

Agenda 2020

Canterbury Regional Transport Committee

Date: Thursday, 27 February 2020

Time: 5.30pm – 6.00pm

Venue: Commodore Airport Hotel, Ward Room
449 Memorial Avenue, Christchurch



CANTERBURY REGIONAL TRANSPORT COMMITTEE

TERMS OF REFERENCE 2017

Approved at the Regional Transport Committee meeting of 24 February 2017

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
- engage directly with Ministers and central government to influence national policy.

LEGAL OBJECTIVES RELATING TO REGIONAL LAND TRANSPORT PLAN

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 to monitor the progress of its implementation
- report and recommend 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.

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 region¹
- Crown Entities:
One New Zealand Transport Agency representative
- Sector Representatives:
The RTC, at its discretion, can appoint or engage advisors on the terms it sees fit.

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.

¹ 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.

Canterbury Regional Transport Committee

Membership

Chair	Councillor Peter Scott, Environment Canterbury
Deputy Chair	Councillor Tane Apanui, 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	Mayor Nigel Bowen
Waimakariri District Council	Mayor Dan Gordon
Waimate District Council	Mayor Craig Rowley

Common Transport Acronyms

CEF	Chief Executives Forum
CPF	Canterbury Policy Forum
CREDS	Canterbury Regional Economic Development Strategy
FAR	Funding Assistance Rate
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
TEFAR	Targeted Enhanced Funding Assistance Rate
TSIG	Transport Special Interest Group
TOG	Transport Officers Group

Canterbury Regional Transport Committee

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1. Apologies

2. Conflicts of Interest

3. Deputations and Petitions

4. Reports

4.1. Regional Transport Committee Terms of Reference

Canterbury Regional Transport Committee

Date of meeting	27 February 2020
Author	Ben Wong, Senior Strategy Advisor, Environment Canterbury
Endorsed by	Sam Bellamy, Team Leader, Environment Canterbury

Purpose

1. This paper seeks agreement to the Terms of Reference for:
 - the Canterbury Regional Transport Committee (RTC)
 - the Canterbury Transport Officers Group (TOG)
 - the Canterbury Regional Road Safety Working Group (RRSWG).

Recommendations

That the Canterbury Regional Transport Committee:

1. **recommends that Environment Canterbury approves the proposed Terms of Reference for the Canterbury Regional Transport Committee included in Attachment 1;**
2. **approves the proposed Terms of Reference for the Canterbury Transport Officers Group included in Attachment 2; and**
3. **approves the proposed Terms of Reference for the Canterbury Regional Road Safety Working Group included in Attachment 3.**

Key points

2. Proposed Terms of Reference for the RTC, TOG and RRSWG were presented at the workshop held for incoming RTC members on 28 November 2019.
3. Members sought two changes to the RTC's proposed Terms of Reference:
 - A change to lower the quorum from nine as it was considered too high.
 - A change to ensure the late arrival of a member, for a reason such as being delayed by traffic, does not impact on opening a meeting in terms of the quorum required.

4. As a starting point, the RTC's proposed Terms of Reference have been amended to reduce the quorum from nine to seven. The RTC could choose to have a quorum as low as two if desired.
5. A quorum is required to open a meeting. The late arrival of a member for any reason, including due to a traffic delay, will unavoidably impact on the quorum.
6. Environment Canterbury's Standing Orders apply to the RTC (as it is a committee of the Canterbury Regional Council) and provide that if a quorum for a meeting is not present within ten minutes of its commencement, then the meeting lapses (see SO 3.5.1). Environment Canterbury is currently reviewing its Standing Orders and there is the possibility that this Standing Order might change to be in line with the Local Government New Zealand model Standing Orders, which provide for a 30 minute window.
7. While the risk of having a lack of a quorum for a meeting can be mitigated by choosing a smaller quorum, those who arrive late to a meeting would miss out on the business transacted lawfully in their absence.

Next steps

8. The Terms of Reference for the RTC need to be agreed by Environment Canterbury. Once the RTC has approved the Terms of Reference, they will be presented at Environment Canterbury's next council meeting.

Attachments

Proposed Terms of Reference for the Canterbury Regional Transport Committee

Proposed Terms of Reference for the Canterbury Transport Officers Group

Proposed Terms of Reference for the Regional Road Safety Working Group

Attachment 1: Proposed Terms of Reference for the Canterbury Regional Transport Committee

CANTERBURY REGIONAL TRANSPORT COMMITTEE

TERMS OF REFERENCE 2020

Approved at the Regional Transport Committee meeting of 27 February 2020

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 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.

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
- develop and implement 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 region¹
- Crown Entities:
One New Zealand Transport Agency representative
- Sector Representatives:
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

Seven 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.

¹ 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.

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 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.

Attachment 2: Proposed Terms of Reference for the Canterbury Transport Officers Group

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.

Attachment 3: Proposed Terms of Reference for the Canterbury Regional Road Safety Working Group

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.

4.2. Waka Kotahi NZ Transport Agency Update

Canterbury Regional Transport Committee

Date of meeting	27 February 2020
Author	Jim Harland, Director of Regional Relationships, Waka Kotahi NZ Transport Agency Steve Higgs, Lead Strategic Planner, Waka Kotahi NZ Transport Agency

Purpose

1. To update the Canterbury Regional Transport Committee on activities being undertaken by Waka Kotahi NZ Transport Agency.

Recommendations

That the Canterbury Regional Transport Committee:

1. notes the update from Waka Kotahi NZ Transport Agency.

Attachments

Waka Kotahi NZ Transport Agency Canterbury Update

To Canterbury Regional Transport Committee

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

Date 27 February 2020

Subject NZTA Update to Canterbury Regional Transport Committee

NZTA Activity in Canterbury

NZ Upgrade Programme

In January, the Government announced the NZ Upgrade Programme and we are working through business cases that will inform design and construction. The upgrade includes a \$159m Canterbury Package, with funding for transport infrastructure at Rolleston (SH1), Brougham (SH76), Halswell Road (SH75), and three intersection safety improvement projects at Tinwald, Ashburton and West Melton. For more detail please use this link: <https://www.nzta.govt.nz/planning-and-investment/nz-upgrade/canterbury-package/>

Road to Zero: A New Road Safety Strategy for NZ

In December 2019, the Government launched Road to Zero: NZ's road safety strategy 2020-2030. We know everyone, even great drivers, can make mistakes. We need to stop these mistakes turning into tragedies. Road to Zero strengthens every part of the road system with one priority in mind: peoples' safety.

Road to Zero articulates our vision, our guiding principles and how we design the road network and make road safety decisions, as well as targets and outcomes for 2030. It sets out the five areas we want to focus on over the next decade, and a framework for how we will hold ourselves to account.

This strategy will be implemented through a series of separate action plans that will outline the actions we will take to drive change, as well as the timelines and responsibilities for implementing them. Our initial action plan sets out the fifteen immediate actions we will focus on for 2020-2022 – these can be found here: <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/>.

Safe Vehicles Programme (part of Road to Zero)

The Safe Vehicles programme will launch mid-February 2020 with a comprehensive advertising and media campaign. It aims to improve the safety of the light vehicle fleet (prioritised in Government's Road to Zero strategy) by raising awareness of vehicle star safety ratings and of the role a vehicle plays in keeping occupants safe in a crash.

The Safe Vehicles programme includes educating vehicle industry members, car dealers and the public on safety ratings and making sure safety ratings are prominent at every point of the customer purchasing journey.

The Rightcar website will be relaunched with updated information and will be promoted as the best source of vehicle safety information.

Safe Network Programme

The Safe Network Programme (SNP) is a collaborative, prioritised programme of proven safety interventions on high risk routes across New Zealand. The programme uses the Safe System approach focusing on safe roads and roadsides, safe and appropriate speeds and safe rail level crossings. These actions will make roads more forgiving of human error, which will lower trauma rates.

The three-year programme will make 870km of high-volume high-risk state highways safer by 2021 with improvements like median and side barriers, rumble strips and shoulder widening. Supporting these infrastructure improvements is a comprehensive speed management programme. The SNP aims to save up to 160 deaths and serious injuries each year across New Zealand's highest risk state highways and local roads. The SNP will work closely with local government and our road safety partners to prioritise and deliver the programme across the entire transport network.

Interventions – Canterbury

For Canterbury, engineering interventions, such as the installation of median barrier where appropriate, are being developed out of two detailed business cases undertaken by the former Safe Roads Alliance on State Highway 1 both north and south of Christchurch (formally referred to as 'Ashley to Belfast' and 'Rakaia to Ashburton').

Speed reviews – Canterbury

We have completed consultation on the following speed reviews within the Canterbury:

- SH73 West Melton
- SH8 Burkes Pass
- SH1 Glenavy / Waitaki Bridge
SH1 Winchester
- SH1 Waikuku to Lineside Road
- SH73 Yaldhurst area

We have received submissions for each of these reviews and in the process of working through this information to make an informed decision. We will provide an update when we have reached an outcome with these speed reviews.

We have completed speed review engagement for Tekapo and we're currently gathering more technical information. We expect to formally consult with the Tekapo community on proposed speed limits sometime this year.

You can find out more about the speed reviews at - www.nzta.govt.nz/speedreviews

The Weigh Right programme

The first weigh station in this programme to go live, after a successful trial in 2016/2017, was the Glasnevin Commercial Vehicle Safety Centre in North Canterbury. Pending resource consents, another weigh station is planned for north of the Rakaia bridge. Other sites in the area were considered, but the Rakaia site is one that can be made safe and which will have most benefit by ensuring heavy vehicles comply with weight and other regulation and must pass the station rather than navigate around potentially creating a problem on local roads. We will shortly be discussing the project in more detail with both the Selwyn and Ashburton Councils.

Brougham Street/Moorhouse Avenue area business case

Work is continuing with the business case and a workshop was recently held with partners to identify a preferred option. Additional work is now taking place to confirm the robustness of this option and to allow for any necessary refinement ahead of a further round of engagement.

Rolleston Transport Improvements business case

We are about to hold a workshop with partners to discuss solutions for the state highway and adjacent road network in the Rolleston area. This will inform the new infrastructure upgrade, recently announced by the government.

PT Futures business cases

The Transport Agency is 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) is focussed on improvements to the five existing core high frequency bus routes currently operating in the city. A rest of Network Indicative Business Case (IBC) is looking 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 PT Joint Committee is providing overall programme governance, and a Steering Group has been established to provide management oversight.

Urban mobility – using systems thinking

NZTA is working on how it can become more effective in its involvement with land use planning, transport planning and urban design to minimise car dependency. We want to work with councils as they plan for growth and land use change through spatial planning (and other regional or district planning processes). This will ensure that the best use is made of existing infrastructure and that increased housing density can support access to public transport and naturally lead to more walking and cycling.

Our ‘Liveable towns and cities’ video outlines how land use planning, transport planning and urban design work together to create vibrant and accessible towns and cities, where people have options for how they get around.

https://www.youtube.com/watch?v=EjzF28hrtCo&feature=emb_logo

Greater Christchurch Mode Shift Plan and TDM Business Case

Work has commenced on developing the Mode shift and Business Case. The plan will look at opportunities to encourage people to move from predominantly using single occupancy vehicle (i.e. one person per vehicle) to other forms of travel such as active and public transport, and rideshare. Approximately 83% of all vehicle trips in Greater Christchurch are single occupancy.

This work will be reported to the Greater Christchurch Partnership and to the Regional Transport Committee once completed. We are anticipating an early draft by April and a full business case completed by May. This work will feed into the Regional Land Transport Plan.

Greater Christchurch Infrastructure Projects

Southern Motorway

We expect traffic to be travelling on the motorway ahead of winter, subject to fine summer weather conditions. Over the next five months, construction works are focused on bringing all the key parts of the project together. This includes tying in and connecting side roads with new roads, bridges and interchanges. The Weedons interchange opened last month.

Northern Corridor

The northern corridor is also taking shape:-

- In late February, the Alliance will be asphaltting the new Waimakariri Bridge decks while maintaining traffic flow.
- Also this month, traffic on Cranford Street will shift on to the new roundabout lanes. This new roundabout will connect the motorway with Cranford Street.
- Work is ongoing on QEII Drive, with some night closures scheduled to allow for concrete to be poured for the new QEII overbridge. Night work is also scheduled at the QEII/Innes roundabout.

There are short videos on the NZTA CNC website about the ongoing work, including one showing the location of the planned T2/High Occupancy Vehicle lanes: <https://www.nzta.govt.nz/projects/christchurch-motorways/christchurch-northern-corridor/videos/>

4.3. Variation to the Regional Land Transport Plan

Canterbury Regional Transport Committee

Date of meeting	27 February 2020
Author	Stephen Parry, Team Leader Funding, Christchurch City Council
Endorsed by	Ben Wong, Senior Strategy Advisor

Purpose

1. To amend the Regional Land Transport Plan (RLTP) pursuant to section 18D of the Land Transport Management Act 2003 (LTMA) by adding the following project under Christchurch City Council (CCC) items:
 - Safety Improvements: Evans Pass Road and Reserve Terrace Remedial Works.

Recommendations

That the Canterbury Regional Transport Committee:

1. **Notes that the Safety Improvements: Evans Pass Road project is proposed as a variation to the Regional Land Transport Plan.**
2. **Determines that, on the basis of the information contained in this report, good reason exists for making the variations described above.**
3. **Determines, on the basis of the information contained in this report, that the requested variation is not significant.**
4. **Agrees to vary the Regional Land Transport Plan by adding to or amending the proposed activities in Appendix 1 “Regional programme details”.**
5. **Recommends this variation to Environment Canterbury.**

Overview

2. The Regional Transport Committee (RTC) may prepare a variation to its RLTP during the 6 years to which it applies if the variation addresses an issue raised by a review; or good reason exists for making the variation.
3. A variation may be prepared by the RTC at the request of an approved organisation or the New Zealand Transport Agency (NZTA) or on the RTC’s own motion. The RTC must consider any variation request promptly.

4. The provisions of LTMA that apply to the preparation of a full RLTP apply with the necessary modifications to a variation of an RLTP. Consultation is not required for any variation that is not deemed significant in the criteria set out in the RLTP or that arises from the declaration or revocation of a State Highway.
5. The RTC may recommend that Environment Canterbury vary the RLTP. Final approval of the variation rests with Environment Canterbury.

Key Points

6. Evans Pass Road is part of the Sumner to Lyttelton corridor. Earthquake damage repairs on the corridor was funded by the New Transport Agency following the Canterbury earthquakes. These works were completed and the Sumner Road section was reopened on 29th March 2019.
7. Both Sumner Road and Evans Pass Road are arterial roads and the corridor provides critical access to Lyttelton for dangerous goods and as an over-dimension vehicle route.
8. The re-opening of Sumner Road highlighted safety concerns for the Evans Pass road and the need to provide safety barriers.
9. Currently Evans Pass Road only has a 120m long section of guardrail atop an existing retaining wall.
10. There remains nearly 1,700m of the road with no safety barrier along the downhill side.
11. Investigations have shown safety improvement on this road is required due to historic crash trends and the potential risks associated with its dangerously constrained geometry.
12. Christchurch City have been advised this project could be eligible for funding within the Safer Networks Programme at an enhanced financial assistance rate (75.5%).
13. Council had budgeted \$3m to address highest priority concerns. The possibility of 75.5% safety subsidy would potentially increase the available fund to \$12.2m with no additional Council share required. Staff within CCC are confident that with a confirmation of the TEFAR assistance, provision of the required Council share will not be a problem.
14. The cost for the proposed works is therefore \$13.3m (\$7m in FY 20 and \$6.6m in FY21).
15. Consultation was undertaken for the earthquake recovery works on the Sumner corridor that included safety improvements and guardrails on this route.
16. It is considered that as this consultation considered safety improvements for the route and the current Evans Pass project is an extension of this work further consultation is not required in regard to the significance policy on this route.

4.4. Regional Transport Monitoring Update

Canterbury Regional Transport Committee

Date of meeting	27 February 2020
Author	Ben Wong, Senior Strategy Advisor, Environment Canterbury
Endorsed by	Sam Bellamy, Team Leader, Environment Canterbury

Purpose

1. This paper provides the Canterbury Regional Transport Committee (RTC) with:
 - information about monitoring requirements
 - information about a review of the monitoring approach
 - a condensed quarterly monitoring and progress update.

Recommendations

That the Canterbury Regional Transport Committee:

1. **notes that this paper presents the quarterly monitoring and progress report; and**
2. **notes that Environment Canterbury is currently reviewing the approach to monitoring and will seek to align the new approach with the Ministry of Transport's Transport Outcomes Framework.**

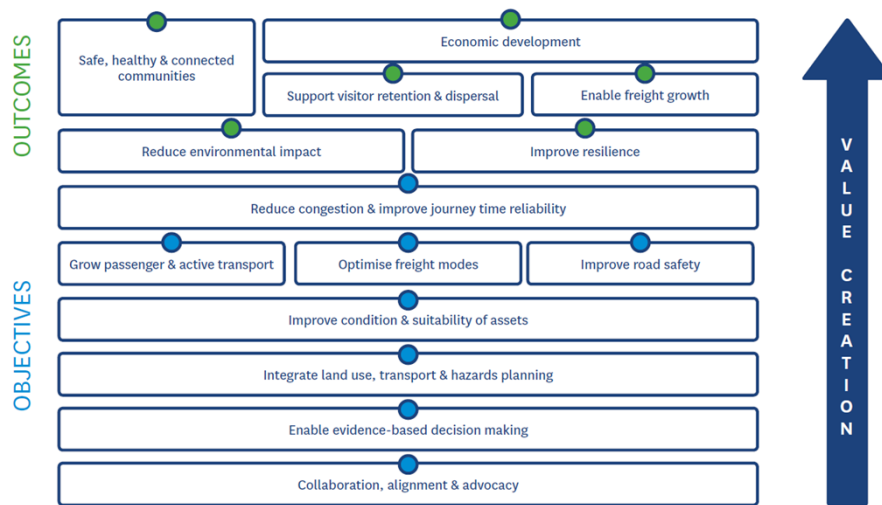
Monitoring requirements

2. In accordance with the Land Transport Management Act, 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.

Review of the monitoring approach

3. The previous RTC developed a Regional Transport Strategy Map (see figure overleaf) that articulates the strategic approach to delivering priority outcomes and supports outcomes monitoring. The vision from the existing RLTP 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 (green dots) sitting above.

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



4. The previous RTC also 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.¹ Environment Canterbury has been updating the Scorecard on a quarterly basis since December 2017.
5. The outgoing RTC recommended reviewing the current approach to monitoring to see whether 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, meaning trends can only be meaningful updated on an annual 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.

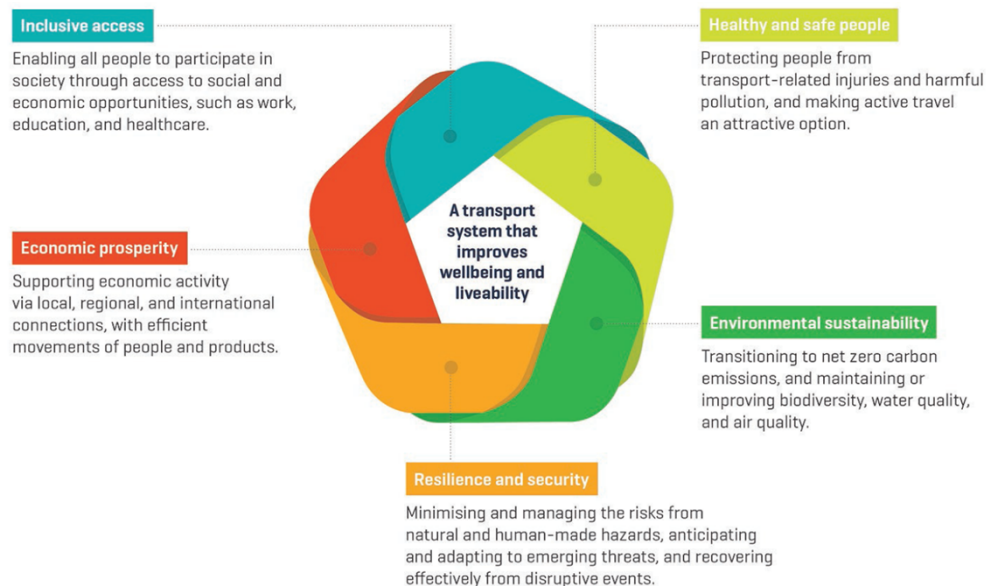
Aligning with the Transport Outcomes Framework

6. The review of the monitoring approach will include seeking to align with the Ministry of Transport's Transport Outcomes Framework. Better alignment with the Outcomes Framework will allow the region to track progress against a series of national level outcomes for the transport system.
7. The Outcomes Framework outlines what the Government is aiming to achieve through the transport system; recognising that it is pivotal to improving people's wellbeing and the liveability of places. It is considered to be a more 'enduring framework' that will not

¹ 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/>

change in the same way as the Government Policy Statement might and is therefore considered to be a more permanent framework to measure progress against.

8. The vision for the transport system that underpins the Outcomes Framework is for 'a transport system that improves wellbeing and liveability'. This vision is supported by five core outcomes that the Government is seeking to achieve through the transport system: inclusive access, healthy and safe people, environmental sustainability, resilience and security, and economic prosperity (see figure below).



9. The development of the new RLTP during 2020 will provide the opportunity to carry out the review of the monitoring approach in full, including how best to align with the Outcomes Framework and taking account any changes to the strategic direction by the RTC. A proposed approach to monitoring will be provided to the RTC at a later meeting in 2020.

Quarterly monitoring and progress report

10. In light of the review of the monitoring approach that is currently underway, a condensed quarterly monitoring and progress report is attached. Only those indicators where new data or information has become available since the previous meeting of the RTC in November 2019 has been included in this report.

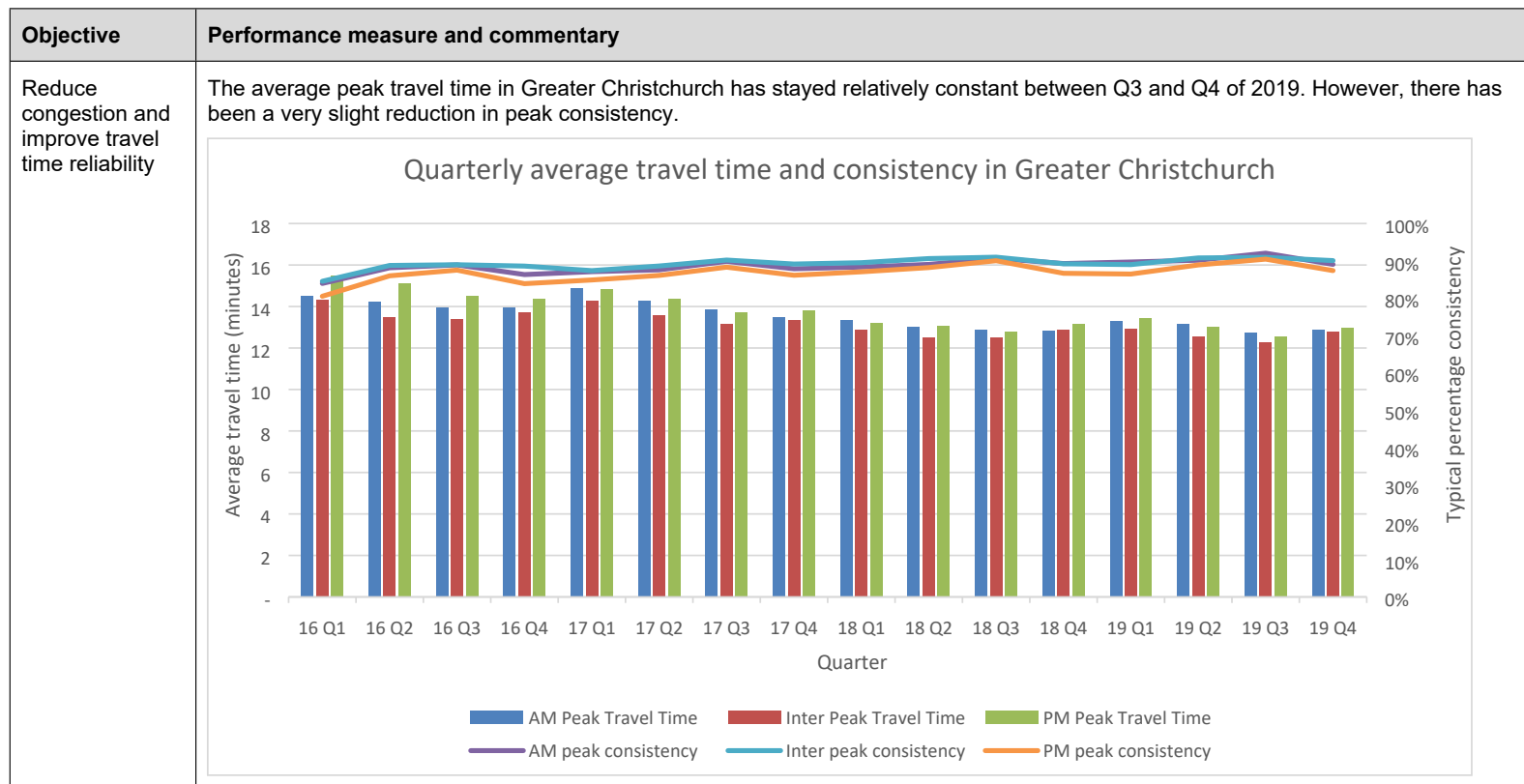
Attachments

Transport Monitoring and Progress Report

Attachment: Quarterly monitoring and progress report

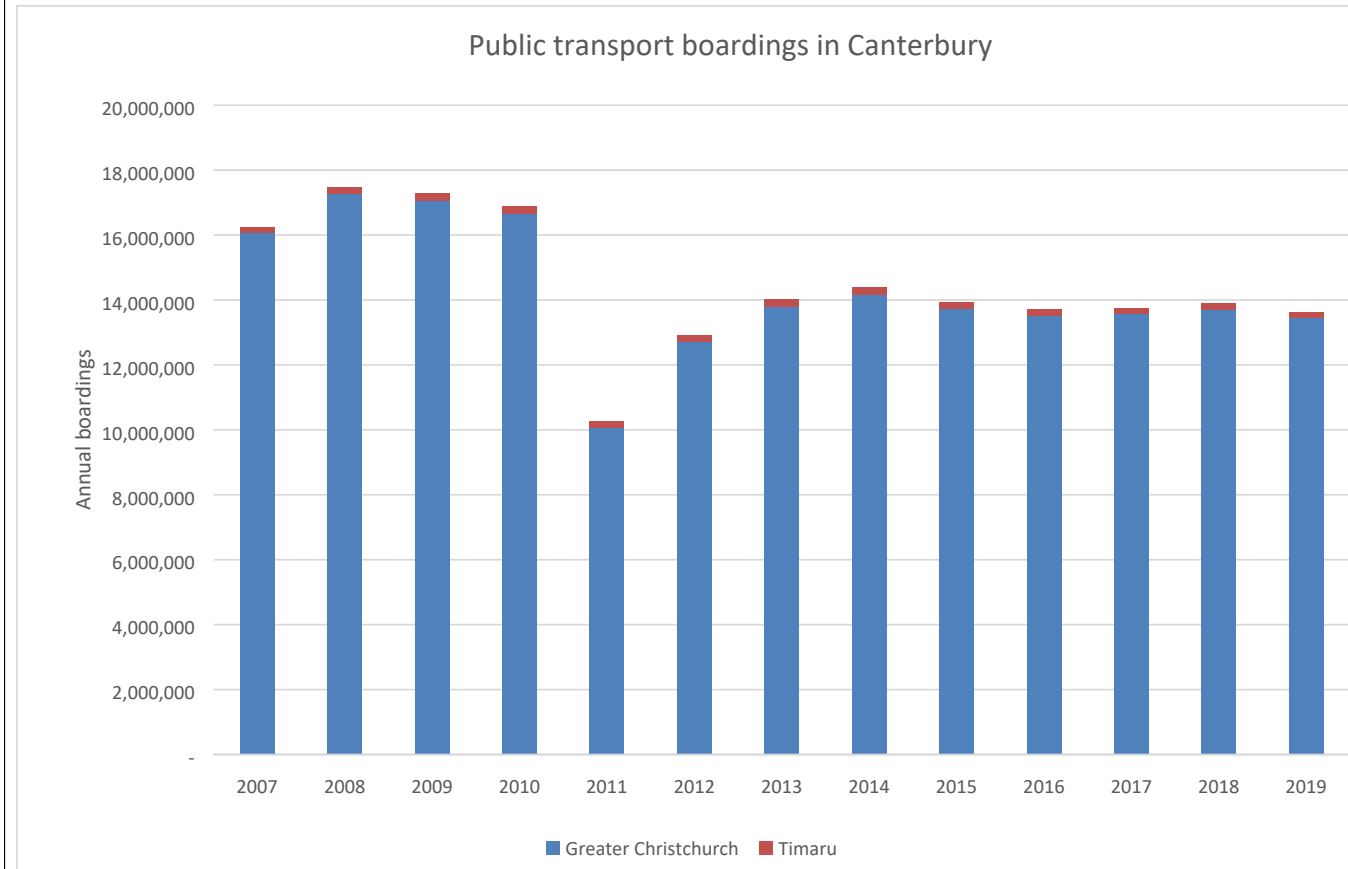
This condensed scorecard only includes those indicators where new data or information has been released since the previous meeting of the Regional Transport Committee in November 2019. The scorecard provided to the Committee in November 2019 can be found here:

<https://ecan.govt.nz/get-involved/council-and-committee-meetings/view/2019/11>



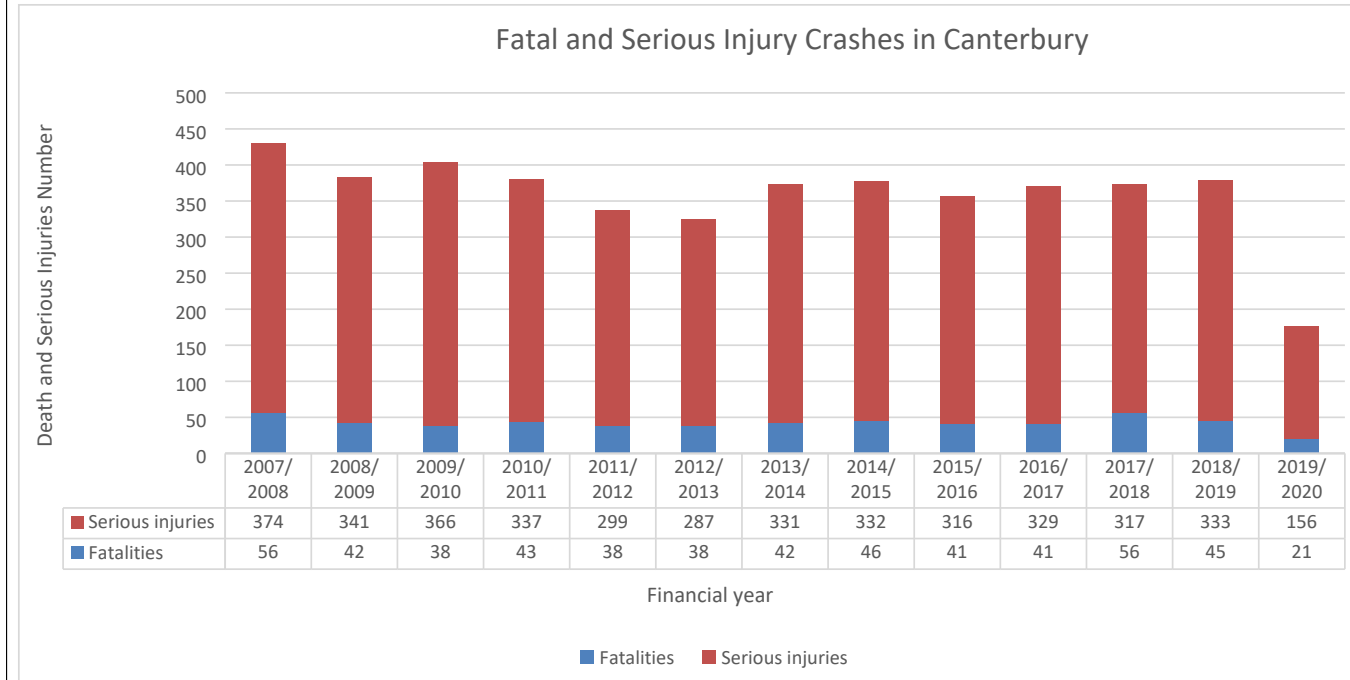
Grow passenger and active transport

There has been a 1% decrease in public transport boarding's in Greater Christchurch and Timaru combined between the 2018 and 2019 calendar years. This includes a decrease in public transport boarding's in both Greater Christchurch and Timaru.



Improve road safety

More than half of the 2019/20 financial year has passed and there have been 21 fatalities and 156 serious injuries recorded so far. At this rate, 2019/20 will potentially see a reduction in fatal and serious injuries compared to the 2018/19 financial year.



4.5. Transport Officers Group Report

Canterbury Regional Transport Committee

Date of meeting	27 February 2020
Author	Ben Wong, Senior Strategy Advisor, Environment Canterbury
Endorsed by	Sam Bellamy, Team Leader, Environment Canterbury

Purpose

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

Recommendations

That the Canterbury Regional Transport Committee:

1. **notes the Canterbury 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 preparation of the Canterbury Regional Land Transport Plan (RLTP), including any variations. TOG membership includes staff from each council represented on the RTC, as well as Waka Kotahi NZ Transport Agency (the Transport Agency).

Key points

3. TOG met on 13 February 2020. Items discussed at the meeting that may be of interest to members of the RTC include:
 - Discussion on the evidence base required by the Transport Agency to satisfy their business case process. Environment Canterbury staff have been developing an evidence base for Canterbury that can be used to show progress against the Ministry of Transport's Transport Outcomes Framework. This work will be circulated to each council to support the development of their individual Activity Management Plans.
 - Discussion on the development of the RLTP. Officers were informed that the RTC will be workshopping their vision and objectives for transport in Canterbury on 27 February 2020, which will then inform the strategic front-end of the new RLTP. The Chief Executives Forum will be sending a delegation to this workshop and will be attending in lieu of officers.

4.6. Regional Road Safety Working Group Report

Canterbury Regional Transport Committee

Date of meeting	27 February 2020
Author	Ben Wong, Senior Strategy Advisor, Environment Canterbury
Endorsed by	Sam Bellamy, Team Leader, Environment Canterbury

Purpose

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

Recommendations

That the Canterbury Regional Transport Committee:

1. **notes the Canterbury 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. RRSWG membership includes staff from each council represented on the RTC, as well as Waka Kotahi NZ Transport Agency (the Transport Agency), ACC and the Police.

Key points

3. RRSWG met on 13 February 2020. Items discussed at the meeting that may be of interest to members of the RTC include:
 - Discussion on the Government's Road to Zero: A New Road Safety Strategy for NZ. Lee Wright from the Transport Agency presented on Road to Zero. The vision in Road to Zero is for 'a New Zealand where no one is killed or seriously injured in any road crash', with a 2030 target for 'a 40% reduction in deaths and serious injuries (on 2018 levels)'.
 - Discussion on aligning council's road safety action plans. The introduction of Road to Zero provides an opportunity for individual councils to align their own road safety strategy and action plan with Government direction. Environment Canterbury will consider what role it can play in supporting a joined-up approach for road safety across the region.

5. Public Excluded

6. Extraordinary and Urgent Business

7. Next Meeting

Thursday, 21 May 2020, 4.00pm – 6.00pm
Commodore Airport Hotel
449 Memorial Avenue, Christchurch

8. Closure