

# Agenda 2020

## Canterbury Regional Transport Committee

Date: Thursday, 21 May 2020

Time: 4.00pm – 6.30pm

Venue: Virtually via MS Teams due to COVID-19 restrictions





# **CANTERBURY REGIONAL TRANSPORT COMMITTEE**

## **TERMS OF REFERENCE 2017**

*Approved at the Regional Transport Committee meeting of 24 February 2017*

### **ESTABLISHMENT**

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

### **PURPOSE AND FUNCTIONS**

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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**

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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**

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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**

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- 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 region<sup>1</sup>
- 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**

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

## **MEETINGS**

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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**

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

## **SUPPORT**

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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.

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<sup>1</sup> 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

<b>Chair</b>	Councillor Peter Scott, Environment Canterbury
<b>Deputy Chair</b>	Councillor Tane Apanui, Environment Canterbury
<b>Ashburton District Council</b>	Mayor Neil Brown
<b>Christchurch City Council</b>	Councillor Mike Davidson
<b>Hurunui District Council</b>	Mayor Marie Black
<b>Kaikōura District Council</b>	Mayor Craig Mackle
<b>Mackenzie District Council</b>	Mayor Graham Smith
<b>New Zealand Transport Agency</b>	Jim Harland
<b>Selwyn District Council</b>	Mayor Sam Broughton
<b>Timaru District Council</b>	Mayor Nigel Bowen
<b>Waimakariri District Council</b>	Mayor Dan Gordon
<b>Waimate District Council</b>	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. Minutes

### CANTERBURY REGIONAL TRANSPORT COMMITTEE

#### MINUTES OF THE MEETING OF THE CANTERBURY REGIONAL TRANSPORT COMMITTEE HELD AT THE COMMODORE AIRPORT HOTEL, CHRISTCHURCH ON THURSDAY, 27 FEBRUARY 2020, COMMENCING AT 5.32PM

1. Apologies
2. Conflicts of Interest
3. Deputations and Petitions
4. Reports
  - 4.1 Regional Transport Committee Terms of Reference
  - 4.2 Waka Kotahi NZ Transport Agency Update
  - 4.3 Variation to the Regional Land Transport Plan
  - 4.4 Regional Transport Monitoring Update
  - 4.5 Transport Officers Group Report
  - 4.6 Regional Road Safety Working Group Report
5. Public Excluded
6. Extra Ordinary and Urgent Business
7. Next Meeting
8. Closure

### Present

Committee Chair, Councillor Peter Scott (Environment Canterbury); Mayors Craig Rowley (Waimate), Dan Gordon (Waimakariri), Neil Brown (Ashburton), Graham Smith (Mackenzie), Marie Black (Hurunui), Sam Broughton (Selwyn), Nigel Bowen (Timaru); Councillors Mike Davidson (Christchurch City), Tane Apanui (Environment Canterbury); and Jim Harland (NZTA)

### In Attendance

Richard Holland (Team Leader Network Planning Transport, Christchurch City Council), Steve Higgs (Lead Strategic Planner, NZTA), Andrew Mazey (Asset Manager Transportation, Selwyn District Council), Katherine Trought (Director Strategy & Planning, Environment Canterbury), Sam Bellamy (Team Leader Strategy & Planning, Environment Canterbury), Annisa Hanasah (Strategy Advisor, Environment Canterbury)

#### Regional Transport Committee support:

Ben Wong (Senior Strategy Advisor) and Vivienne Ong (Committee Advisor)

### Welcome

Councillor Scott, welcomed everyone to the meeting.

### 1. Apologies

An apology was received from Mayor Craig Mackle (Kaikōura).

## **2. Conflicts of Interest**

There were no conflicts of interest.

## **3. Deputations and Petitions**

There were no deputations or petitions.

## **4. Reports**

### **4.1 Regional Transport Committee Terms of Reference**

Councillor Scott, provided an overview of the proposed change in the Terms of Reference for the Regional Transport Committee to reduce the quorum required to open a meeting from nine to seven.

#### **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.**

Mayor Rowley / Mayor Bowen  
CARRIED

### **4.2 Waka Kotahi NZ Transport Agency Update**

Jim Harland provided members with a handout of his 'update report' advising that roadshows would be held to discuss NZTA's Investment Decision Making Framework and to support Regional Land Transport Plans.

Additionally Road to Zero work was underway for people to access information and to have a better understanding of vehicle safety ratings.

A copy of the 'New Zealand Upgrade Programme – Transport' was handed out, which outlined the Government's \$159 million Canterbury projects package:

- Two lane flyover bridge crossing State Highway 1 (SH1) from Rolleston Drive to Hoskyns Road for local access.
- Halswell Road, two bus lanes connecting Halswell with the Southern Motorway

- Brougham Street, enabling a more reliable freight movement from Lyttelton Port, better traffic flow and safety.
- Rural intersection safety improvements on SH1 at Walnut Avenue, Ashburton and Tinwald.

Discussion focussed on some specific district council transport needs. It was acknowledged that each council had their individual transport projects they wanted to support and move forward.

In response, Jim Harland suggested that NZTA officials present on 'Arataki' and the resilience of the Picton to Dunedin corridor from a Canterbury perspective at the next Committee meeting.

The Committee would also look to support Mayor Black's advocacy for the Hurunui Bridge upgrade.

The Committee will be invited to a Ministry of Transport briefing on the Government Policy Statement (GPS) 2021.

#### **The Canterbury Regional Transport Committee:**

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

Mayor Black / Cr Apanui  
CARRIED

#### **4.3 Variation of the Regional Land Transport Plan**

The total costs of the project would be over the significance threshold amount of \$5 million and members wanted confirmation that the assessment criteria and analysis exempted the variation from triggering the significance policy.

#### **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.**
- 6. Officers to confirm whether the variation projects fall within the significance threshold.**

Mayor Smith / Mayor Rowley  
CARRIED

Steve Higgs confirmed the variation did not trigger the significance policy as policy criteria on improvement activities and strategic importance overrode the monetary threshold.

#### 4.4 Regional Transport Monitoring Update

Ben Wong spoke further to his report advising that at the next Committee meeting there would be an updated mechanism for monitoring regional transport progress; enabling better decision making and aligning with the Ministry of Transport's 'Transport Outcomes Framework'.

#### **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.**

Mayor Broughton / Mayor Bowen  
CARRIED

#### 4.5 Transport Officers Group Report

This item was taken as read.

#### **The Canterbury Regional Transport Committee:**

- 1. Noted the Transport Officers Group Report**

Mayor Broughton / Cr Davidson  
CARRIED

#### 4.6 Regional Road Safety Working Group Report

Some district councils reported they were collaborating cross boundary on road safety matters and that it was working well. Other district councils have indicated they preferred a localised approach to road safety to maintain local knowledge in road safety delivery.

#### **The Canterbury Regional Transport Committee:**

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

Mayor Rowley / Mayor Smith  
CARRIED

## **5. Public Excluded**

There was no public excluded session.

## **6. Extraordinary and Urgent Business**

There was no extraordinary or urgent business. The Chair requested that a general business item be added to future agendas. This would provide the Committee with the opportunity to raise matters for consideration at subsequent meetings.

## **7. Next Public Meeting**

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

## **8. Closure**

The meeting closed at 6.01pm

**Confirmed**

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

**Chair:** \_\_\_\_\_

## **5. Matters Arising**

## 6. Reports

### 6.1. Regional Land Transport Plan Update

#### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	21 May 2020
<b>Author</b>	Hamish Slack, Principal Strategy Advisor
<b>Endorsed by</b>	Katherine Trought, Director Strategy and Planning

#### Purpose

1. To provide members of the Canterbury Regional Transport Committee (RTC) with an update on progress-to-date and next steps for the 2021 Regional Land Transport Plan (RLTP).

#### Recommendations

**That the Canterbury Regional Transport Committee:**

1. **note progress to date on the 2021 RLTP, including the work identifying investment priorities**
2. **agree to proceeding with the development for the RLTP based on the strategic framework developed at the 27 February RTC workshop session and subsequent email discussion.**

#### Context

2. The RLTP is the document that guides integrated land transport planning and investment within a region. RLTPs are developed every six years and reviewed every three years. The current 2015 Canterbury RLTP was reviewed in 2018.
3. In March 2021, we will invite the RTC to approve the 2021 Canterbury RLTP. We will then send it to be endorsed by Environment Canterbury before submitting it to Waka Kotahi NZ Transport Agency by April 2021.

#### Background

4. At a 27 February 2020 RTC workshop, and by email after the workshop, RTC members developed the 'Vision' and 'Objectives' for the 2021 RLTP. These make up part of the 'Strategic Framework' for the RLTP.



5. The 'Vision' and 'Objectives' resulting from these discussions are below.

### **RLTP Vision and Objectives**

#### *Vision*

Provide all transport users with sustainable options that move people and freight around and through our region in a safe and efficient way that enables us to be responsive to future challenges.

#### *Objectives*

- A network that facilitates shared prosperity across our region (economic, social, environmental and cultural).
- Better freight transport options leading to fewer trucks on our roads.
- Fewer deaths and serious injuries on our roads.
- Improved national advocacy for regional transport needs.
- A transport network with options that facilitate reliable and consistent journey times.
- Sustainable transport choices (mode shift) with reduced negative environmental and health impacts.
- A resilient transport network that can better cope with natural disasters and climate change impacts.

6. These were then used by members of the Transport Officers Group (TOG) as the basis for an Investment Logic Mapping workshop. The purpose of the workshop was for TOG to gain a shared understanding of the strategic problems and desired benefits facing Canterbury's transport network. TOG then developed strategic responses to those problems.
7. These strategic responses (also called transport investment priorities) – the actions required to address the regions' problems – is the basis for prioritising transport projects in the RLTP.
8. This Investment Logic Map (with the problems, benefits and strategic responses identified by TOG) was then considered and developed further by the Regional Transport Committee at a 15 May workshop.
9. At the same time, staff have been preparing the Strategic Context for the RLTP. The purpose of the Strategic Context is to tell the story of the Canterbury region from a land transport perspective.
10. Environment Canterbury staff will continue to develop the Strategic Context and will take any further comments on the Investment Logic Map RTC members may have. These will inform the next steps of the RLTP development process.

## **Next steps**

11. Environment Canterbury staff will work with the Transport Officers Group to continue to develop the strategic portion of the RLTP, which will be presented to RTC at its meeting in August.
12. Around October, we expect that Waka Kotahi and Territorial Authorities will then submit their transport projects for prioritisation in the RLTP. Around November these will then be discussed at both TOG and RTC to decide how they should be prioritised in the RLTP.
13. Finally, in December the RTC will be invited to approve the draft RLTP for public consultation.

## **Attachments**

Nil

## 6.2. Covid-19 Recovery

### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	21 May 2020
<b>Author</b>	Hamish Slack, Principal Strategy Advisor
<b>Endorsed by</b>	Katherine Trought, Director Strategy and Planning

#### Purpose

1. This paper sets out the projects Canterbury councils have submitted to the Government as part of its call for 'shovel ready' economic recovery infrastructure projects. RTC Members are invited to use this opportunity to comment on the projects submitted for their districts and to discuss potential other transport-related recovery opportunities.

#### Recommendations

**That the Canterbury Regional Transport Committee:**

1. **discuss transport-related economic recovery opportunities for the Canterbury region.**

#### Background

2. As noted by the Treasury in a recent report, the current Covid-19 pandemic is a 'once in a century' public health shock that is also having a profound impact on economic and financial systems around the world and in New Zealand.
3. Part of the Government's response to this shock has been to look ahead to significant projects that could help stimulate the economy – so called 'shovel ready' projects. The Government stated it was looking to develop a pipeline of infrastructure projects from across the country that would have a public or regional benefit, create jobs and be able to get underway in short order.
4. The Government established an 'Infrastructure Reference Group' to consider submitted projects. The Group included Mark Binns, the Chair of Crown Infrastructure Partners, Waka Kotahi NZ Transport Agency Chair Sir Brian Roche, KiwiRail Chief Executive Greg Millar and Infrastructure Commission Chair Allan Bollard.

#### Canterbury 'shovel ready' projects

5. Through the Mayoral Forum, Territorial Authorities and Environment Canterbury together submitted a number of potential 'shovel ready' projects for consideration. In total, \$1,324 million of Government funding was requested across 45 projects, with a

total cost of \$1,599 million. The full list of projects that were submitted are in Attachment 1.

6. The submitted projects cover a range of areas – including water, transport and buildings – consistent with the broad range of projects that the Government said it will consider funding. 15 land transport related projects were put forward with a total cost of \$253 million, with \$157 million of this being sought from the Government.
7. It should be noted that other councils and other organisations have also submitted billions of dollars of potential projects to the Government for consideration. It is clear that not all of the projects that have been submitted will be funded by the Government, and that the Government will need to make choices.
8. At the same time, staff consider that this initial call for 'shovel ready' projects is unlikely to be the only opportunity to attract funding from central Government for council-led stimulus projects. The Minister of Finance, for example, has repeatedly stressed that the Government will work to help the economy recover; that measures announced so far are not the only measures that will be implemented.
9. As such, the RTC meeting on 21 May is an opportunity for members to discuss:
  - the 'shovel ready' projects that were submitted for their districts as part of the original Government call for projects
  - other projects or opportunities that would also stimulate the regional economy, and potential avenues for seeking funding for those opportunities
  - how the RTC can support the exploration of these opportunities.

## **Next steps**

10. The Infrastructure Reference Group is currently working through the projects that were submitted to it. At the time of writing this report (12 May) the Government had yet to consider and form any views on next steps.

## **Attachments**

1. Canterbury proposals to Crown Infrastructure Partners, prioritised [6.2.1 - 2 pages]

Priority Order	CIP INFRASTRUCTURE PROJECTS - SUBMITTED WITH CMF LETTERS OF SUPPORT, 14 APRIL 2020		Est. COUNCIL/OTHER FUNDING	REQUESTED FUNDING \$M	TOTAL PROJECT COST \$M
1	ECAN	A co-ordinated package of flood protection works across Canterbury region. Nine projects in total (individual detail below). TOTAL:	2.20	24.00	26.20
	CHRISTCHURCH	Marshland Road bridge and intersection improvements on a major commuter route into the city from Waimakariri District	2.40	7.10	9.50
		Halswell Junction Road extension to improve access to and from the Hornby freight hub	2.50	7.50	10.00
		Port Hills Road Guardrails and Pedestrian Safety Improvements (Evans Pass and Dyers Road) – the main route for over-dimension and over-weight vehicles and vehicles containing hazardous substances travelling to Lyttelton Port	10.50	13.50	24.00
		Major Cycleway Routes (South Express and Nor'West Arc)	54.15	18.05	72.20
		Otakaro Avon River Corridor: Avon Floodplain Management Implementation and Waikākāriki – Horseshoe Lake	92.70	92.70	185.40
		Future-proof water supply resilience (backflow prevention device)	0.00	23.30	23.30
		Future proof drinking-water resilience (smart water monitoring and re-zoning)	1.50	98.50	100.00
		Smart Christchurch Programme		10.40	10.40
		Canterbury Multi-Use Arena		473.00	473.00
		Canterbury Museum and Robert McDougall Gallery.		195.20	195.20
1	ASHBURTON	Constructing a second (urban) bridge over the Ashburton River to relieve pressure on the SH1 bridge and improve network resilience	7.00	28.00	35.00
2		Accelerating construction of the Ashburton District Council Civic Centre and Library project.	31.60	20.00	51.60
3		Upgrading the Methven drinking water supply	0.80	6.10	6.90
4		Constructing an Ashburton relief sewer to address level-of-service issues in the current network (surcharging / overflows) and provide for future servicing of development areas around the perimeter of Ashburton urban area	4.00	9.40	13.40
5		Improved safety of inter-regional freight and tourist routes through carriageway widening and strengthening (Inland Scenic Route Route 72; Thompsons Track; Mayfield Westerfield Road)		12.25	12.25
6		Relocating rail shunting from central Ashburton to the Ashburton Business Estate to improve freight handling and increase rail freight load, remove heavy traffic from the SH1 entrance within the Ashburton Town Boundary and between Ashburton and Rolleston		16.40	16.40
1	HURUNUI	Drinking water service delivery improvements (protozoa compliance and pipe replacement)		33.50	33.50
2		Replacement of wastewater pipes at the end of their useful life or in poor condition		4.00	4.00
3		Part-funding of the Conical Hill flyline at Hanmer Springs.	0.40	1.70	2.10
4		Footpath renewals		2.00	2.00
5		Part-funding of the planned rebuild of the Amberley community swimming pool	1.00	1.00	2.00
6		Soldiers Block Redevelopment		7.60	7.60
1	KAIKOURA	Three Waters infrastructure repairs and upgrades	0.80	7.46	8.26
1		Part-funding of replacement of the Glen Alton Bridge in the Clarence Valley – destroyed in the November 2016 earthquake	12.00	0.06	12.06
2		Kaikōura Aquatic Centre	2.50	1.40	3.90
2		Mayfair Arts & Culture Centre construction		4.10	4.10
		Kaikōura active travel enhancements – a package of works that will create or enhance pedestrian or cycling opportunities in the Kaikōura community and further develop the tourist experience.		2.05	2.05

1	<b>SELWYN</b>	District-wide roading package of reconstruction, rehabilitation and re-seal repairs to catch up on deterioration of its roading network from increasing use from all traffic types.		12.00	12.00
1	<b>TIMARU</b>	Pareora drinking water pipeline upgrade and renewal		23.90	23.90
2		New membrane filtration plant for the Downlands rural water supply scheme at Richardson Rd and replacement of 9km of 450mm diameter treated water pipeline from this new water treatment plant to Cave.		25.30	25.30
3		Theatre Royal Upgrade and new Heritage Facility – to provide a fit-for-purpose facility for local and touring performing arts and other shows, and for the exhibition and education component of the South Canterbury Museum and touring heritage exhibitions.		11.80	23.20
				11.40	
1	<b>WAIMAKARIRI</b>	Replacement of the Skew Bridge with a wider structure as well as realigning the approach curves	3.00	9.00	12.00
2		Kaiapoi stormwater and flood prevention works – constructing a series of pump stations with storage to mitigate stormwater and flooding issues in the urban portions of Kaiapoi and surrounds.	9.00	9.00	18.00
3		Drinking water upgrades to meet Drinking Water Standards and improve the reliability and resilience of the district's drinking water infrastructure	3.00	9.00	12.00
4		Rangiora West Route improvements, including new roundabouts, intersection improvements, carriageway widening and speed thresholds	4.05	12.15	16.20
1	<b>WAITAKI</b>	Water supply - Oamaru	0.00	15.50	15.50
2		Habour - Oamaru	0.00	12.50	12.50
3		Water Supply – District capacity upgrades	0.00	17.00	17.00
4		Transport – Kakanui Bridge	0.00	7.20	7.20
5		Airport - Oamaru	0.00	6.50	6.50
1	<b>WAIMATE</b>	Waimate District Council Water Treatment Plant Upgrades - Various rural schemes		7.60	7.60
2		Waimate District Council Sewer Renewals - Accelerated programme		3.80	3.80
	<b>WHEELS TO WAIPARA CYCLEWAY</b>	65km recreational off-road scenic cycle trail extending from the Waimakariri River to the Waipara wine region, following a primarily coastal route around Pegasus Bay.		10.00	10.00
	<b>SUPPORT FOR WOODEND BYPASS, SH1 (NZTA)</b>	Bypass of Woodend has been contemplated for more than 20 years and, in recent years, the bypass route has been designated in the Waimakariri District Council's District Plan. This followed years of engagement between the Council, the Woodend community and NZTA and its predecessors.			
	<b>CIP - RURAL BROADBAND INITIATIVE - PHASE 2</b>	Accelerated rollout of the Rural Broadband Initiative phase 2.			
			<b>245.10</b>	<b>1323.92</b>	<b>1569.02</b>

## 6.3. Arataki and Transport Agency Investment Proposal (TAIP)

### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	21 May 2020
<b>Author</b>	Jim Harland, Director of Regional Relationships, Waka Kotahi NZTA Steve Higgs, Lead Strategic Planner, Waka Kotahi NZTA

#### Purpose

1. To update the Regional Transport Committee (RTC) on Arataki and the Transport Agency Investment Plan (TAIP).

Steve Higgs will present this.

#### Recommendations

That the Canterbury Regional Transport Committee:

1. notes the update from Waka Kotahi on Arataki and the Transport Agency Investment Plan

#### Attachments

## 6.4. Waka Kotahi NZTA Update

### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	21 May 2020
<b>Author</b>	Jim Harland, Director of Regional Relationships, Waka Kotahi NZTA Steve Higgs, Lead Strategic Planner, Waka Kotahi NZTA

#### Purpose

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

#### Recommendations

That the Canterbury Regional Transport Committee:

1. notes the update from Waka Kotahi.

#### Attachments

Waka Kotahi Canterbury update



**To** Canterbury Regional Transport Committee

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

**Date** 21 May 2020

**Subject** Waka Kotahi Update to Canterbury Regional Transport Committee

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## **National Land Transport Programme Update**

### **Arataki**

Arataki is the Waka Kotahi's 10 year view from a national perspective and summarised at a South Island and regional level. It represents the Waka Kotahi's best understanding of what the is needed to deliver on the government's current priorities and how best to work with you to shape the best land transport system for New Zealand.

We sought feedback on Arataki during February – March and a further version has been added to the website. Further iterations are being considered to reflect the impact of Covid-19 and changes to the draft GPS. In summary we do not see this document as being static, but evolving over time to reflect changing priorities.

For Canterbury, the information contained in Arataki focuses on improving urban development, mode choice, safety, managing climate change and resilience.

The information contained in Arataki will be used to inform the Transport Agency Investment Proposal (TAIP), which is currently being developed.

Further Information:

Arataki Page <https://www.nzta.govt.nz/planning-and-investment/planning/arataki/>

South Island Summary <https://www.nzta.govt.nz/assets/planning-and-investment/docs/arataki/pan-regional-summary-south-island.pdf>

Canterbury Summary <https://www.nzta.govt.nz/assets/planning-and-investment/docs/arataki/regional-summary-canterbury.pdf>

## **Government Policy Statement**

The GPS sets out the Government's strategic direction for the land transport system over the next 10 years and is updated every three years. It provides guidance on how we invest the National Land Transport Fund (NLTF), and how we assess and prioritise activities for RLTPs and the NLTP.

The draft GPS 2021 continues the strategic direction of GPS 2018, but provides stronger guidance on what Government is seeking from land transport investments. Submissions and feedback on the draft GPS 2021 and the draft Rail Plan have closed.

## **Investment Decision Making Framework**

### **A - Consultation on draft Investment Prioritisation Method (IPM) for the 2021-24 National Land Transport Programme**

NZ Transport Agency has made the decision to defer consultation on the draft Investment Prioritisation Method (the draft IPM) for the 2021-24 National Land Transport Programme. The deferred consultation on the draft IPM is needed to understand the impact of COVID-19 on its programmes of work and on investment in the land transport system. It expects to provide a further update soon

### **B - Feedback on the IDMF Draft Design Report - summary of key themes**

Between December 2019 and February this year, Waka Kotahi asked for feedback on proposed changes to the IDMF, with a particular focus on the assessment of investment proposals, the development of business cases and low cost, low risk programmes.

A summary of some of the key themes that came through in this feedback is now available:

[Consultation on the IDMF Draft Design Report – summary of key themes \[PDF, 386 KB\]](#)

We will continue to use this feedback to inform the final design of the IDMF, which we now expect to release late May.

## **Accessible Streets**

The Waka Kotahi and Ministry of Transport are proposing a collection of rule changes regarding the accessible streets rules package. The proposed rule changes consultation will close on 20 May and can be reviewed [www.nzta.govt.nz/accessible-streets-consultation](http://www.nzta.govt.nz/accessible-streets-consultation)

These rules are designed to improve safety for footpath users, encourage active modes of transport, and support the creation of more liveable and vibrant towns and cities.

Everyone who uses the transport network will be affected by these proposed changes. We want to be sure we consider your views, and the impact that the proposed new rule and proposed rule changes could have.

Accessible Streets is a package of rule changes that intends to:

- make our footpaths, cycle lanes, and shared paths safer and more accessible for everyone
- respond to the increasing use of micro-mobility devices on our streets and footpaths
- create a national framework with ability for local councils to make changes to suit local conditions
- make traveling by bus and active transport modes safer and more efficient, and support the creation of more liveable and vibrant towns and cities.

The rules provide a national framework that clarifies how and where vehicles and devices can be used, while allowing councils to make changes to suit local conditions.

### **COVID-19**

During the Alert Level 4 lockdown period only essential state highway maintenance work has been undertaken following strict health and safety protocols. This work was necessary to keep the network safe for the movement of essential goods and support lifeline functions.

Waka Kotahi projects and non-essential state highway maintenance work will be able to resume under Alert Level 3 in accordance with strict health and safety protocols. There are site plans for each work site which will align with strict industry standards provided by Construction Health and Safety NZ. The timing of the restart of work on each site has differed depending on their complexity.

Waka Kotahi has provided advance payments to roading contractors during the lockdown to support the industry so can be ready for work at Alert Level 3.

Refer to the Waka Kotahi website for further information [nzta.govt.nz/COVID19](https://nzta.govt.nz/COVID19).

## **Waka Kotahi Activity in Canterbury**

For Canterbury the most notable projects are:

### **Greater Christchurch Mode Shift Plan and TDM Business Case**

Further to the last update, work is now advanced on the Mode Shift Plan. We have completed a full draft and going through a final comment round. The final draft has been delayed pending a final workshop (14<sup>th</sup> May).

The Plan brings together all planning and improvement work related to Mode Shift that that is currently underway in Christchurch into one document. It will identify key work areas and where there are gaps, representing opportunities to fill those gaps. The report is required to be with the Minister of Transport in August.

In addition, the Greater Christchurch Partnership is developing a TDM Business Case, primarily focused on opportunities for behavior change. This will be completed prior to 30 June. We intend to report both pieces of work at the next RTC meeting.

## **Brougham Street**

Regarding progress on the development of business case for the Brougham Moorhouse area, please see an update below,

The Brougham - Moorhouse business project scope is split into two stages.

1. Stage 1 work covers from problem definition to preferred option identification. A Preferred Option has been selected which considered the improvements package that can best address both the ongoing needs of the transport system and the opportunities that exist to achieve the vision that stakeholders have for the future transport system in the study area. This first stage was completed in January 2020 and the project transitioned into the Stage 2 in February 2020.
2. The Stage 2 work has commenced and is focused on further development of the Preferred Option including detailed analysis and modelling to confirm the robustness of the Preferred Option, the preparation of Concept Designs and planning for the design phase. This work is expected to be completed in August 2020 after which the business case will be submitted for relevant endorsements and approvals. The project design stage is expected to commence in September 2020.

## **Northern and Southern Motorways**

Following the COVID-19 lockdown, work has recommenced on both the Northern (CNC) and Southern (CSM2) Motorways. The large construction forces on each project spent some initial days learning new work procedures under Alert Level 3, with quite a few challenges to overcome. The loss of five of the ten weeks remaining construction time ahead of winter means the CSM2 project has revised its deadlines. The project team will endeavour to get traffic on to the citybound lanes by mid-year if weather permits. The CNC is still working towards a December completion date.

More information on these projects is available at these links:-

CSM2: <https://www.nzta.govt.nz/projects/christchurch-motorways/christchurch-southern-corridor/christchurch-southern-motorway-stage-2>

CNC: <https://www.nzta.govt.nz/projects/christchurch-motorways/christchurch-northern-corridor/>

## **PT Futures**

The PT Futures Project includes development of three integrated business cases:

1. Foundations Single Stage Business Case (SSBC) – focussed on improvements to the five existing core bus routes
2. Rest of Network Indicative Business Case (IBC) – focussed on improvements to the rest of the existing bus network
3. Mass Rapid Transit MRT (IBC) – focussed on identifying the future route and form of mass rapid transit, and investment triggers

The purpose of the Project is to establish a prioritised investment programme through these three business cases.

The Foundations and Rest of Network business cases will identify short-to-medium term (3-10 years) interventions, while the MRT business case has a longer term focus.

The interventions being investigated include service and infrastructure improvements as well as 'soft' measures such as provision of better ticketing system, travel information, etc.

The current business case work will develop a recommended short to medium term programme. The timing of deliverables is staged so that it can inform the next LTP and RLTP process.

The confirmation and prioritisation of the short and medium term options for Foundations and Rest of Network business cases are, at this stage, planned for mid-2020. The Foundations Business Case is aimed to be completed by September 2020 and the Rest of Network Business Case is aimed to be completed by March 2021.

The MRT IBC is currently in the procurement stage and the aim is to have the work started by the end of May 2020. The timeframes for the MRT work will be confirmed once the consultants are onboard and the work has begun. However, currently the aim is to identify the preferred MRT corridor(s) by September 2020 and have the IBC completed by March 2021.

## **Safety Improvements**

### **Safe Network Programme**

The Safe Network Programme is a Waka Kotahi NZ Transport Agency partnership with local government to deliver proven safety interventions on high risk routes across New Zealand. The Transport Agency and local government co-invest in local road safety improvements. Through the Safe Network Programme, the Government is increasing its funding contribution to support local government to deliver even more safety projects.

The programme has three key focus areas:

- Safe roads and roadsides – investing in proven infrastructure improvements on our existing State Highway and local roads and intersections.
- Speed management – setting speeds that are safe and appropriate for the level of risk on each road.
- Safe rail level crossings – investing in safety upgrades around rail level crossings.

The Local Road Safe Network Programme is working with and supporting local councils with further developing their programme of road safety interventions to significantly reduce DSI rates on local roads. Currently, the Area Programme Managers and Councils are co-developing safety programmes to go forward for prioritisation for the next NLTP. Through workshops and a communication tool called the Pipeline Tool, Councils and Waka Kotahi are looking at high risk intersections and corridors. The tool suggests potentially suitable safety treatments, levels of investment and associated DSI savings and these are discussed, modified and/or confirmed before

going through the next stages of rationalisation, projectisation and prioritisation. Local councils are able to review the Pipeline Tool throughout the whole RLTP development process.

### **Speed reviews**

Due to COVID-19, we are unable to confirm announcement of decisions and implementation timing for any speed reviews. Once we can confirm dates for when we can get contractors on the ground to complete the installation of new speed limit signs and supporting measures, we will be able to progress this, as we will be able to complete the bylaw process needed to enact the speed limit changes. The bylaw and gazette notice require an implementation date, when the new speed limit changes would come into effect.

### **Woodend Corridor Safety Improvements**

A half-day workshop was held on 5th May 2020 for project team to work with Waimakariri District Council officers to review the short-listed improvement options. Waka Kotahi consultant will complete the Single Stage Business Case (SSBC) by the end of June 2020.

The business case will be reported to the NZTA Delegations Committee for approval in July 2020.

### **Canterbury Maintenance and Operations**

The majority of the 2019/20 state highway resurfacing and renewals programme was largely completed within the construction season. However we could not complete all lengths due to the COVID 19 lockdown restrictions. These will now be completed in the 2020/21 season and where appropriate, holding repairs will be implemented as necessary.

Most state highway routine maintenance work continued from 26th March under the essential services provisions of the COVID Level 4 and Level 3 restrictions and health and safety requirements in place, and all maintenance work activities will recommence with the move to Level 2. A full and comprehensive recovery plan has been developed by Waka Kotahi documenting the continuity plan and procedures to be followed as the pandemic continues through to elimination, which is mirrored by our contractor's and consultant's own plans.

The Kaikoura recovery programme delivered by NCTIR, and the major capital projects within the Canterbury region were also affected by the COVID 19 restrictions, with no work delivered under Alert Level 4. Recommencement occurred under Level 3 where resourced locally or if the work was considered essential for safety (such as the NCTIR programme). Waka Kotahi is currently assessing the impact on the programme in-light of these delays.

## 6.5. Kaikōura variation to NLTP

### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	21 May 2020
<b>Author</b>	Peter Thomson, Rebuild Programme Manager, Kaikōura District Council
<b>Endorsed by</b>	Ben Wong, Senior Strategy Advisor, Environment Canterbury

#### Purpose

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

#### Recommendations

**That the Canterbury Regional Transport Committee:**

1. **Notes the Kaikōura District Council's request that the NZ Transport Agency vary the National Land Transport Programme to take account of revised Emergency Works funding estimated at a total value of \$30.9m.**

#### Context

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

#### Requested variation

5. The Kaikōura District roading network was significantly affected by the 7.8M earthquake event of 14 November 2016.

6. Following the earthquake, the Kaikōura District Council formally applied to NZTA in February 2017 for a bespoke Emergency Works FAR arrangement for an estimated \$12m roading recovery programme. A bespoke emergency works FAR was approved by the NZTA Board in March 2017, being applied to all eligible emergency recovery works undertaken by the Council in respect of the November 2016 Kaikōura earthquake.
7. At the time of the original approval in March 2017, it was noted that a full assessment of the damage to Kaikōura District roading network was not yet complete.
8. Throughout the response and recovery phase, NZTA has continued to work alongside the Council for the reinstatement of transport-affected infrastructure, with representation on the Kaikōura District Infrastructure Rebuild Steering Group, which was established in May 2017. All parties were aware of the increasing programme value since the latter half of 2017 but delayed applying for a formal cost scope adjustment until several areas of uncertainty were better understood with more confidence.
9. In May 2019 the Kaikōura District Council re-quantified the increased scope and cost of the emergency reinstatement works, and made a formal request to NZTA to vary the NLTP to take account of its revised Emergency Works estimate of \$22.9m. A report was presented to the Canterbury Regional Transport Committee on 23 May 2019 advising the Kaikōura District Council's request that the NZ Transport Agency vary the National Land Transport Programme to take account of revised Emergency Works funding estimated at a total value of \$22.9m, and noting the Clarence Valley Access project was working through a separate business case process of which the outcomes were not fully determined.
10. The latest rebuild programme Emergency Works estimate for roading is \$30.9m, requiring an increase of \$8.0m to the current approved activity in the TIO (Transport Investment Online) system. The estimate increases are related to revised costs of the Clarence Valley Access bridge replacement and repair project, based on a business case submitted to and approved by the NZTA Board in November 2019.
11. As this is not a variation to the RLTP, public consultation is not required.



## 6.6. Scorecard Development Update

### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	21 May 2020
<b>Author</b>	Ben Wong, Senior Strategy Adviser
<b>Endorsed by</b>	Toshi Hodliffe, Team Leader

#### Purpose

1. This paper presents the quarterly monitoring and progress report (also known as the 'scorecard').

#### Recommendations

**That the Canterbury Regional Transport Committee:**

1. **note the quarterly monitoring and progress report attached to this report; and**
2. **note that Environment Canterbury is currently reviewing the approach to monitoring and will align the new approach with the Ministry of Transport Outcomes Framework.**

#### Monitoring Report Update

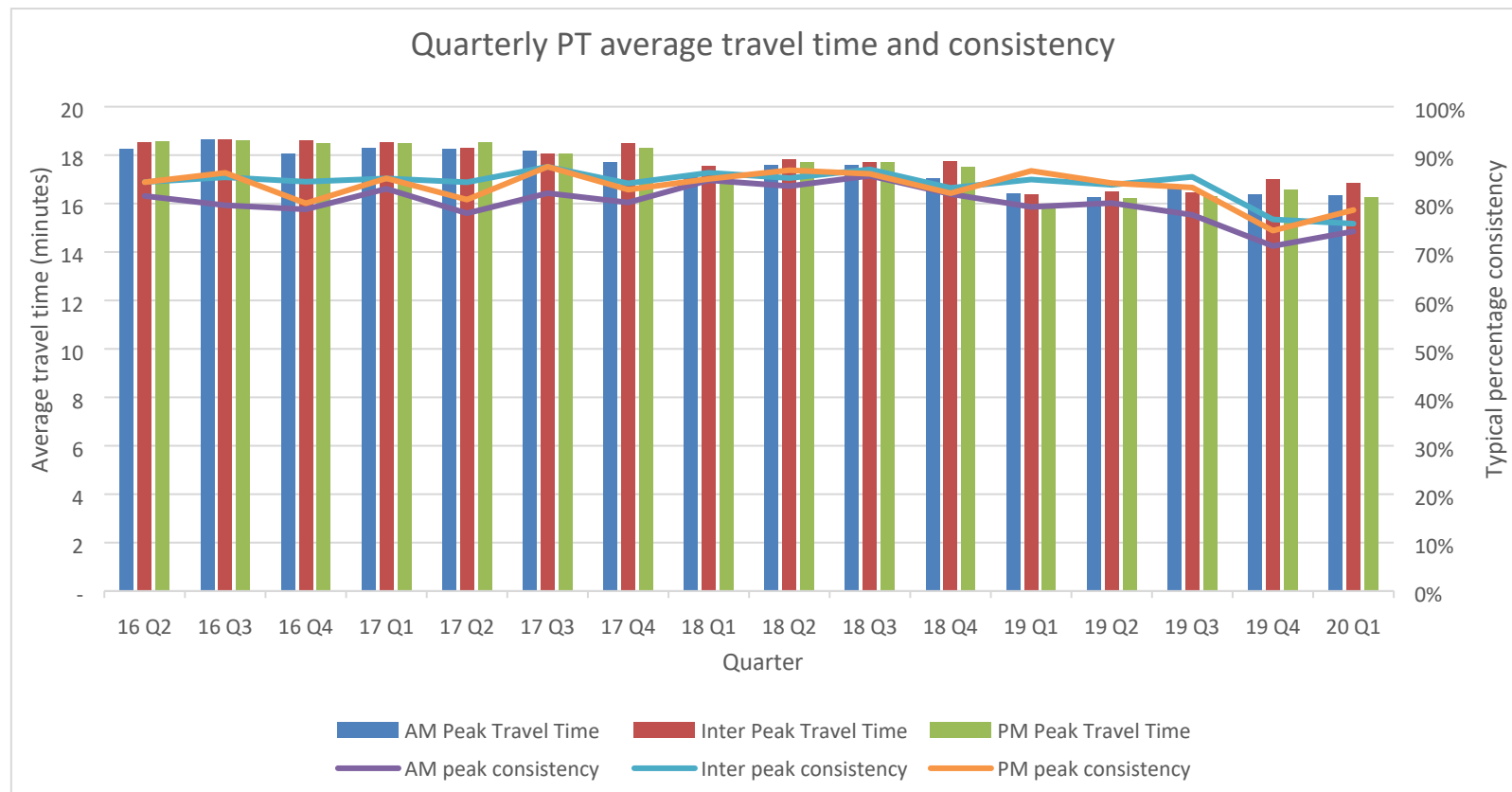
2. In accordance with the Land Transport Management Act, the Regional Land Transport Plan (RLTP) needs to include measures for monitoring the performance of transport activities in the RLTP and a description of how monitoring will be undertaken to assess implementation of the RLTP.
3. We advised the RTC in February that that the monitoring approach would be updated to align with the Ministry of Transport Outcomes Framework. This work is ongoing.
4. We attach a condensed quarterly monitoring report with data updated, to the end of March. This is too early to recognise the effect of the COVID-19 lockdown.
5. However, the Canterbury Region will likely have fewer deaths and serious injuries on its roads in the 19/20 Financial Year when compared to the 18/19 Financial Year.

#### Attachments

Condensed monitoring scorecard

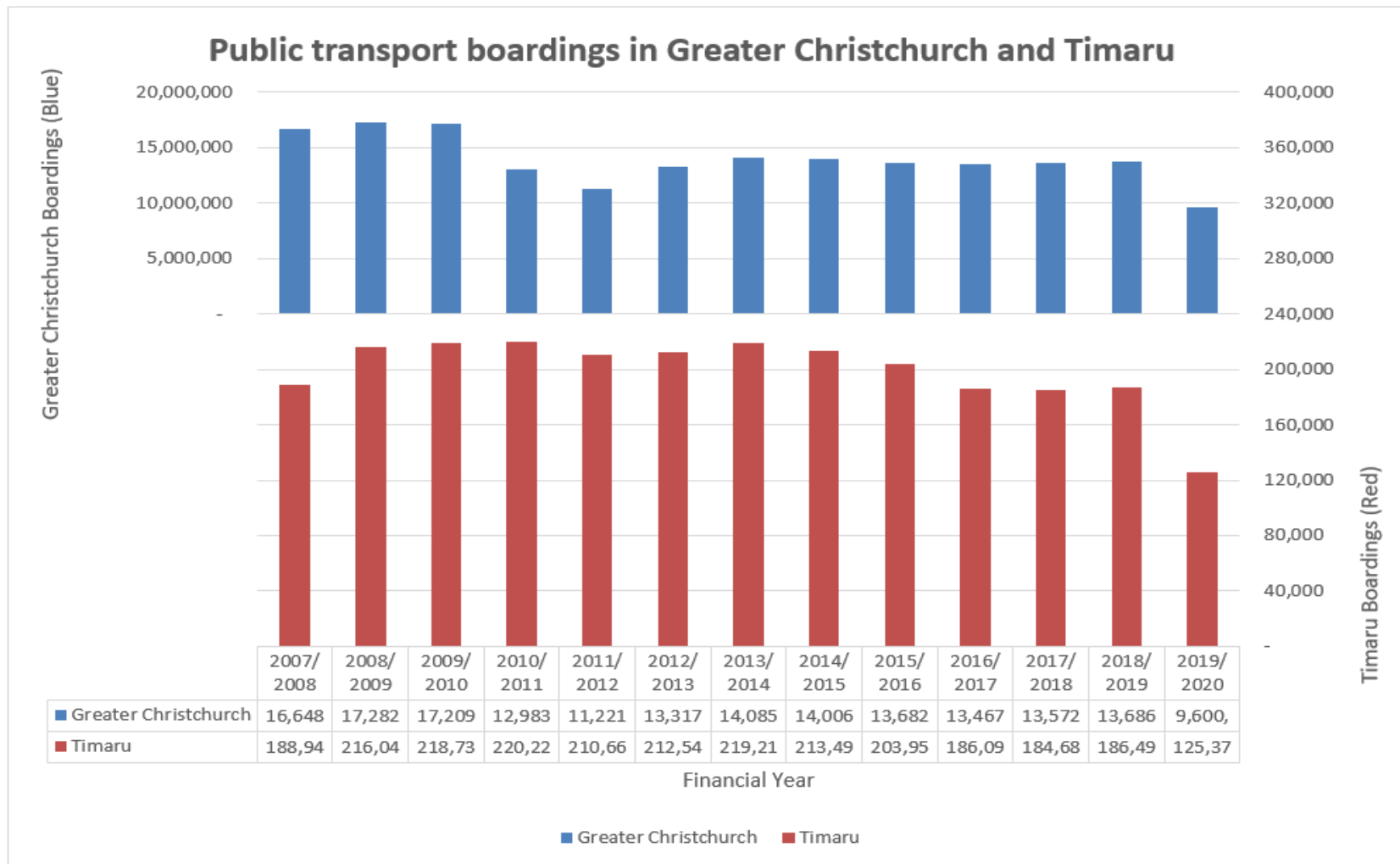
## Attachment: Quarterly monitoring and progress report

<b>Strategic Objective</b>	<b>Performance measure and commentary</b> This scorecard shows the scorecard graphs that have had new information added to it since the February RTC meeting. The previous scorecard can be found here and show the graphs with no new information forthcoming: <a href="https://api.ecan.govt.nz/TrimPublicAPI/documents/download/3755070">https://api.ecan.govt.nz/TrimPublicAPI/documents/download/3755070</a>																																																																																																												
Reduce congestion and improve travel time reliability	<p>The average peak travel time in Greater Christchurch has stayed relatively constant between Q4 of 2019 and Q1 of 2020. Travel time consistency has stayed constant also.</p> <div><p>Quarterly average travel time and consistency in Greater Christchurch</p><table border="1"><thead><tr><th>Quarter</th><th>AM Peak Travel Time (min)</th><th>Inter Peak Travel Time (min)</th><th>PM Peak Travel Time (min)</th><th>AM peak consistency (%)</th><th>PM peak consistency (%)</th></tr></thead><tbody><tr><td>16 Q1</td><td>14.5</td><td>14.5</td><td>15.5</td><td>85</td><td>80</td></tr><tr><td>16 Q2</td><td>14.5</td><td>13.5</td><td>15.5</td><td>88</td><td>85</td></tr><tr><td>16 Q3</td><td>14.0</td><td>13.5</td><td>14.5</td><td>88</td><td>88</td></tr><tr><td>16 Q4</td><td>14.0</td><td>13.5</td><td>14.5</td><td>85</td><td>85</td></tr><tr><td>17 Q1</td><td>15.0</td><td>14.5</td><td>15.0</td><td>88</td><td>85</td></tr><tr><td>17 Q2</td><td>14.5</td><td>13.5</td><td>14.5</td><td>88</td><td>85</td></tr><tr><td>17 Q3</td><td>14.0</td><td>13.5</td><td>14.0</td><td>90</td><td>88</td></tr><tr><td>17 Q4</td><td>13.5</td><td>13.5</td><td>14.0</td><td>88</td><td>85</td></tr><tr><td>18 Q1</td><td>13.5</td><td>13.0</td><td>13.5</td><td>88</td><td>85</td></tr><tr><td>18 Q2</td><td>13.0</td><td>12.5</td><td>13.0</td><td>88</td><td>85</td></tr><tr><td>18 Q3</td><td>13.0</td><td>12.5</td><td>13.0</td><td>90</td><td>88</td></tr><tr><td>18 Q4</td><td>13.0</td><td>13.0</td><td>13.0</td><td>88</td><td>85</td></tr><tr><td>19 Q1</td><td>13.5</td><td>13.0</td><td>13.5</td><td>88</td><td>85</td></tr><tr><td>19 Q2</td><td>13.0</td><td>12.5</td><td>13.0</td><td>88</td><td>85</td></tr><tr><td>19 Q3</td><td>12.5</td><td>12.5</td><td>12.5</td><td>90</td><td>88</td></tr><tr><td>19 Q4</td><td>13.0</td><td>13.0</td><td>13.0</td><td>88</td><td>85</td></tr><tr><td>20 Q1</td><td>13.0</td><td>13.0</td><td>13.0</td><td>88</td><td>85</td></tr></tbody></table></div>	Quarter	AM Peak Travel Time (min)	Inter Peak Travel Time (min)	PM Peak Travel Time (min)	AM peak consistency (%)	PM peak consistency (%)	16 Q1	14.5	14.5	15.5	85	80	16 Q2	14.5	13.5	15.5	88	85	16 Q3	14.0	13.5	14.5	88	88	16 Q4	14.0	13.5	14.5	85	85	17 Q1	15.0	14.5	15.0	88	85	17 Q2	14.5	13.5	14.5	88	85	17 Q3	14.0	13.5	14.0	90	88	17 Q4	13.5	13.5	14.0	88	85	18 Q1	13.5	13.0	13.5	88	85	18 Q2	13.0	12.5	13.0	88	85	18 Q3	13.0	12.5	13.0	90	88	18 Q4	13.0	13.0	13.0	88	85	19 Q1	13.5	13.0	13.5	88	85	19 Q2	13.0	12.5	13.0	88	85	19 Q3	12.5	12.5	12.5	90	88	19 Q4	13.0	13.0	13.0	88	85	20 Q1	13.0	13.0	13.0	88	85
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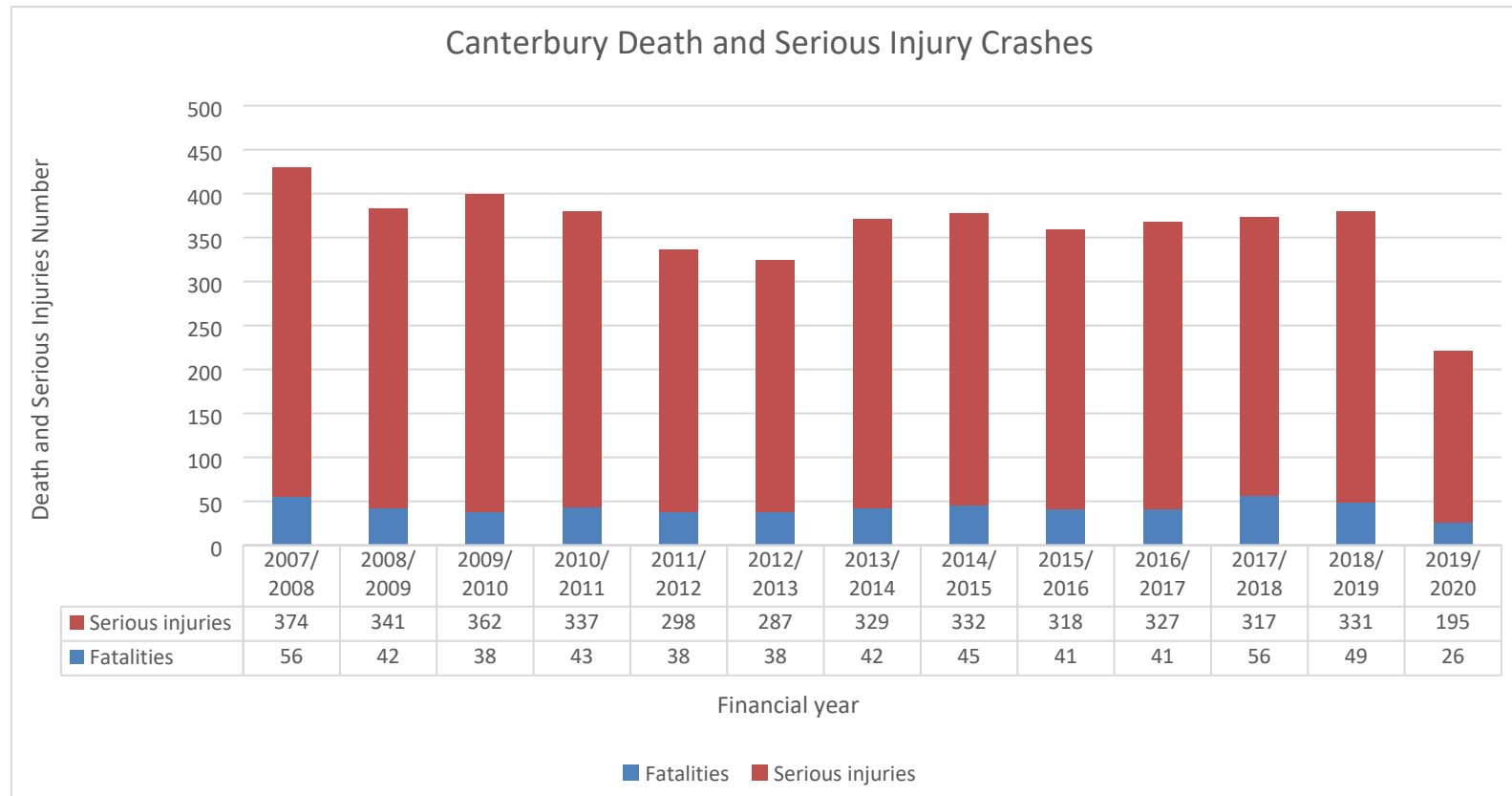
Grow passenger and active transport

The 19/20 Financial Year ends 30 June this year. More than three quarters of the Financial Year has ended. There was a 1% decrease in public transport boardings in Greater Christchurch and Timaru combined between 2018 and 2019. Due to COVID-19, public transport boarding for the 19/20 Financial Year will be suppressed.



Improve  
road  
safety

The 19/20 Financial Year ends 30 June this year. More than three quarters of the Financial Year has passed and there have been 26 fatalities and 195 serious injuries recorded so far. There will likely be less death and serious injuries in the 19/20 Financial Year arising from the reduced traffic volume on our roads due to COVID-19.



## 6.7. Regional Road Safety Working Group and Transport Officers Group Update

### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	21 May 2020
<b>Author</b>	Ben Wong, Senior Strategy Adviser
<b>Endorsed by</b>	Toshi Hodliffe, Team Leader

#### Purpose

1. To update the Regional Transport Committee on the discussions arising from the Regional Road Safety Working Group (RRSWG) and Transport Officers Group (TOG) meeting on 23 April.

#### Recommendations

**That the Canterbury Regional Transport Committee:**

1. **receives the Regional Road Safety Working Group (RRSWG) and Transport Officers Group (TOG) report.**

#### Key points

2. The Regional Road Safety Working Group (RRSWG) met online on the 23 April from 10am to 11:30am. Items discussed that may be of interest to the RTC were:
  - the aspiration for a more joined-up and strategic approach to road safety in Canterbury
  - recognition that the Government's 'tackling unsafe speed program' will require a more 'joined up approach' to speed management in the region
  - questions associated with the implementation of the new way of regulating speeds
  - a desire to work collaboratively for the benefit of road users.
3. The RRSWG also discussed the draft Government Policy Statement on Land Transport and the Rail Plan and gave feedback from a 'safety' perspective.
4. The Transport Officers Group (TOG) met online on the 23 April from 1pm to 3pm. The following issues may be of interest to the RTC:
  - transport officers discussed how implementing the 'tackling unsafe speed program' would work at a practitioner's level
  - officers provided feedback on the GPS and Rail Plan (this feedback was collated and used to prepare the Regional Transport Committee's submission on the draft GPS and Rail Plan)

- officers provided feedback on the Regional Land Transport Plan 'strategic context'
- officers received an update on Arataki.

## **Attachments**

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

## **8. General Business**

## **9. Next Meeting**

Thursday, 20 August 2020 4.00pm – 6.00pm  
Commodore Airport Hotel  
449 Memorial Avenue, Christchurch

## **10. Closure**