Transport Committee will want to consider a submission.
- NZTA implements the Government Policy Statement through the Investment Decision Making Framework, NZTA's tool for prioritising funding in the National Land Transport Fund. All activities included in Regional Land Transport Plans will be prioritised for funding under this Framework.
- The primary relationship held with central government by Regional Transport Committees is with NZTA.

1. Relevant legislation

Environment Canterbury convenes the RTC in accordance with the [Land Transport Management Act 2003 \(LTMA\)](#). This is the primary statute governing land transport investment in New Zealand. RTC members should also be aware of the Resource Management Act 1991 and Local Government Act 2002, which have relevance to transport planning and investment decisions.

The Land Transport Management Act 2003

The LTMA provides the legal framework for managing and funding land transport activities. The purpose of the LTMA is to contribute to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system. The LTMA specifically:

- Establishes RTCs, outlines membership requirements, and outlines the role of RTCs, which includes preparing RLTPs.
- Outlines the core requirements of RLTPs.

- Provides for Regional Public Transport Plans (RPTPs), developed by regional councils.
- Requires the Minister of Transport to issue the Government Policy Statement on Land Transport (GPS), which outlines government funding priorities.
- Establishes the National Land Transport Fund (NLTF), the Government's primary source of funding for land transport activities (this includes funding roads and footpaths, but does not currently include funding rail).
- Outlines core requirements for the National Land Transport Programme (NLTP), which is administered by NZTA, and which is the means through which NLTF funding is allocated to regions.

RTCs and RLTPs are discussed in further detail in section two.

Resource Management and Local Government Acts

Certain other statutes affect local government transport planning and investment decisions, in particular:

- The Resource Management Act 1991 contains the statutory framework for land use planning. The purpose of the Act is to promote the sustainable management of natural and physical resources. The Regional Policy Statement (RPS) is issued under this Act, and RTCs must take the RPS into account when developing the RLTP.
- The Local Government Act 2002 contains requirements local government must meet in planning and carrying out functions. The public consultation provisions are relevant to any consultation undertaken on changes to the RLTP.

2. Role of central government agencies

Central and local government partner to plan and invest in the land transport network.

The Ministry of Transport

The Ministry of Transport is the Government's principal transport adviser. The Ministry provides policy advice and support to Ministers with the aim of:

- improving the overall performance of the transport system
- improving the performance of transport Crown entities
- achieving better value for money for the Government from its investment in the transport system.

The Ministry helps the Government give effect to its policy by supporting the development of legislation, regulations and rules. The Ministry also manages and account for funds invested in transport. The Ministry supports the Minister of Transport to issue the Government Policy Statement on Land Transport (discussed below).

New Zealand Transport Agency

The primary relationship that RTCs have with central government is through NZTA, which must be a member of the RTC.

NZTA is a Crown entity established to contribute to an effective, efficient, and safe land transport system in the public interest. NZTA's functions are set out in the LTMA. They include (but are not limited to):

- Managing the state highway system, including planning, funding, design, supervision, construction, and maintenance and operations
- Managing the funding of the land transport system
- Assisting, advising and co-operating with Approved Organisations¹
- Determining whether any particular activities should be included in the NLTF.

NZTA effectively gives effect to the GPS through the development and administration of the NLTF and NLTP (discussed below).

The statutory independence of NZTA to decide which projects will receive funding from the NLTF is enshrined in legislation (see section 95(2) of the LTMA).

The Treasury

The Treasury provides "second opinion" advice on a wide range of transport policy issues, as well as "first opinion" strategic advice on transport sector design and funding. The Treasury works closely with the Ministry of Transport and other transport agencies to ensure the transport sector contributes to the economic growth of New Zealand.

3. Central government strategy documents

A number of central government strategy documents have direct relevance to transport investment planning and decision making in Canterbury. Mostly, these documents have a statutory basis.

Government Policy Statement on Land Transport

This is a core strategic document of which all RTC members need to be aware.

The GPS sets out the Government's priorities for expenditure from the NLTF over a 10-year period, and how funding within the NLTF should be allocated.

In practice, this means that the GPS sets out how funding is allocated between activities such as road safety policing, state highway improvements, local and regional roads and public transport - known as "activity classes". It provides funding bands with minimums and

¹ Under the LTMA, approved organisations are defined as regional councils, territorial authorities, and approved public organisations. The Minister of Transport can recommend the Governor General, by Order in Council, approve any public organisation for this purpose. NZTA is an approved public organisation.

maximums for each activity class. Activities which have a high alignment with government investment priorities will be prioritised for funding.

The GPS is released every three years. The last GPS was released in 2018 and a copy can be viewed [here](#). GPS 2018 represented a significant change in central government strategy, prioritising a safer transport system free of death and injury, accessible and affordable transport, multi-modal solutions, reduced emissions and value for money.

The Ministry of Transport has indicated that the draft GPS 2021 will be released for consultation in late 2019, with the final GPS being issued in June 2020. Under the LTMA, the Minister is simply required to issue the final GPS before June 2021. However, councils have requested an earlier release date, due to the need for clarity around government funding priorities in time to reflect these priorities in the programmes of transport activities that will be included in both the RLTP and long term plans.

Under the LTMA, RLTPs must be consistent with the GPS.

NZTA's Investment Decision Making Framework

The GPS cannot determine which particular projects will be funded, or how much funding any particular project will receive. NZTA uses the Investment Decision Making Framework (IDMF) – formerly the Investment Assessment Framework – to determine which proposals should receive funding within the activity class funding ranges set by the GPS. All transport activities included in the RLTP 2021-2031 will be assessed against the IDMF.

The current framework is available [here](#). A review of the existing framework was prompted by changes in GPS 2018, which place more emphasis on social, economic, cultural and environmental outcomes in transport planning. More information about the review is available [here](#). We anticipate that the review will be completed in 2020.

National Land Transport Programme

The NLTP is a three-year programme that sets out how NZTA, working with its partners, invests NLTF funding to create a safer, more accessible, better connected and more resilient transport system to keep New Zealand moving.

The NLTP details all the land transport initiatives and activities, both regional and national, that NZTA anticipates funding over a three-year period. This includes public transport, road maintenance and improvements (including state highways), walking and cycling activities, road policing, and road safety promotion. The NLTP must give effect to the GPS.

Under the LTMA, the NLTP must be adopted every three years by the NZTA Board, and the next NLTP is due to be adopted by 31 August 2021.

4. Central government land transport funding mechanisms

The two main central government transport funding mechanisms are:

- The National Land Transport Fund, and

- The Provincial Growth Fund.

A Regional Fuel Tax Scheme is also in place in Auckland.

The National Land Transport Fund

The NLTF is a fully hypothecated (ring-fenced) transport fund made up of fuel excise duty, road user charges, a portion of the annual vehicle licensing fee, and income from the sale and lease of state highway property. This means that all the revenue collected from transport users is dedicated to investment in land transport. NZTA has independent statutory responsibilities for the allocation and investment of the NLTF, which occurs through the NLTP.

Rail is not currently included in the NLTF, and is funded directly from Vote Transport (the Government's appropriation for transport). The Government is currently considering how to best structure the funding of rail.

The Provincial Growth Fund

The Government's \$1 billion Provincial Growth Fund (PGF) aims to lift productivity in the provinces. Its priorities are to enhance economic development opportunities, create sustainable jobs, enable Māori to reach full potential, boost social inclusion and participation, build resilient communities, and help meet New Zealand's climate change targets. Individuals, non-government organisations, iwi, companies, charities can all apply to the Fund. The three main metropolitan areas - Auckland, Wellington, and Christchurch - are not eligible.

Projects fall into three funding categories:

- Regional projects and capability: Support of economic development projects, feasibility studies and capability building identified within regions.
- Sector investment: Initiatives targeted at priority and/or high value economic opportunities.
- Infrastructure: Regional infrastructure projects that will enable regions to be well connected from an economic and social perspective, including rail, road and communications.

Regional Fuel Tax Schemes

Regional Fuel Tax (RFT) schemes are intended to provide 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.

Legislation was passed on 26 June 2018 and an RFT began to apply to sales of petrol and diesel in Auckland on 1 July 2018 and will continue to do so for a period of 10 years. An RFT cannot be introduced outside of Auckland prior to 1 January 2021.

5. Key upcoming national initiatives

The table below outlines central government initiatives of which the RTC should be aware.

Initiative	Description	Indicative timeframe	Relevance to RTC
New GPS 2021	Government investment priorities for 2021-2024	Draft to be released December 2019 (though this may be delayed until early 2020), final to be released June 2020	Must ensure next RLTP is consistent with GPS under LTMA RTC should consider submitting on draft GPS, once released
New IDMF 2021 (IDMF review)	Framework for assessing RLTP activities for funding purposes, to apply from 2021-2023	Draft and final likely to be released at the same time as, or shortly after, draft and final GPS	At a practical level, RTC needs to be aware of NZTA funding approach. Transport Officers Group generally submits on draft IDMF
<i>Arataki</i> : NZTA ten-year plan	This ten-year plan will set out NZTA's view of what is needed for an integrated transport system that delivers on government objectives for New Zealand and each region	A draft is expected to be released for wider engagement with local government and other partners in early 2020	The RTC will want to engage with NZTA on <i>Arataki</i> , in particular on the Canterbury component
Future of Rail	Led by the Ministry of Transport, this work aims to integrate rail into the transport system, so rail is planned, funded and looked after alongside other transport modes	The Ministry of Transport website indicates the New Zealand Rail Plan will be released later in 2019	An important part of the planning and investment context with which the RTC will need to engage
<i>Road to Zero</i> : New National Road Safety Strategy	New road safety strategy to replace Safer Journeys	Consultation has already taken place (the RTC submitted on the draft strategy). The final strategy is expected for release in December 2019	Safety is a core priority for the RTC, and the RTC will need to consider its role in implementing the new strategy
Safe Network Programme (SNP)	A collaborative initiative that aims to save up to 160 deaths and serious injuries every year across New Zealand's highest risk state highways and local road	SNP is currently being implemented	As above, safety is a core priority for the RTC.
Land Transport Amendment Bill	No details have been announced, but we understand legislation will be required to implement aspects of certain initiatives outlined in this table	Unknown	The RTC will have a keen interest in any legislative changes to the LTMA, and the Amendment Bill will provide an opportunity to advocate for the region
Implementation of Zero Carbon Amendment Act	Provides a framework by which New Zealand can develop and implement clear and stable climate change policies that contribute to the global effort under the Paris Agreement	Implementation is in progress	Implications for transport planning and investment - Interim Climate Change Commission recommended that Government should prioritise accelerated electrification of transport over the goal of achieving 100% renewable electricity by 2035

Section 2: Role and relationships of the Canterbury Regional Transport Committee

Key points summary

- The core statutory role of the Regional Transport Committee is to prepare the Regional Land Transport Plan and any variations to the Plan.
- The Regional Land Transport Plan outlines all significant transport activities in the region and represents the region's bid for central government co-funding.
- The role and membership of the Regional Transport Committee are specified in the Land Transport Management Act 2003.
- The Regional Transport Committee also works with the Canterbury Mayoral Forum to advocate for the region and implement a strategic transport work programme.
- The Committee generally meets quarterly (the day before the Mayoral Forum meets). Meetings are open to the public.
- A quorum of nine members is required to hold a meeting. The terms of reference do not allow for alternates. As such, members' attendance at each meeting is vital.
- The Committee has a number of key relationships and stakeholders within and outside of the Canterbury region, including the Greater Christchurch Partnership and Greater Christchurch Public Transport Joint Committee.
- The South Island Regional Transport Committee Chairs Group was established to promote advocacy and alignment across the South Island, and the outgoing Canterbury Regional Transport Committee expressed a strong desire to see continued support for this Group's work. The Chair and Deputy Chair of the Regional Transport Committee are invited to be members of this Group.

1. Terms of reference for the RTC

Proposed terms of reference for the RTC are provided in Appendix One. These are based on the terms of reference for the previous RTC (which worked well in the last triennium) and reflect the statutory and non-statutory roles outlined below. Staff have suggested some minor changes to the terms of reference for the previous RTC.

2. Statutory role of the RTC

Section 106 of the LTMA outlines the RTC's functions as follows:

- Prepare an RLTP every six years, or any variation to the RLTP in the intervening period, for the approval of the relevant regional council; and
- Adopt a policy that determines significance (and therefore triggers certain consultation requirements) in respect of:
 - variations made to RLTPs
 - the activities that are included in the RLTP

- Provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.

To ensure discharge of its statutory role in the next term, the RTC must prepare the RLTP 2021-2027, which will include a significance policy.

3. Non-statutory role of the RTC

The RTC's proposed terms of reference enable the RTC to undertake a broader strategic role.

The outgoing RTC implemented a strategic work programme that included the following items:

- Progressing implementation of the Transport Workstream of the Mayoral Forum's [Canterbury Regional Economic Development Strategy \(CREDS\)](#), discussed below.
- Advocacy for the region through submissions on central government policy including the GPS and National Road Safety Strategy.
- Supporting the work of the South Island Regional Transport Committee Chairs Group. This included the delivery of a research report on the opportunity for freight mode shift, which can be viewed [here](#).

Canterbury Mayoral Forum and CREDS

From 2015, the Canterbury Mayoral Forum included integrated regional transport planning and infrastructure investment as a work programme of CREDS. CREDS renews the commitment of the 11 local authorities in Canterbury to work together on economic and social development.

The objective of the transport work programme was:

- Integrated transport planning across modes (air, rail, shipping and road transport) that:*
- *prioritises a resilient transport network*
 - *enables the efficient movement of people and freight into, out of and within the Canterbury region*
 - *improves social connectedness and wellbeing, supports visitor strategies and improves road safety.*

In 2017, the Mayoral Forum asked the RTC to lead the implementation of this work programme. Because of how the RTC has risen to the challenge and the progress that has been made, the Mayoral Forum may choose not to include regional transport planning and infrastructure investment as a separate work programme in CREDS for 2020–22.

On 29 November 2019, the Mayoral Forum will consider providing a letter to the RTC regarding the potential future strategic work programme. The Mayoral Forum may encourage the RTC to focus on:

- the resilience of the transport network in Canterbury
- the development of the next Government Policy Statement on Land Transport

- reflecting Mayoral Forum objectives in developing the Regional Land Transport Plan 2021–31
- integrating land use and transport planning and pursuing a more optimal mode share
- integrating planning with the Mayoral Forum’s South Island visitor destination management plan project
- road safety.

4. Work programme

The outgoing RTC’s work programme included the following upcoming items:

- Preparation of the RLTP 2021-2031.
- Advocacy on GPS 2021 and other core government policy proposals.
- Implementing the transport workstream of CREDS (as noted above, a new approach will now be taken with Mayoral Forum expectations expressed by letter rather than in CREDS).
- Reviewing the approach to monitoring outcomes through the Regional Transport Scorecard.
- Supporting the RTC Chair and Deputy to work with the South Island Regional Transport Committees Chairs Group to advocate for the South Island.

A key focus of the CREDS workstream in the last triennium was on considering the opportunity for freight mode shift. This work was progressed through the South Island Regional Transport Committee Chairs Group and is now complete. The final report was presented to the RTC in August 2019.

Once the RTC has had an opportunity to consider the Mayoral Forum’s letter of expectations, Environment Canterbury will support the RTC to develop and confirm a strategic work programme.

5. Monitoring

The RTC receives quarterly monitoring and progress reports from Environment Canterbury providing information about the implementation of the work programme and progress against outcomes. The [Canterbury Regional Transport Scorecard](#) is currently used for monitoring purposes.

Environment Canterbury is in the process of reviewing the approach to monitoring and will provide the RTC with advice on an improved approach in 2020, as part of the development of the next RLTP.

6. Membership

In accordance with the Local Government Act 2002, membership of the RTC is deemed to be discharged following the triennial general election, and new or re-appointments must be made.

Section 105 of the LTMA provides for the membership of RTCs. Regional Councils must establish an RTC as soon as practicable after each triennial election. Regional Councils must chair their RTC and appoint:

- two regional councillors (one of whom must be the Chair and one of whom must be the Deputy Chair of the RTC)
- one councillor nominated by each territorial authority
- one nominee from NZTA.

The proposed terms of reference also provide the RTC with the ability to appoint advisors.

The proposed members are listed below. Appointments will be confirmed in December 2019.

Council / Agency	Appointee
Environment Canterbury	Cr Peter Scott and Cr Phil Clearwater
Hurunui District Council	Mayor Marie Black
Waimakariri District Council	Mayor Dan Gordon
Selwyn District Council	Mayor Sam Broughton
Timaru District Council	Cr Sally Parker
Waimate District Council	Mayor Craig Rowley
Mackenzie District Council	Mayor Graham Smith
Kaikōura District Council	TBC
Ashburton District Council	Mayor Neil Brown
Christchurch City Council	Cr Mike Davidson
New Zealand Transport Agency	Jim Harland

NB: A quorum of nine members is required to hold a meeting. Alternates cannot be appointed. As such, members' attendance at each meeting is vital.

It should be noted that the activities of the Waitaki District Council are included in the RLTP for the Otago region, not the Canterbury region. The Waitaki District Council is not, therefore, represented on the Canterbury RTC.

7. Structure and form of meetings

Currently, meetings are held quarterly on a Thursday from 4-6pm, one day before the Canterbury Mayoral Forum meets. Meetings tend to be held at the Commodore Airport Hotel on Memorial Avenue to make it easier for those travelling to Christchurch. As part of the preparation and finalisation of a new RLTP, an additional workshop will likely be required.

In the past, a typical agenda has included the following items:

- any items relating to the RLTP, including the development of and variations to the RLTP (for example, a variation may involve a council seeking to add a specific activity to the RLTP)
- a quarterly monitoring and progress update
- a presentation on a work programme item requiring discussion or decisions, or on a proposed submission or topical matter or issue
- an update from NZTA
- an update from each of the RTC's sub-committees

- typical procedural items, such as approval of minutes and agenda space for deputations.

The provisions of the Local Government Act 2002 and the Local Government Official Information and Meetings Act 1987 concerning the meetings of committees of regional councils apply to meetings of RTCs. Meetings are open to the public.

Agendas and minutes for Canterbury RTC meetings are published at the following address:
<https://ecan.govt.nz/get-involved/council-and-committee-meetings>.

Papers are generally emailed to members the week before the meeting, and published on Environment Canterbury's website a few days in advance of the meeting.

8. Meeting dates for 2020

As the RTC's meeting dates are aligned with the Mayoral Forum's meeting dates, dates will be draft until the Mayoral Forum meets on 29 November 2019.

The draft meeting dates for the RTC in 2020 are:

- 27 February
- 21 May
- 20 August
- 26 November.

Staff also propose an additional workshop in April (exact timing will depend on availability) to support the development of the next RLTP.

9. Relationships

Incoming members should be aware of the following existing relationships:

- Two sub-committees which provide technical support to the RTC
- Other transport-related governance committees in Canterbury
- Other governance-level partners, including the South Island Regional Transport Committee Chairs Group and the Regional Transport Forum.

More information is provided about these relationships below.

It should also be noted that under the LTMA, Environment Canterbury convenes the RTC and is responsible for ensuring that the RTC prepares the RLTP on the regional council's behalf, and also for approving the RLTP by the date appointed by NZTA. Environment Canterbury is also responsible for preparing the Regional Public Transport Plan (as noted below, the Greater Christchurch components of the plan are now prepared by the Greater Christchurch Public Transport Joint Committee).

10. Sub-committees of the Regional Transport Committee

The Transport Officers Group (TOG) and the Regional Road Safety Working Group (RRSWG) are sub-committees of the RTC. We propose reconvening these groups and have included proposed terms of reference in appendices two and three.

Transport Officers Group

TOG is a sub-committee of the RTC. The core role of TOG is to advise the RTC on strategic transport matters and co-ordinate the development of the RLTP, including any variations. TOG also provides technical advice and recommendations to the RTC on transport issues and other matters in Canterbury.

Membership comprises staff from Environment Canterbury, NZTA, and territorial authorities. The Group may call upon the services of other persons as required.

TOG meets at least four times a year, in the month prior to each meeting of the RTC.

Regional Road Safety Working Group

RRSWG is a sub-committee of the RTC. The core role of RRSWG is to advise the RTC on road safety matters, provide a forum for co-ordinating regional road safety, and share knowledge and undertake collaborative initiatives as agreed.

The membership of RRSWG comprises staff from Environment Canterbury, territorial authorities, ACC, the New Zealand Police, and NZTA.

RRSWG meets four times a year, in the month prior to each meeting of the RTC.

11. Other governance groups in Canterbury with a role/interest in regional transport

As indicated earlier in this section, the [Canterbury Mayoral Forum](#) has an interest in regional transport, as it is an enabler of social wellbeing and economic growth. While transport will not be a specific workstream in the new CREDS, an efficient and effective transport network will still be vital to the achievement of regional outcomes. The Chief Executives Forum and the Canterbury Policy Forum support the Mayoral Forum.

RTC members should also be aware of the Greater Christchurch Public Transport Joint Committee (PTJC) and the [Greater Christchurch Partnership \(GCP\)](#).

The focus of the PTJC is on public transport activities in Greater Christchurch, and the focus of the GCP is on collaborating to plan and manage the impacts of growth and development on the Greater Christchurch area.

Both committees have an interest in the development of the next RLTP due to the incorporation of public transport activities within the RLTP and the imperative of improving integration of land use and transport investment planning and decision-making.

Terms of reference have not yet been confirmed for these committees for the new triennium. However, the follow diagram compares the function and membership of the three committees based on their roles in the last triennium.

Diagram comparing RTC, GCPTJC and GCP

Committee	Canterbury Regional Transport Committee	Greater Christchurch Public Transport Joint Committee	Greater Christchurch Partnership Committee
Function	The primary task of this Committee is to prepare the Canterbury Regional Land Transport Plan. The Committee also advises Environment Canterbury on transport-related issues, and advocates for legislative and policy changes at a national level.	This Committee was established to foster collaborative and decisive leadership regarding the provision of public transport services and infrastructure in Greater Christchurch. The Committee prepares the component of the Canterbury Regional Public Transport Plan related to Greater Christchurch. A new Plan was finalised in December 2018.	This Committee has collaboratively planned for urban development in Greater Christchurch since 2007. One of the key functions of the Committee is to establish a strategic framework to manage growth, and address regeneration, resilience and wellbeing matters.
Members	<ul style="list-style-type: none"> • Environment Canterbury • All Canterbury territorial authorities • NZ Transport Agency 	<ul style="list-style-type: none"> • Environment Canterbury • Christchurch City Council • Selwyn District Council • Waimakariri District Council • NZ Transport Agency (non voting) • Christchurch District Health Board (non voting) 	<ul style="list-style-type: none"> • Environment Canterbury • Christchurch City Council • Selwyn District Council • Waimakariri District Council • Ngai Tahu • NZ Transport Agency • Canterbury District Health Board • Department of Prime Minister and Cabinet • Regenerate Christchurch

12. Other partners

Three key partners of which RTC members should be aware are the South Island Regional Transport Chairs Group, the Canterbury Regional Transport Forum, and Transport Special Interest Group (TSIG).

South Island Regional Transport Committee Chairs Group

The [South Island Regional Transport Committee Chairs Group](#) was established in May 2016. Chairs met then to consider the case for South Island-wide collaboration. Chairs agreed that they have a common view of the problems and opportunities, and that they would have a significantly greater impact together. The key focus areas agreed were shared advocacy, critical freight and visitor journeys, and improved data collection.

Key work programme items since 2016 have included:

- Advocacy on central government policy (through submissions and meetings with Ministers)
- A [study](#) commissioned by the Group which considered the opportunity for freight mode shift from road to rail. Analysis indicated an investment of approximately \$20-\$30 million could shift the equivalent of 8% of existing road freight to rail, raising rail freight volumes by about 40% and result in \$12-\$18 million savings per year.
- Working with NZTA to generate a [report](#) to better understand current and forecast visitor flows to the South Island.

The outgoing RTC considered the RTC's relationship with the South Island RTC Chairs Group vital to advocating with central government for South Island interests. Both the Chair and Deputy Chair of the RTC are members of the Group.

Canterbury Regional Transport Forum

The Canterbury Regional Transport Forum was established by the Mayoral Forum as an advisory group. Membership includes the Chief Executives of PrimePort Timaru, Lyttelton Port of Christchurch, KiwiRail, Christchurch International Airport, and the Canterbury Development Corporation. The Ministry of Transport and NZTA are also represented on this Group. The Group last met in early 2017 to discuss a collaborative multi-modal response to the North Canterbury Earthquakes.

Transport Special Interest Group

TSIG provides a forum for regional council and unitary authority staff to share information and collaborate on a range of transport planning matters, including the development and implementation of RLTPs. It also provides a forum for engaging with central government agencies.

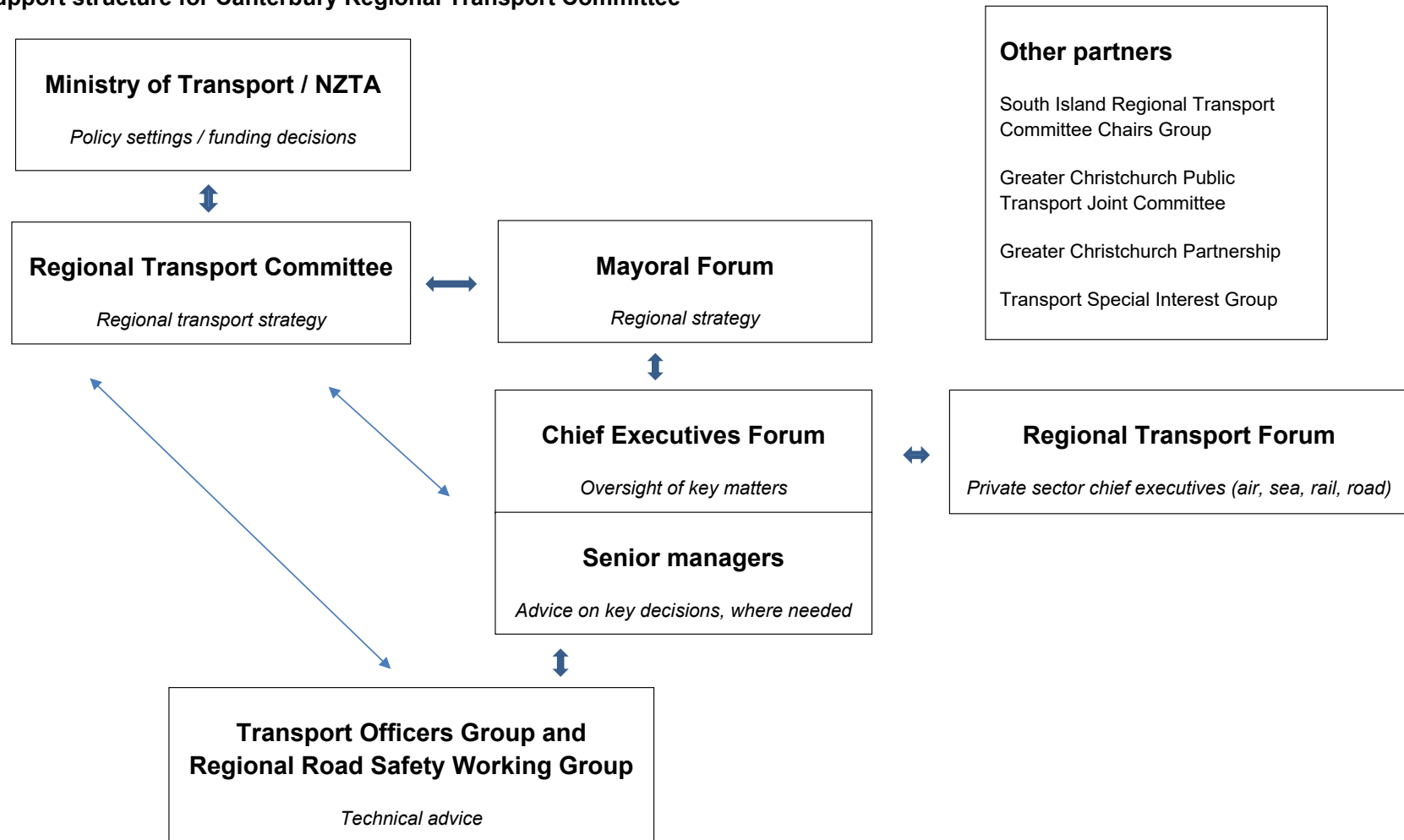
13. Community engagement

The RTC's interaction with the community tends to take place through consultation and engagement on the development of the RLTP.

14. Diagram of support structure

The diagram overleaf summarises the support in place for the RTC, as well as key relationships.

Support structure for Canterbury Regional Transport Committee



Section three: The Regional Land Transport Plan

Key points summary

- In accordance with the Land Transport Management Act 2003, the Regional Transport Committee must prepare a Regional Land Transport Plan every six years.
- Regional Land Transport Plans outline transport priorities and projects for a region over a ten-year period.
- The next Regional Land Transport Plan (2021-2031) is due with the NZ Transport Agency in April 2021.
- The core work programme item for the Regional Transport Committee in 2020 will therefore be the preparation of the next Regional Land Transport Plan.
- Sections 14 and 16 of the Land Transport Management Act set out the primary statutory requirements for preparing Regional Land Transport Plans. Transport Special Interest Group has also developed non-binding guidance to support higher quality content and a more consistent structure and approach for Regional Land Transport Plans across New Zealand.

1. Overview

RLTPs are plans developed every six years to document regional land transport objectives, policies, and measures, as well as providing a statement of transport priorities for the relevant region. RLTPs also incorporate programmes of regional land transport activities, including those activities proposed for inclusion in the NLTP. RLTPs are reviewed after three years.

RLTPs can also be understood as a region's bid for funding support from the Government, generally through the NLTF.² Activities included by councils in the RLTP are generally co-funded by councils (through local share) and NZTA (through the NLTF). NZTA provides funding at the Normal Funding Assistance Rate (FAR) for most activities. A table of normal FARs for each council for the 2018-2021 NLTP period can be found [here](#).

Activities not included in the RLTP cannot receive funding from the NLTF. However, RLTPs must include all regionally significant expenditure on land transport activities, regardless of funding source.

² As noted earlier in this briefing, the NLTF is a ring-fenced transport fund made up of fuel excise duty, road user charges, a portion of the annual vehicle licensing fee, and income from the sale and lease of state highway property. NZTA has statutory responsibilities for the allocation and investment of the NLTF, which occurs through the NLTP.

2. Copy of current plan

A hardcopy of the current RLTP will be provided to all RTC members at the first meeting of the triennium. An online copy is available [here](#).

3. Statutory requirements

The statutory requirements for RLTPs are set out in Part Two of the LTMA. Essentially:

- regional councils must ensure their RTC prepares an RLTP every six years on the regional council's behalf
- regional councils are responsible for approving the RLTP for their region for submission to NZTA
- RLTPs must meet specified requirements of form, content and consultation (a detailed list of requirements is set out in section 16 of the LTMA)
- RTCs must also complete a review of the RLTP in the six months immediately before the end of the third year of the plan.
- Variations to the RLTP can be made as a consequence of the three-year review or if there is good reason.

4. Preparation of the RLTP 2021-2031

We are entering a new RLTP development cycle, with the next RLTP due with NZTA in April 2021. The RTC will be briefed on the process and timeframes for developing the RLTP 2021-2031 at the first meeting of the triennium.

However, members should note the following general points:

- In developing the RLTP, RTCs must ensure that all statutory requirements as to form, content and process are met, as well as making sure any guidance issued by NZTA is also considered. NZTA is currently developing guidance for the next RLTP in consultation with Transport Special Interest Group (TSIG).
- Regional councils across New Zealand have also been working together through TSIG to develop an aligned approach to RLTPs. TSIG considers that a more consistent content, structure and approach will make RLTPs more valuable, easier to put together and easier for NZTA and other users to navigate. As such, the RLTP development process for this cycle will also have regard to the guidance developed by TSIG.

5. Regional plans that influence and are influenced by the RLTP

The two primary regional/sub-regional plans of which the RTC should be aware are the Regional Policy Statement (RPS) and the Regional Public Transport Plan (RPTP).

Regional Policy Statement

Under the LTMA, in developing the RLTP, the RTC must take the RPS into account.

The [Canterbury RPS](#) provides an overview of the resource management issues in the Canterbury region, and the objectives, policies and methods to achieve integrated

management of natural and physical resources. These methods include directions for provisions in district and regional plans. The RPS became operative on 15 January 2013.

The land use provisions in the RPS have particular relevance for regional transport. On 25 July 2019 a new Objective 6.2.1a was inserted into the Canterbury Regional Policy Statement in accordance with sections 55(2) and 55(2A) of the Resource Management Act 1991. Objective 6.2.1a sets out minimum housing targets for the Greater Christchurch area over the medium (next 10 years) and long term (10 to 30 years).

Regional Public Transport Plan

The [Canterbury RPTP](#) is a legislative document that sets out the agreed objectives and policies for delivering public transport in Canterbury. It describes the services that will be provided in the future to meet the needs of new and existing customers and the policies by which those services will operate. It also explains how Environment Canterbury will work in partnership with operators and territorial authorities in the region.

Under the LTMA, regional councils must be satisfied that the RPTP is, if it includes a matter that is not within the scope of the RLTP, otherwise consistent with the RLTP.

Appendix One: Proposed Terms of Reference for the Regional Transport Committee

NB: The proposed terms of reference below are based on the terms of reference in place for the last triennium. Tracked changes have been made where an update was considered necessary.

CANTERBURY REGIONAL TRANSPORT COMMITTEE

TERMS OF REFERENCE 2019

Approved at the Regional Transport Committee meeting of 28 November 2019

ESTABLISHMENT

The Canterbury Regional Transport Committee is established pursuant to the Land Transport Management Act 2003.

PURPOSE AND FUNCTIONS

Under section 106 of the Land Transport Management Act 2003, the functions of the Canterbury Regional Transport Committee are:

- to prepare for approval by the Regional Council a Regional Land Transport Plan or any variation to the Plan
- to provide the Regional Council with any advice and assistance it may request in relation to its transport responsibilities
- to adopt a policy that determines significance in respect of variations to the Regional Land Transport Plan and activities included in the Regional Land Transport Plan.

In addition, the Canterbury Regional Transport Committee will also:

- ~~develop, advocate for, and implement the Transport Workstream of the Canterbury Regional Economic Development Strategy, in conjunction with the lead Mayor for this Workstream~~
- develop a strategic work programme, having regard to direction provided by the Canterbury Mayoral Forum
- engage directly with Ministers and central government to influence national policy.

~~LEGAL OBJECTIVES RELATING TO REGIONAL LAND TRANSPORT~~ PLAN STATUTORY OBJECTIVES

Under the Land Transport Management Act 2003, the Canterbury Regional Transport Committee must:

- develop every six years a Regional Land Transport Plan, including any associated documents desired by the region or as directed by the requiring legislation, and recommend these to the Regional Council for approval
- undertake a review of the Regional Land Transport Plan every three years following the preparation of the Regional Land Transport Plan.

OTHER OBJECTIVES

The Canterbury Regional Transport Committee will also

- promote the Regional Land Transport Plan within the region and monitor the progress of its implementation
- report and make recommendations to the Regional Council, territorial authorities and other organisations, where appropriate, on the Committee's legal responsibilities, objectives and delegated powers
- establish and support suitable working groups to help guide the development and implementation, and review of the Regional Land Transport Plan (including any associated documents)
- support the Chair of the Regional Transport Committee to take part in the South Island Regional Transport Committee Chairs Group, in order to collaborate with other regions to achieve better outcomes across the South Island
- provide the Regional Council with advice and assistance
- ~~work with the lead Mayor to~~ develop and implement ~~the Transport Workstream of the Canterbury Regional Economic Development Strategy~~ a strategic work programme that aligns with direction provided by the Canterbury Mayoral Forum.

MEMBERSHIP

- Regional Council:

Two Canterbury Regional Councillors (who shall be the Chairperson and Deputy Chairperson of the Committee)

- Territorial Local Authorities:

One elected member from each City/District Council in the region³

- Crown Entities:

One New Zealand Transport Agency representative

- Sector Representatives:

³ For the purposes of Canterbury Regional Transport Committee the following organisations are represented: Ashburton District Council, Canterbury Regional Council (Environment Canterbury), Christchurch City Council, Hurunui District Council, Kaikōura District Council, Mackenzie District Council, Selwyn District Council, the New Zealand Transport Agency, Timaru District Council, Waimakariri District Council and Waimate District Council.

The Regional Transport Committee, at its discretion, can appoint or engage advisors on the terms it sees fit.

For avoidance of doubt, alternates cannot be appointed.

QUORUM

Nine members, of whom at least one shall be a Regional Councillor.

MEETINGS

Ordinary meetings of the Committee shall take place on a quarterly basis, but may take place more or less frequently if determined by the Committee as necessary to effectively deliver its functions.

VOTING

All members shall have full speaking rights; however if advisors are appointed, they are not entitled to vote.

SUPPORT

The Canterbury Regional Transport Committee will be supported at a strategic level by the Chief Executives Forum, ~~a senior managers group,~~ and the Regional Transport Forum.

The Canterbury Regional Transport Committee will establish appropriate technical support groups, one of which will be the Transport Officers Group.

Environment Canterbury will provide secretariat services for meetings, including administrative support and policy advice.

Appendix Two: Proposed Terms of Reference for the Transport Officers Group

Canterbury Transport Officers Group (TOG) Terms of Reference – November 2019

Establishment

The Canterbury Transport Officers Group (TOG) is established under the Canterbury Regional Transport Committee (RTC).

Purpose

The purpose of TOG is to:

- support the RTC to carry out its functions, in particular, by supporting the preparation of:
 - The six-yearly Canterbury Regional Land Transport Plan (RLTP)
 - The mid-term statutory review of the RLTP
 - Any variations
- advise the RTC on strategic matters, via the Chief Executives Forum and Canterbury Policy Forum where appropriate
- share knowledge and undertake collaborative initiatives as agreed.

Membership

Minimum membership:

- One member from Environment Canterbury to chair the Group
- Two representatives from NZTA (to represent the national funding and state highway components of NZTA)
- One member from each territorial local authority represented on the RTC.

The Group may call upon the services of other persons as required.

Quorum

Shall be eight members, of whom one shall be the chair (or nominated substitute).

Meetings

Prior to each ordinary meeting of the RTC (approximately 1 month prior), and other meetings as required.

Reporting to

Each ordinary meeting of the RTC.

Supported by

Administration and policy support from Environment Canterbury to organise meetings, take notes of meetings and prepare papers.

Appendix Three: Proposed Terms of Reference for the Regional Road Safety Working Group

Canterbury Regional Road Safety Working Group (RRSWG) Terms of Reference – November 2019

Establishment

The Canterbury Regional Road Safety Working Group (RRSWG) is established under the Canterbury Regional Transport Committee (RTC).

Purpose

The purpose of RRSWG is to:

- advise the RTC on road safety matters, via the Chief Executives Forum and Canterbury Policy Forum where appropriate
- provide a forum for co-ordinating regional road safety
- share knowledge and undertake collaborative initiatives as agreed.

Membership

Minimum membership:

- One member from Environment Canterbury, NZ Police, NZ Transport Agency, and ACC
- One member from each territorial authority represented on the RTC.

It is important that each representative ensures relevant information is passed between transport managers, road safety co-ordinators and council road safety committees.

Quorum

Shall be eight members, of whom one shall be the chair (or nominated substitute).

Meetings

Prior to each ordinary meeting of the RTC (approximately 1 month prior), and other meetings as required.

Reporting

Each ordinary meeting of the RTC.

Support

Administrative and policy support from Environment Canterbury to organise meetings, take notes of meetings and prepare papers.

Glossary of common transport acronyms

CEF – Chief Executives Forum

CPF – Canterbury Policy Forum

CREDS – Canterbury Regional Economic Development Strategy

FED – Fuel Excise Duty

GPS – Government Policy Statement on Land Transport

IDMF – Investment Decision Making Framework

LTMA – Land Transport Management Act

NLTF – National Land Transport Fund

NLTP – National Land Transport Programme

ONRC – One Network Road Classification

PGF – Provincial Growth Fund

REG – Road Efficiency Group

RFT – Regional Fuel Tax

RLTP – Regional Land Transport Plan

RPS – Regional Policy Statement

RPTP – Regional Public Transport Plan

RRSWG – Regional Road Safety Working Group

RTC – Regional Transport Committee

RUC – Road User Charges

SNP – Safe Network Programme

TSIG – Transport Special Interest Group

TOG – Transport Officers Group

5.2. Work programme and progress monitoring update

Canterbury Regional Transport Committee

Date of meeting	28 November 2019
Authors	Ben Wong, Senior Strategy Advisor, Environment Canterbury Lorraine Johns, Principal Strategy Advisor, Environment Canterbury
Endorsed by	Sam Elder, Senior Strategy Manager, Environment Canterbury

Purpose

1. This paper provides the intended members of the Canterbury Regional Transport Committee (RTC) with:
 - a. information about monitoring requirements
 - b. information about the current approach to monitoring and a planned review of the approach
 - c. a quarterly monitoring and progress report.

Recommendations

That the intended members of the Canterbury Regional Transport Committee:

- 1. note that this paper presents the quarterly monitoring and progress report**
- 2. note that Environment Canterbury is currently reviewing the approach to monitoring and will provide advice to the Committee on a new approach as part of the development of the next Regional Land Transport Plan.**

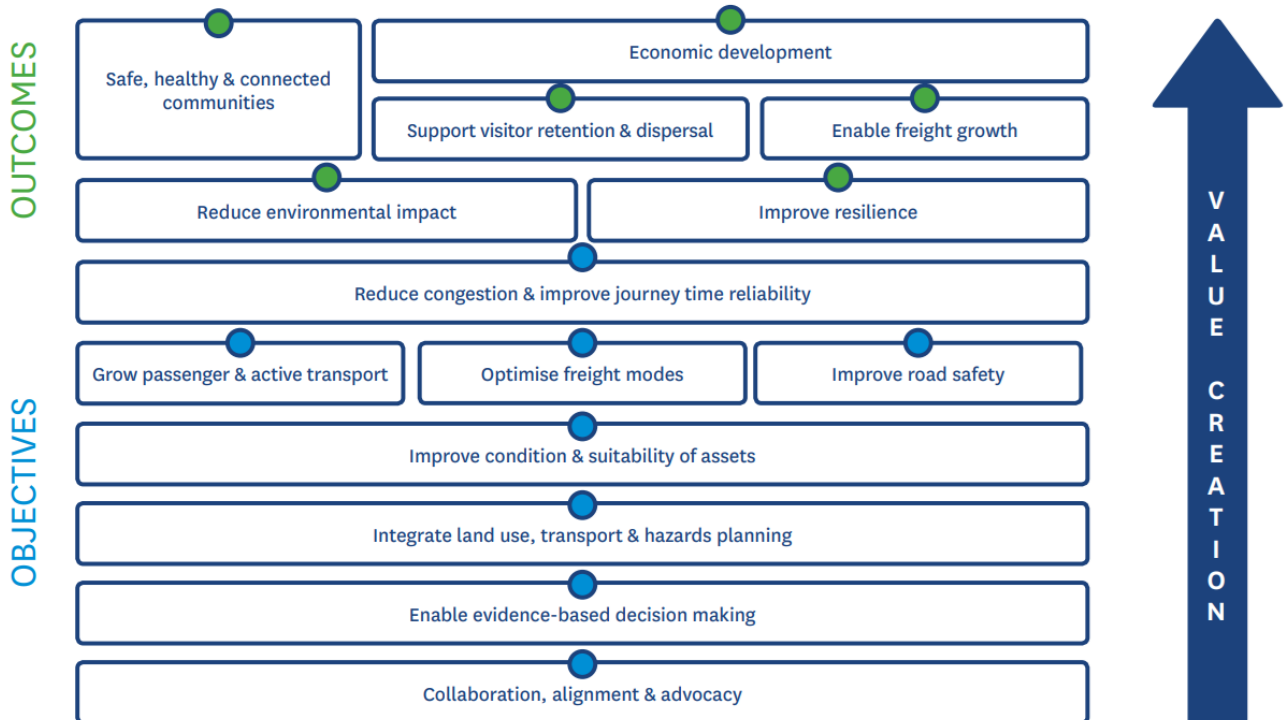
Monitoring requirements

2. In accordance with legislation, the Regional Land Transport Plan (RLTP) needs to include measures for monitoring the performance of transport activities in the RLTP and a description of how monitoring will be undertaken to assess implementation of the RLTP.

Development of Regional Transport Strategy Map

3. In May 2017, the previous RTC developed a Regional Transport Strategy Map (see below) which articulates the strategic approach to delivering priority outcomes and to supports systematic outcomes monitoring.

An accessible, affordable, integrated, safe, resilient and sustainable transport system for Canterbury



4. The vision in the RLTP is for “An accessible, affordable, integrated, safe, resilient and sustainable transport system for Canterbury”. This vision sits at the top of the Strategy Map (red text). The Strategy Map also outlines a series of objectives (blue dots) that contribute to the outcomes sitting above (green dots).

The Regional Transport Scorecard as a monitoring tool

5. After developing the Strategy Map, the previous RTC agreed that a mechanism for monitoring progress was needed. In December 2017, the RTC finalised the Regional Transport Scorecard, which established measures to track progress towards the strategic objectives and outcomes in the Strategy Map.
6. The Regional Transport Scorecard is published on Environment Canterbury’s website at the following link: <https://www.ecan.govt.nz/your-region/living-here/transport/regional-transport-planning/regional-land-transport-scorecard>.

Review of the monitoring approach

7. Environment Canterbury has been updating the Regional Transport Scorecard on a quarterly basis since December 2017. The outgoing RTC recommended reviewing the existing approach to see if enhancements can be made, for example:
 - Simplifying the Scorecard to focus on a smaller set of the most insightful measures.
 - Some data is only updated annually with a lag in the publication of finalised figures. Often trends can only be meaningfully updated on an annual, not quarterly, basis.

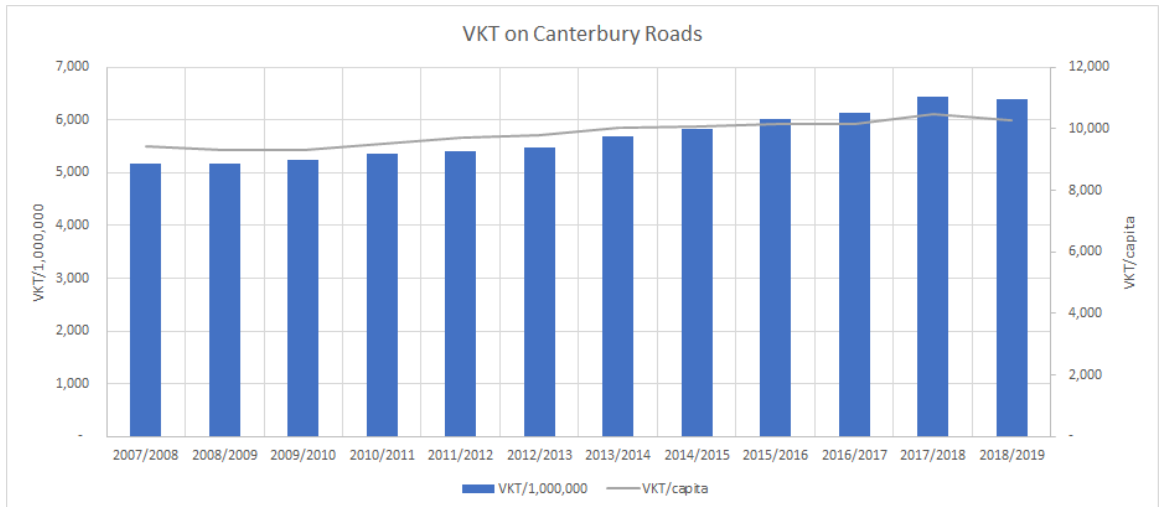
As such, less frequent updates with greater analysis of data and trends may be preferable.

- Exploring opportunities to improve project-level benefits tracking and reporting, to provide greater visibility to the RTC on the contribution specific RLTP activities make towards the strategic objectives.
8. The development of the new RLTP will provide the opportunity to carry out this review and ensure that it takes account of any changes to regional transport strategy that are proposed by the RTC.

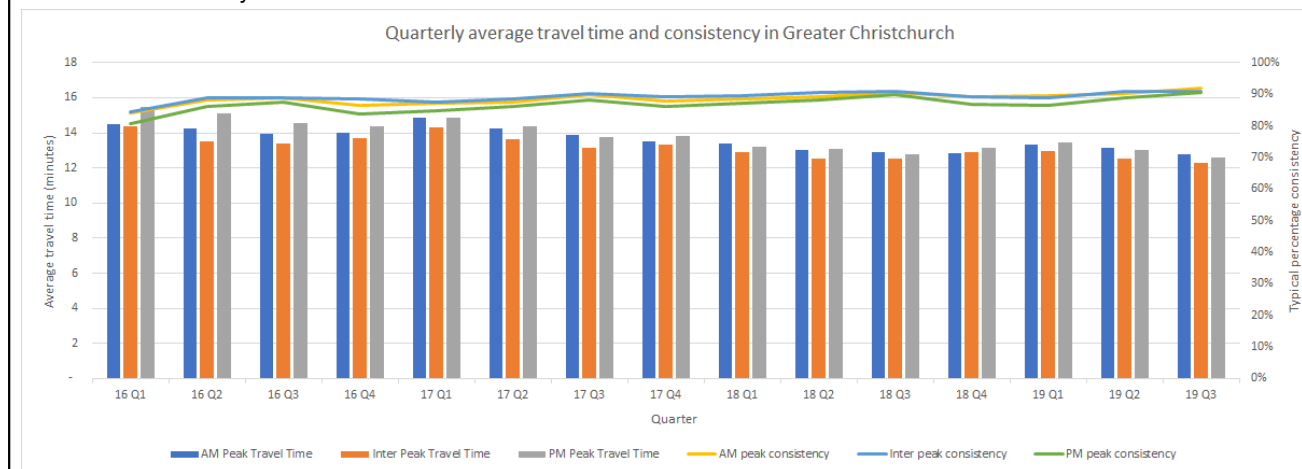
Quarterly monitoring and progress report

9. In light of the review that was requested by the outgoing RTC, Environment Canterbury staff have adjusted the reporting format to focus on a smaller set of critical measures, and have included commentary on both relevant trend information and details of relevant current and upcoming transport activities.
10. A quarterly monitoring and progress report in this form is attached to this report.

Attachment: Quarterly monitoring and progress report

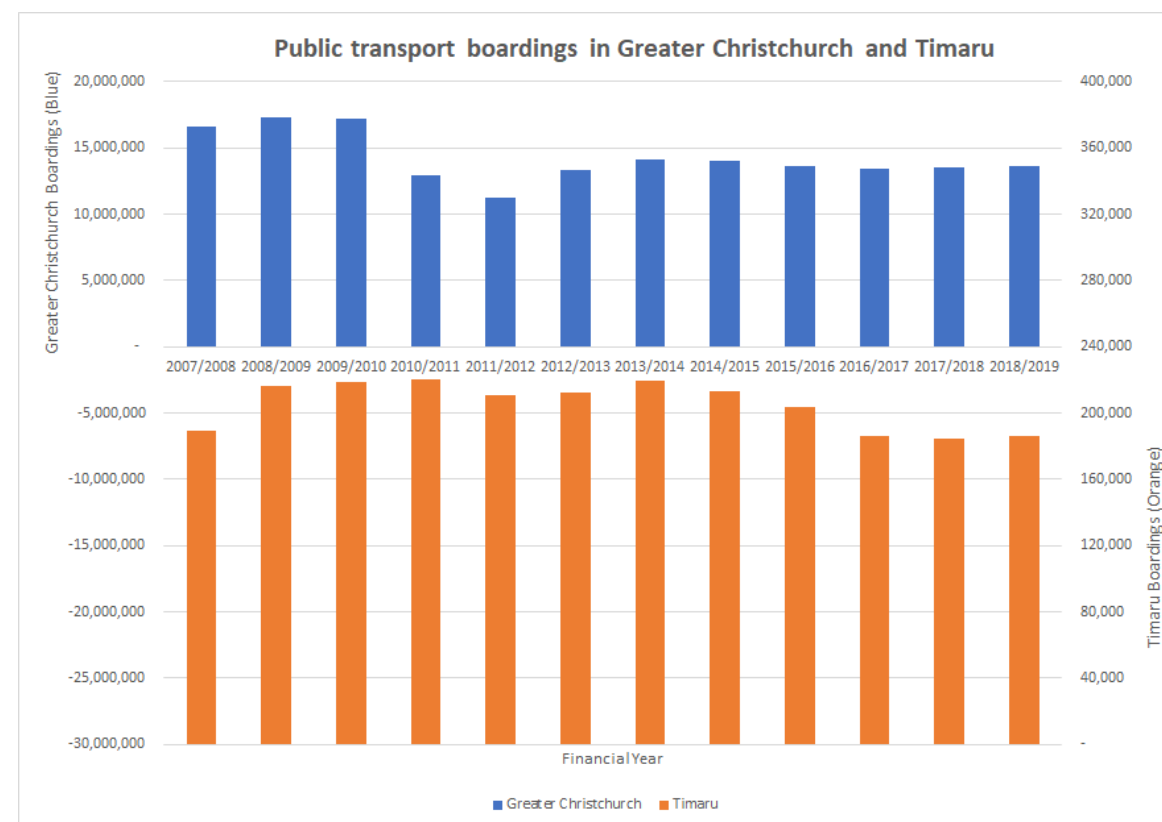
Strategic objective / outcomes	Performance measure and commentary	Relevant current and upcoming transport activities
Reduce environmental impact	<p>The amount of CO2 produced in Canterbury from petrol and diesel increased slightly between 2016/17 and 2017/18. However, the total CO2 produced per capita in Canterbury has stayed level.</p> <p>The fluctuations in CO2 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.</p> 	<ul style="list-style-type: none"> See commentary under “congestion” and “passenger and active transport” strategic objectives below.
Reduce congestion & improve journey time reliability	<p>In an encouraging reversal to the long-term trend, vehicle kilometres travelled on Canterbury roads (total and per capita) decreased by 0.5% between 2017/18 and 2018/19.</p> 	<ul style="list-style-type: none"> CCC: Northern Downstream Effects Management Plan and capital programme. NZTA: The Southern and Northern Access to Christchurch. This includes the associated works on the Northern High Occupancy Vehicle (HOV) lane, Travel Demand Management, and the investigation into an HoV Lane for the Christchurch Southern Motorway Stage 2 (CSM2). NZTA/SDC: Rolleston/SH1 Corridor Safety and Access Business Case. Waimak: Park N Ride & Travel Demand Management in conjunction with ECAN express buses & NZTA HOV lane; West Rangiora route investigation; Southbrook Rd safety & efficiency investigations.

There is a small reduction in average travel time in Greater Christchurch whilst no significant change in AM, PM and Inter-peak travel time consistency.

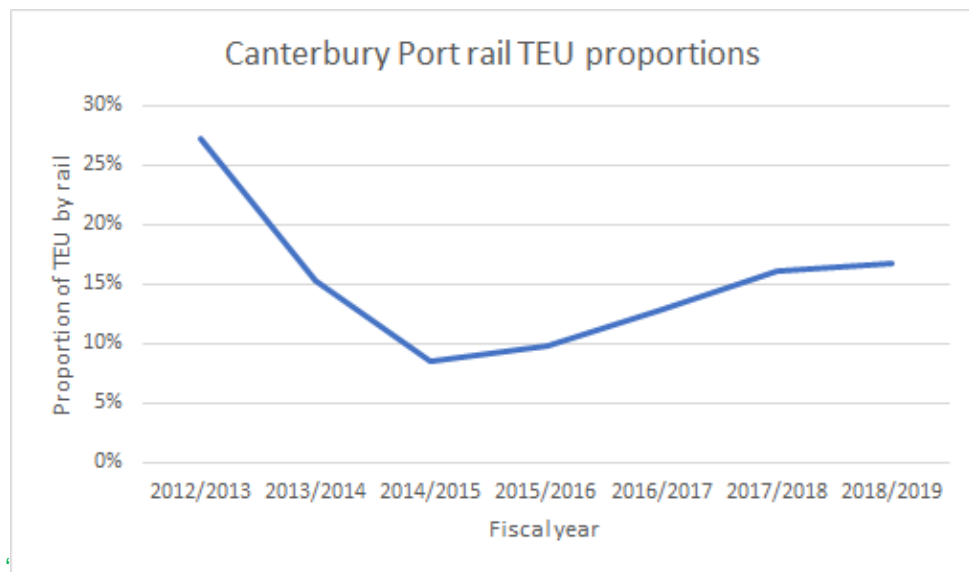
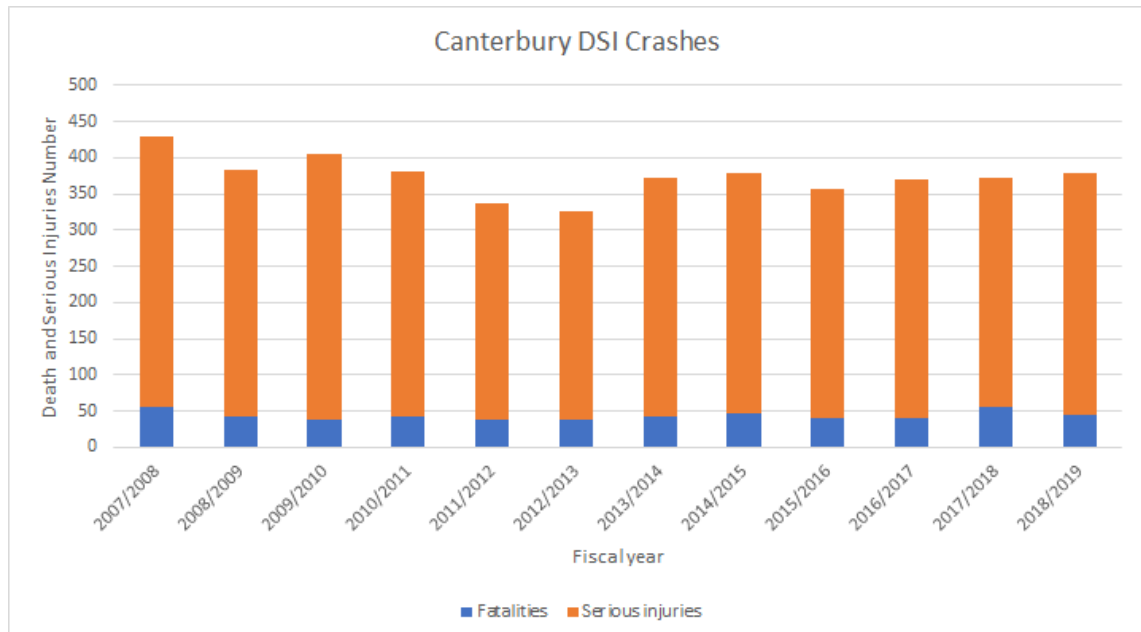


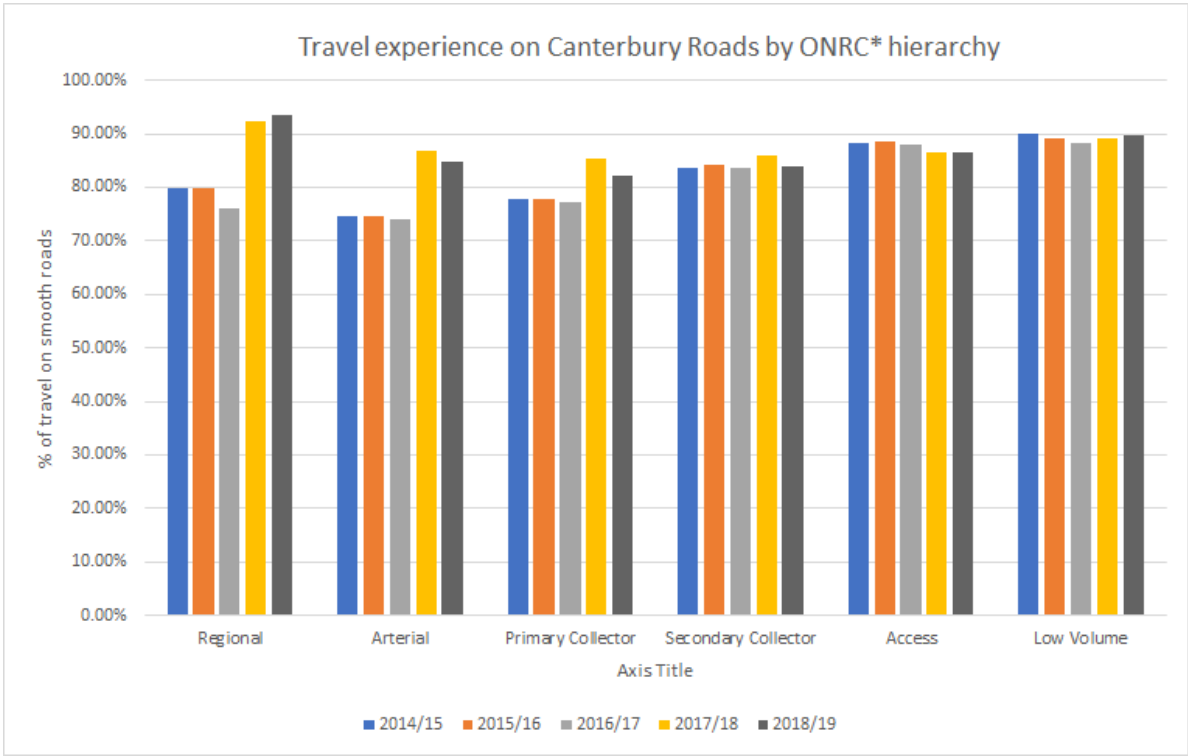
Grow passenger & active transport

One percent increase in overall public transport boardings between 2017/18 and 2018/19.



- ADC: New Walking and Cycling Strategy.
- CCC: Detailed Business Cases - Lincoln Road Public Transport Priority Improvements to support current Long Term Plan capital programme.
- CCC: Draft Business Case for core public transport northern routes and to review gaps in public transport priority.
- CCC: Detailed Business Case for Riccarton Road public transport priority to support current Long Term Plan capital build programme.
- CCC: Delivering Major Cycleways South Express, Nor' West Arc, Rapanui Shag Rock, and Heathcote Expressway.
- ECan: NZTA funding for Timaru On Demand Public Transport trial has been approved, and planning is underway for this to commence in the first half of 2020.
- Greater Christchurch councils and NZTA: Implementation of policies in Regional Public Transport Plan, in particular, through increasing frequency of bus services, subject to NZTA funding support.
- Greater Christchurch councils and NZTA: Progression of Public Transport Futures Business Cases (Steering Group established and tenders released).
- MDC: Considering new sealed footpaths and shared pathways.
- NZTA: Initial work on a proposed mode shift plan.
- SDC: Selwyn Walking and Cycling Strategy & Action Plan Implementation
- TDC: Provide well maintained road, footpath and cycling infrastructure that meets community needs; implement active transport strategies; promote use of active and public transport.
- Waimate: Constructed new walkway at Point Bush Road.

		<ul style="list-style-type: none">Waimak: Cycle link CNC to Kaiapoi project; Bus service infrastructure LOS project.																																							
Optimise freight modes	<p>The proportion of TEU moved to Canterbury ports using rail is increasing relative to that using road.</p> <div><p>Canterbury Port rail TEU proportions</p><table><caption>Canterbury Port rail TEU proportions</caption><thead><tr><th>Fiscal year</th><th>Proportion of TEU by rail</th></tr></thead><tbody><tr><td>2012/2013</td><td>27%</td></tr><tr><td>2013/2014</td><td>15%</td></tr><tr><td>2014/2015</td><td>8%</td></tr><tr><td>2015/2016</td><td>10%</td></tr><tr><td>2016/2017</td><td>13%</td></tr><tr><td>2017/2018</td><td>16%</td></tr><tr><td>2018/2019</td><td>16%</td></tr></tbody></table></div>	Fiscal year	Proportion of TEU by rail	2012/2013	27%	2013/2014	15%	2014/2015	8%	2015/2016	10%	2016/2017	13%	2017/2018	16%	2018/2019	16%	<ul style="list-style-type: none">ECan: Publication of final freight mode shift report and Stantec presentation on report at Ministry of Transport Knowledge Conference in December 2019.SDC: Rolleston Industrial and Inland Ports																							
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Improve road safety	<p>Between 2017/18 and 2018/19, there has been a reduction in deaths but an increase in serious injury crashes. N.B. Final figures for 2018/19 have not yet been released. There can also be a delay between a crash event and this information being uploaded into the CAS database.</p> <div><p>Canterbury DSI Crashes</p><table><caption>Canterbury DSI Crashes</caption><thead><tr><th>Fiscal year</th><th>Fatalities</th><th>Serious injuries</th></tr></thead><tbody><tr><td>2007/2008</td><td>50</td><td>400</td></tr><tr><td>2008/2009</td><td>40</td><td>350</td></tr><tr><td>2009/2010</td><td>40</td><td>380</td></tr><tr><td>2010/2011</td><td>40</td><td>350</td></tr><tr><td>2011/2012</td><td>30</td><td>320</td></tr><tr><td>2012/2013</td><td>30</td><td>300</td></tr><tr><td>2013/2014</td><td>40</td><td>340</td></tr><tr><td>2014/2015</td><td>40</td><td>350</td></tr><tr><td>2015/2016</td><td>30</td><td>330</td></tr><tr><td>2016/2017</td><td>30</td><td>340</td></tr><tr><td>2017/2018</td><td>40</td><td>340</td></tr><tr><td>2018/2019</td><td>40</td><td>340</td></tr></tbody></table></div>	Fiscal year	Fatalities	Serious injuries	2007/2008	50	400	2008/2009	40	350	2009/2010	40	380	2010/2011	40	350	2011/2012	30	320	2012/2013	30	300	2013/2014	40	340	2014/2015	40	350	2015/2016	30	330	2016/2017	30	340	2017/2018	40	340	2018/2019	40	340	<ul style="list-style-type: none">ADC: Better speed management within the urban community. Replace handrails and kerb with Armco guardrail and handrail on Maronan Road bridge following two fatalities.CCC: Deliver on FY19/20 priority areas as per the Christchurch City Road Safety Action Plan.MDC: Considering speed limit adjustments in high use recreational and tourism areas; implementing rumble strips at high risk intersections with crash history; installing further signage and traffic services with the increase of road users and tourism traffic.NZTA: Safer Roads Network Programme SH1 Proposed Improvements.SDC: Rolleston - SH1 Programme Business Case; Prebbleton Arterial Intersections Single Stage Business Case.TDC: Implement road safety plans and deliver road safety education programmes; progress school travel planning; carry out network inspections and safety audits on district road network infrastructure.Waimate: Speed Limit Review completed for urban fringe and Lake Aviemore area.Waimak: Southbrook Rd and West Rangiora (Townsend to Skewbridge) investigations for safety improvements, Single stage Business Case for Skew Bridge, Intersection
Fiscal year	Fatalities	Serious injuries																																							
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		improvements Boys/Tuahiwi; Road Safety Action Plan implementation & education and promotion initiatives.																																										
Improve condition & suitability of assets	<p>Smooth Travel Exposure (percentage of kilometres travelled on the local road network which are considered smooth) last measured in 2018/19 – most Canterbury roads exceed the minimum threshold that defines smoothness.</p> <p>N.B. Smoothness measures the ride comfort experienced by the road user. Busier roads have a higher minimum smoothness threshold. ONRC is a road classification used by all Road Controlling Authorities in New Zealand.</p>  <table><caption>Travel experience on Canterbury Roads by ONRC* hierarchy</caption><thead><tr><th>Road Type</th><th>2014/15</th><th>2015/16</th><th>2016/17</th><th>2017/18</th><th>2018/19</th></tr></thead><tbody><tr><td>Regional</td><td>80.00%</td><td>80.00%</td><td>75.00%</td><td>92.00%</td><td>93.00%</td></tr><tr><td>Arterial</td><td>75.00%</td><td>75.00%</td><td>75.00%</td><td>88.00%</td><td>85.00%</td></tr><tr><td>Primary Collector</td><td>78.00%</td><td>78.00%</td><td>78.00%</td><td>85.00%</td><td>82.00%</td></tr><tr><td>Secondary Collector</td><td>83.00%</td><td>83.00%</td><td>83.00%</td><td>85.00%</td><td>83.00%</td></tr><tr><td>Access</td><td>88.00%</td><td>88.00%</td><td>88.00%</td><td>85.00%</td><td>85.00%</td></tr><tr><td>Low Volume</td><td>90.00%</td><td>90.00%</td><td>88.00%</td><td>88.00%</td><td>88.00%</td></tr></tbody></table>	Road Type	2014/15	2015/16	2016/17	2017/18	2018/19	Regional	80.00%	80.00%	75.00%	92.00%	93.00%	Arterial	75.00%	75.00%	75.00%	88.00%	85.00%	Primary Collector	78.00%	78.00%	78.00%	85.00%	82.00%	Secondary Collector	83.00%	83.00%	83.00%	85.00%	83.00%	Access	88.00%	88.00%	88.00%	85.00%	85.00%	Low Volume	90.00%	90.00%	88.00%	88.00%	88.00%	<ul style="list-style-type: none">• ADC: trialling different materials for unsealed road surfacing; widening carriageways in conjunction with rehabilitation projects.• CCC: Continuing with Christchurch Recovery Plan and An Accessible City initiatives; LED streetlight replacement programme.• MDC: Keeping roads well maintained to support growing traffic volumes; looking at large scale; upgrading historic predominately rural roads; changing street lighting to 2200k LED fittings; exploring options to reduce dust on road; innovating to improve productivity and sustainability of roading network; upgrading culverts; improving unsealed roads; continuing to maintain roads to a high standard.• SDC: Rolleston Town Centre Single Stage Business Case; well-maintained transport network; LED streetlight replacement programme.• TDC: Ensure new industrial areas are serviced with fit for purpose road networks; support Timaru Port growth and provide good access; upgrading of bridges and roads to allow full HPMV use; refreshing town centres; ongoing road user surveys to identify issues and need; consideration and use of stormwater treatment systems for road drainage.• Waimate: Increased drainage maintenance and renewal to maximise pavement life and reduce flood damage.• Waimak: Increased drainage maintenance and renewal to reduce surface water flooding and/or flood damage to maximise pavement life; Significant pavement rehabilitation and reseat programmes; LED streetlight replacements.
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Integrate land use, transport & hazards planning	<p>Decrease in numbers of unplanned closures between 2017 and 2018. In 2016/17, the '28 days – 3 months' road closure is related to the Kaikoura Earthquake.</p>	<ul style="list-style-type: none">• ADC: Ashburton second urban bridge detailed business case.• CCC: Continue to participate in 100 resilient cities programme; support lifelines group regional analysis; embed resilience into asset management plans to feed into 2021 LTP.• ECan: Stocktake of resilience data to support identification of resilience investment priorities.• MDC: Looking at priority routes within the network from a civil defence/detour route perspective.• NZTA: National Resilience Project; Draft Environmental Sustainability Strategy.• SDC: Canterbury Lifeline Utilities Group/Advanced Activity Management processes; District Plan Review.• TDC: Bridge upgrade programme; coastal erosion monitoring and future modelling; network deterioration modelling to determine long term renewal needs; working collaboratively with neighbouring Councils sharing knowledge, resources and common standards.																																										

	<div><p>Number of incidents by duration (bar chart) and total incident duration (line graph)</p><table border="1"><thead><tr><th>Fiscal year</th><th>0-24 hours</th><th>1-7 days</th><th>7-28 days</th><th>28 days-3 months</th><th>TOTAL DURATION</th></tr></thead><tbody><tr><td>2011/2012</td><td>46</td><td>6</td><td>1</td><td>-</td><td>708</td></tr><tr><td>2012/2013</td><td>53</td><td>4</td><td>-</td><td>-</td><td>644</td></tr><tr><td>2013/2014</td><td>76</td><td>3</td><td>-</td><td>-</td><td>494</td></tr><tr><td>2014/2015</td><td>60</td><td>7</td><td>-</td><td>-</td><td>453</td></tr><tr><td>2015/2016</td><td>63</td><td>-</td><td>-</td><td>-</td><td>200</td></tr><tr><td>2016/2017</td><td>117</td><td>4</td><td>-</td><td>1</td><td>1,927</td></tr><tr><td>2017/2018</td><td>146</td><td>11</td><td>2</td><td>-</td><td>1,687</td></tr><tr><td>2018/2019</td><td>69</td><td>2</td><td>-</td><td>-</td><td>396</td></tr></tbody></table></div>	Fiscal year	0-24 hours	1-7 days	7-28 days	28 days-3 months	TOTAL DURATION	2011/2012	46	6	1	-	708	2012/2013	53	4	-	-	644	2013/2014	76	3	-	-	494	2014/2015	60	7	-	-	453	2015/2016	63	-	-	-	200	2016/2017	117	4	-	1	1,927	2017/2018	146	11	2	-	1,687	2018/2019	69	2	-	-	396	<ul style="list-style-type: none">Waimak: Lifelines review, increased focus in risk component of AMP, Liaison with land use planners as part of District Plan Review.
Fiscal year	0-24 hours	1-7 days	7-28 days	28 days-3 months	TOTAL DURATION																																																			
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Enable evidence-based decision making	N/A	<ul style="list-style-type: none">All: Ongoing development of transport business cases by partners.Greater Christchurch Partnership: transport modelling improvements.Waimak: Increased use of Performance Measures Reporting Tool.																																																						
Collaboration, alignment & advocacy	N/A	<ul style="list-style-type: none">All: participation in Road Efficiency Group, Transport Officers Group, and Regional Road Safety Working Group.All: Collaboration on Regional Transport Committee submission on draft National Road Safety Plan and inform and engage the community via a range of mediums.ECan: Collaboration with South Island Regional Transport Committee Chairs and Officials Groups, and Transport Special Interest Group (in particular, Regional Land Transport Plan alignment).																																																						

5.3. NZTA Update

Canterbury Regional Transport Committee

Date of meeting	28 November 2019
Authors	Jim Harland, Director Regional Relationship, NZTA Steve Higgs, Lead Strategic Planner

Purpose

1. To update the intended members of the Canterbury Regional Transport Committee on New Zealand Transport Agency's activities.

Recommendations

That the intended members of the Canterbury Regional Transport Committee:

1. **Note the NZTA update**

Attachments

1. NZTA Canterbury RTC update 28 November 2019 [5.3.1 - 4 pages]

To Intended members of the Canterbury Regional Transport Committee

From Jim Harland, Director Regional Relationships South Island
Steve Higgs, Lead Strategic Planner

Date 28 November 2019

Subject NZTA Update to intended members of the Canterbury Regional Transport Committee

Background to this report

The NZ Transport Agency is a member of the Regional Transport Committee. It is a Crown agency with functions including the regulation of access to, the contribution of funding towards, and planning of the land transport network. It fully operates and funds the State Highway network and is an investment partner (average 53% nationally) for the local road network, active transport (walking/cycling) and public transport services.

The NZ Transport Agency provides updates on its activities to the committee both regionally and nationally, which we do through this standardised reporting template.

Gearing up for the next RLTP

Government Policy Statement

The 2021-31 Government Policy Statement (GPS) will be released in early 2020 for consultation. The GPS sets out the Government's priorities for transport and provides the funding bands for the next three years. The current GPS has involved expenditure of \$14B over three years, with a significant focus on public transport and safety improvements. It is anticipated the next GPS will be similar, with a focus on outcomes delivering greater mode choice and supporting the urban growth agenda.

Arataki and Investment Assessment Framework

The NZ Transport Agency has developed its draft view of the key regional drivers and national drivers for New Zealand. This work is new and provides an evidence-based approach to developing a 10 year transport system view by region across New Zealand. It is an initiative intended to provide greater clarity as to how the NZ Transport Agency can give effect to the GPS.

Arataki will be reported to the NZTA Board meeting of 27 November for approval to engage with local government. We will be discussing Arataki with Councils in early 2020 and seeking feedback prior to April. Arataki provides a high-level overview of what the Agency considers its key priority areas. However, these priority areas will need to be considered and tested alongside the local priorities.

NZTA Activity in Canterbury

Safe Network Programme

The Safe Network Programme (SNP) is a collaborative, prioritised programme of proven safety interventions on high risk routes across New Zealand.

For this National Land Transport Programme (NLTP), investment will be injected into road safety projects which apply well-designed safety interventions to our highest risk roads and roadsides. This includes state highways, local roads, level crossings and speed management investment.

Across New Zealand, in just 18 months, SNP has made our state highway network safer by installing 18km of median barriers, 111km of side barriers and 1,978km of rumble strips. Through a partnership with KiwiRail to improve safety of drivers and pedestrians by using low-cost treatments to prevent deaths and serious injuries at railway level crossings, SNP is underway with six upgrades.

The Transport Agency has heard from communities that speed is a concern and we are taking steps to address this concern through the SNP. More than 40 community-driven speed reviews are underway across New Zealand and eight of these are in Canterbury. We aim to have any changes implemented by early 2020.

Through the SNP, co-designing a local road programme with local authorities to enhance the level of safety investment they have in their current programmes is a priority, as is how we can work together to help further reduce deaths and serious injuries on our roads.

For Canterbury the most notable projects are:

SH7: Waipara to Waikari

This project is complete. As part of this project, 13.7km barrier, 40km road marking and rumble strips and barriers on three bridges were upgraded.

SH74: Marshlands to Burwood

This project is now complete and included continuous side and median barriers on QEII Drive between Marshland and Burwood Roads. More than 6km of three-barrier median has been installed.

SH1: Ashley to Belfast

Following consultations in July – August 2019, the SNP has started the design and construction of safety initiatives on this part of the state highway north of Christchurch. These phases follow consultation on proposed median barriers, and a roundabout on the south side of Woodend but also what the safe and appropriate speeds are between Saltwater Creek and Lineside Road and options for improvements to the Woodend corridor, so it is safer, more accessible and provides a good level of service for all users. During consultation the Transport Agency talked to over 150 people at community pop-in days about the proposal and received 1416 pieces of feedback from 776 people.

Further engineering interventions are being developed out of detailed business cases undertaken by the former Safe Roads Alliance across Canterbury.

Speed Reviews: Canterbury

More than 40 speed reviews are underway as part of the nationwide SNP programme, to deliver safety improvements on high-risk routes across New Zealand to make roads more forgiving of people's mistakes. Seven of these speed reviews are in the Canterbury region.

Six out of seven speed reviews have completed formal consultation in the Canterbury region as part of the first tranche of the NZ Transport Agency's programme. We are focusing on getting safe and appropriate speeds in place on New Zealand's highest risk roads and in townships where the community has been calling for change. Submissions relating to consultation carried out in Glenavy/ Waitaki Bridge, Winchester, Burkes Pass, Yaldhurst, West Melton and Waikuku to Lineside Road are being analysed and technical assessments confirmed. No final decisions have been made yet. In Tekapo, more housing, commercial and tourist developments have been constructed in recent years and more are anticipated so further work is being undertaken to determine the safe and appropriate speed through this rural township. Public consultation is likely to happen early in 2020.

More information is available here: <https://nzta.govt.nz/safety/our-vision-of-a-safe-road-system/safe-network-programme/speed-management/>

Greater Christchurch Infrastructure Projects

Southern Motorway

From now until Christmas, construction work is focussed on tying new bridges and interchanges into local roads. This is requiring communication of ongoing traffic management including closures, one-laning and detours.

Northern Corridor

- Work ongoing on QEII Drive interchange roundabouts and the Tram Road on-ramp for the new HOV/carpool lane.
- Work on the new shared use path to link up with the Waimakariri Bridge clip-on cycle lane. The design for the Shared Use Path north of the Waimakariri River has changed as a safer more direct route is possible alongside SH1 to Tram Road.
- Asphaltting on Cranford Street.
- Third deck pour has been completed.

There is a short video here on the NZTA You tube channel about the work on the Waimakariri Bridge: <https://www.youtube.com/watch?v=IMRT1X4pnFE>.

High Occupancy Vehicle Lane

Nexus has been selected to gather Customer Insights to support TDM elements. The qualitative insights will be gathered later this month, but we are re-scheduling the quantitative survey to February next year to avoid a clash with related consultation (on HOV express buses).

Roll out of significant communications about the HOV lane has been delayed due to the need to work through HOV lane design on the major carriageway and enforcement issues.

Brougham Street

Work is continuing with the business case. The project team has developed a short programme list and will workshop with the Greater Christchurch Partners to develop a preferred option. We will be reporting to the Regional Transport Committee in 2020 on the preferred option.

PT Futures

The Transport Agency is in the very early stages of working with partners to develop three related business cases looking at particular aspects of public transport in the region. A foundations Single Stage Business Case (SSBC) will focus on improvements to the five existing core high frequency bus routes currently operating in the city. A rest of Network Indicative Business Case (IBC) will look at improvements to the remainder of the public transport network and a further IBC will be developed to identify the preferred route or routes for a future investment in mass rapid transit. The Greater Christchurch Public Transport Joint Committee will provide overall programme governance, and a Steering Group has been established to provide management oversight. An independent Programme Director has been engaged to lead and manage the delivery of the business cases, and a Technical Working Group has also been established to provide day to day technical input and liaison with the project partners.

Further Information

We will provide further information as a presentation at the meeting.

5.4. Preparation of the Regional Land Transport Plan 2021-2031

Canterbury Regional Transport Committee

Date of meeting	28 November 2019
Authors	Lorraine Johns, Principal Strategy Advisor, Environment Canterbury
Endorsed by	Sam Elder, Senior Strategy Manager, Environment Canterbury

Purpose

1. This paper briefs the intended members of the Regional Transport Committee (RTC) on the proposed approach to preparing the next Regional Land Transport Plan (RLTP).

Recommendations

That the intended members of the Canterbury Regional Transport Committee:

1. **provide feedback on the proposed approach to developing the Regional Land Transport Plan 2021-2031.**

Background

2. Under section 13 of the Land Transport Management Act 2003 (LTMA), regional councils must:
 - ensure that the relevant regional transport committee prepares, on the regional council's behalf, a regional land transport plan every six financial years
 - approve the regional land transport plan by a date appointed by the NZ Transport Agency (NZTA).
3. NZTA is requiring regional councils to submit their RLTP 2021-2031 in April 2021. The preparation of the next RLTP will therefore be the core task for the RTC in 2020, supported by the Transport Officers Group (TOG) and Regional Road Safety Working Group (RRSWG).

Transport Special Interest Group guidance

4. The Transport Special Interest Group (TSIG) provides a forum for regional council and unitary authority staff to share information and collaborate on transport planning matters. It also provides a forum for engaging with central government agencies.
5. TSIG is working with NZTA to develop guidance for preparing the RLTP 2021-2031. This work has arisen from a concern that the regional priorities established in RLTPs

are not afforded sufficient weight by the national land transport planning and funding framework.

6. TSIG has focused on developing a consistent content, structure and approach to RLTP development to help make RLTPs more valuable, easier to put together, and easier for NZTA and other users to navigate.
7. The key anticipated benefits are:
 - efficiency gains for regions developing RLTPs
 - easier for NZTA to incorporate into funding approval processes
 - easier for councils to develop the next stages of the business case for activities
 - easier for stakeholders to engage
 - stronger link between strategic direction and activities
 - improved content and supporting longer-term, whole of transport system planning.
8. A mandate for progressing this work was received from the Regional Chief Executive Officers (RCEOs) Forum. The TSIG guidance will not be binding, but will promote best practice and consistency across the sector.
9. Ultimately, TSIG would like to see NZTA specifically take account of the regional investment priorities identified in RLTPs as part of the National Land Transport Programme (NLTP) development and funding approval processes.
10. TSIG has developed a draft RLTP outline (see Appendix 1). TOG proposes that the Canterbury RLTP aligns with the TSIG approach as far as practicable. Staff have not yet identified any significant gaps where Canterbury will want to provide content which is not already included in the attached outline.

Process, milestones and timeframes

11. TOG has developed high level milestones and associated timeframes for preparing the RLTP 2021-2031. A summary timeline is provided in Appendix 2. A more detailed outline will be developed for the RTC's next meeting in February 2020.
12. The intended members of the RTC should note that the process needs to take account of the following matters:
 - The need to develop the components of the RLTP in a logical sequence, taking an evidence-based approach to the development of priorities.
 - That staff will use the Chief Executive Forums to test ideas and obtain input.
 - The need to ensure all statutory requirements and any guidelines issued by NZTA are met, and to take account of the Government Policy Statement on Land Transport (GPS) 2021 once issued.
 - The need to ensure that all public consultation requirements are met, including holding oral hearings if this is appropriate.

13. The following table summarises the focus of work for each quarter in the coming year and what the RTC can expect to discuss at each meeting:

RTC meeting	Focus for quarter/meeting	Meeting milestone
27 February 2020	Development of strategic context Initial work on strategic framework	Draft Strategic Context
21 May 2020 <i>A workshop will also be held in March or April to workshop key RLTP components</i>	Development of strategic framework, investment priorities, and monitoring framework	Draft Investment Priorities Draft Monitoring Framework
20 August 2020	Draft prioritisation framework	First draft of RLTP
26 November 2020	Application of prioritisation framework to transport activities Preparation of consultation draft	Consultation draft of RLTP
March 2021 (date yet to be confirmed)	Public consultation Consideration of feedback from consultation and approval of RLTP	Final RLTP

14. The timeframes and milestones assume there are no major changes to the draft GPS 2021, once it is issued in the next few months. Central government elections will take place in October 2020 and if there should be any changes to the GPS as a result, the RTC will need to ensure these changes are reflected in the RLTP.

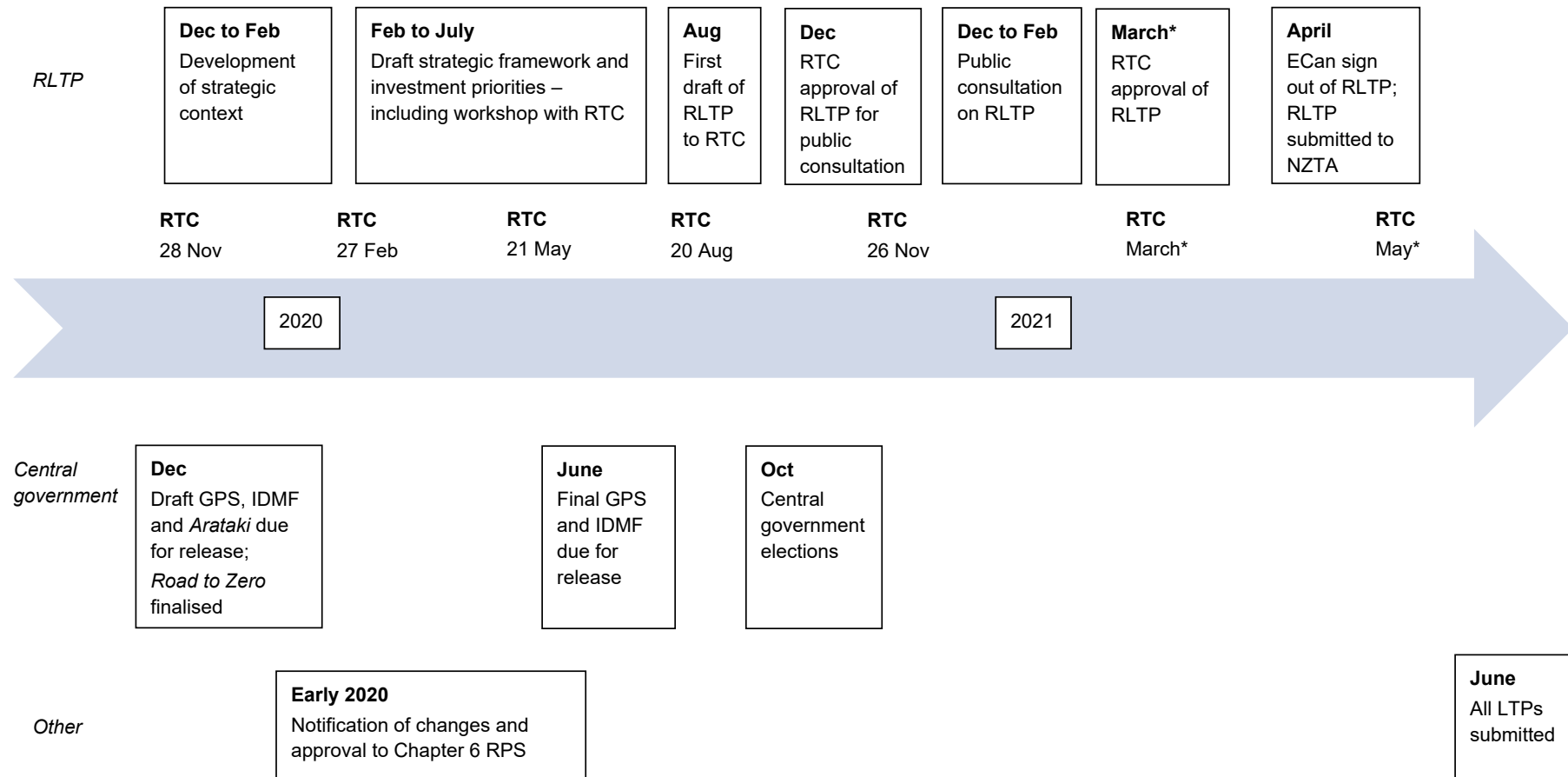
Appendix 1: TSIG RLTP outline

SECTION HEADING	GUIDANCE ON KEY CONTENT/CONSIDERATIONS	Outlook
Executive Summary	<ul style="list-style-type: none"> 1-2 pages maximum – includes a paragraph summarising each of the sections below. Strategic Framework elements and 10 year Transport Priorities should be clearly visible here. 	
Introduction	<ul style="list-style-type: none"> RLTP Purpose “The purpose of this RLTP is to be the primary document guiding integrated land transport planning and investment within the [insert region name]”. Context diagram and text to describe the relationship of the RLTP with GPS, NLTP, LTPs, Regional PT Plan, RMA/Regional Policy Statement and land use planning. 	
Strategic context	<p>Overall, this section should tell a complete transport system story for the region, including broader issues relating to activities that may be funded through sources other than the NLTF. Headings and subheadings are provided to signal key content and considerations, but the order/structure/layout of sub headings and content should be treated as relatively flexible. This section should summarise the key content and rely on fuller background papers for more detail.</p> <p>Our region</p> <ul style="list-style-type: none"> Describes key features and characteristics of the region and what makes it unique/different from other regions – e.g. the regions topography/geography, land use patterns/urban form, districts. Describes the regions role/relationships to other regions and the rest of New Zealand. Considers wider spatial scales (as appropriate) and identifies inter-regional and cross boundary issues and needs <p>Our people</p> <ul style="list-style-type: none"> Description of the mana whenua of the region; current population size, growth rates and distribution; demographics; jobs and employment sectors. <p>Our transport system</p> <ul style="list-style-type: none"> Describes key features of the regional land transport system, and the role of its key elements/networks – e.g. strategic road network, rail network (passenger and freight), public transport, walking and cycling networks, access to Ports, etc. Describes current transport trends and issues, including national level issues and opportunities (common content for all regions) – e.g. climate change, technology, micro mobility. <p>Future scenarios and opportunities</p> <ul style="list-style-type: none"> Description of future growth scenarios - including outputs from local/ regional growth plans, including any Future Development Strategies and spatial planning processes, and associated transport system needs. Include spatial presentation of land use/growth areas/transport networks to highlight inter-dependencies, gaps and opportunities. <p>Policy context [moved]</p> <ul style="list-style-type: none"> National policy context - describes the current policy context including the National Policy Statement on Urban Development, NEECS, GPS on land transport, NZTA's <i>Arataki</i>, Zero Carbon Bill, 	Current state & possible future scenarios

	<p>government goals for mode shift, Road to Zero Safety Strategy, One Network Road Classification.</p> <ul style="list-style-type: none"> • Local and regional policy context – describes the relevant current policy context provided by the Regional Policy Statement, regional and local growth plans/strategies, and any other key document or processes relevant for the transport system. 	
Strategic Framework	<ul style="list-style-type: none"> • Vision - describes the region's desired long term future state • Objectives - describe what we will do to deliver the vision (s16(1)) and targets • Headline Targets – a small set of headline targets that support the desired vision e.g. Mode shift; CO2; Road fatalities • Policies – provide more detail about how we will achieve each objective (s16(1)) 	<p>Longer term policy framework</p> <p>10 - 30 year outlook</p>
Transport Investment Priorities	<ul style="list-style-type: none"> • Identifies the region's 10 year transport priorities (Sec 16(2)(a) of the LTMA) • Each transport priority is presented as a summary strategic case (see example in template C) which tells a clear, concise and compelling short – medium term investment story. • Both 'priority investment areas' and 'other priority implementation areas' ['Measures' under Sec 16(1) of the LTMA] are identified under each transport priority as part of the strategic case. <p>Method:</p> <ul style="list-style-type: none"> • An Investment Logic Map (ILM) process is used to identify the core problems, benefits and the strategic responses (translated as 10 year transport priorities). • The ILM is informed by a range of evidence, including that set out in the strategic context and existing business cases for the region. National direction from the GPS and NPSs should be considered. • The ILM should consider the first eight of the 16 business case questions. • The ILM should focus on identifying the <i>most urgent and significant</i> risks / barriers in the <i>short to medium term</i> to achieving the longer term vision/objectives for the region. 	<p>Short – medium term investment story</p> <p>10 year outlook</p>
Programme & funding	<ul style="list-style-type: none"> • Funding sources • Land transport activities proposed for funding over the next 3 - 6 years in accordance with Section 16(3) (a) - (f) • A list of 'significant' activities in priority order • Inter-regionally significant transport activities • A 10 year financial forecast. 	<p>Regional programme 3-6 year outlook</p>
Monitoring framework	<ul style="list-style-type: none"> • A framework of measures/indicators that will be used to monitor progress towards national outcomes, and have longevity over time so we can see meaningful trends. 	
Appendices <may be links rather than hard copy>	<ul style="list-style-type: none"> • Significant activity prioritisation methodology • Significance policy for consultation on variations • Section 14 assessments required by LTMA • Summary of consultation completed • Relationship of Police Activities – also consider how these can be integrated and reflected throughout the RLTP 	

Appendix 2: Key RLTP milestones timeline

**2021 dates for RTC not yet determined*



5.5. Transport Officers Group Report

Canterbury Regional Transport Committee

Date of meeting	28 November 2019
Agenda item number	
Author	Lorraine Johns, Principal Strategy Advisor, Environment Canterbury
Endorsed by	Sam Elder, Senior Strategy Manager, Environment Canterbury

Purpose

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

Recommendations

That the intended members of the Canterbury Regional Transport Committee:

1. note 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 support the development of the Canterbury Regional Land Transport Plan (RLTP), including any variations.
3. TOG meets quarterly, in the month prior to RTC meetings. Membership comprises transport staff from each council represented on the RTC, as well as NZTA.

Key Points

4. TOG met on 7 November 2019. Items discussed at the meeting that may be of interest to the intended members of the RTC include:
 - Discussion with Community and Public Health (CPH) staff on the CPH Integrated Planning Guide. CPH is a division of the Canterbury District Health Board and serves as the Public Health Unit for the Canterbury, South Canterbury and West Coast District Health Boards.

Officers agreed to report back at the next TOG meeting on how councils were using or would use the CPH Integrated Planning Guide in developing their programmes of transport activities. Environment Canterbury will also consider how best to incorporate the guide in the RLTP development process.
 - Discussion on approach to developing the RLTP 2021-2031.

Officers discussed the templates prepared by Transport Special Interest Group, which will be used for the development of the Canterbury RLTP. A sub-group was established with members from north and south Canterbury, and Greater Christchurch, to support the preparation of the RLTP.

5.6. Regional Road Safety Working Group Report

Canterbury Regional Transport Committee

Date of meeting	28 November 2019
Author	Lorraine Johns, Principal Strategy Advisor, Environment Canterbury
Endorsed by	Sam Elder, Senior Strategy Manager, Environment Canterbury

Purpose

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

Recommendations

That the intended members of the Canterbury Regional Transport Committee:

1. **note the Regional Road Safety Working Group Report.**

Role of the Regional Road Safety Working Group

2. The role of RRSWG is to advise the RTC on road safety matters, provide a forum for co-ordinating regional road safety, and to share knowledge and undertake collaborative initiatives as agreed.
3. RRSWG meets quarterly, in the month prior to RTC meetings. Membership comprises transport staff from each council represented on the RTC, as well as NZTA, ACC and the Police.

Key Points

4. RRSWG met on 7 November 2019. Items discussed at the meeting that may be of interest to intended members include:
 - Discussion on new NZTA tool to support Safe Networks Programme implementation.

NZTA has been working with selected councils, including Christchurch City Council, to test the tool. The tool has not yet been finalised, but NZTA will work with all councils from early 2020 to use and apply the finalised tool to support the development of their road safety programmes.
 - Discussion on regional speed management planning.

NZTA is intending to progress work on regional speed management plans. NZTA has been invited to consider the invitation by the RTC in May 2019 to consult with road controlling authorities to provide further advice on how an evidence-based plan could be prepared and implemented, and the resourcing that would be available.

6. Next Meeting

7. Closure