

CANTERBURY REGIONAL COUNCIL  
*Kaunihera Taiao ki Waitaha*

 **Environment  
Canterbury**  
Regional Council  
*Kaunihera Taiao ki Waitaha*

# Agenda 2021

## **Canterbury Regional Transport Committee Hearing of submissions for the Canterbury Regional Land Transport Plan 2021-31**

Date: Monday, 17 May 2021

Time: 12.30pm

Venue: Environment Canterbury, Council Chamber  
200 Tuam Street, Christchurch





# 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>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
<b>Waka Kotahi NZTA</b>	Ian Duncan



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

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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.

## **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.

## 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. Hearing of Submissions to Canterbury Regional Transport Plan 2021-31



#### 3.1. Hearing of submissions to the Canterbury Regional Transport Plan 2021-31

### Canterbury Regional Transport Committee Report

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<b>Date of meeting</b>	17 May 2021
<b>Author</b>	Vivienne Ong, Committee Advisor
<b>Endorsed by</b>	Catherine Schache, General Counsel

#### Purpose

1. To update Canterbury Regional Transport Committee members about the hearing of submissions on the Draft Canterbury Regional Land Transport Plan 2021-31 and provide members with guidance about the hearing process.

#### Recommendations

**That the Canterbury Regional Transport Committee:**

1. receives the 'Hearings of Submissions to the Canterbury Regional Land Transport Plan 2021-31' report.
2. accepts the late submission to the Canterbury Regional Land Transport Plan 2021-31 (Submitter 17, Canterbury District Health Board).

#### Background

2. Formal consultation on the draft Canterbury Regional Land Transport Plan 2021-31 was undertaken from 9 February to midday, 5 March 2021. Eighty-one (81) submissions were received with approximately eight submitters indicating they would like to present their submission to the Canterbury Regional Transport Committee in person.

#### Late submissions and other submissions

3. One late submission was received after midday, 5 March 2021 (Submission 17, Canterbury District Health Board).
4. The Canterbury District Health Board (CDHB) has a lead role in responding to the COVID-19 pandemic, and as a result had limited capacity to prepare a submission on the draft RLTP within the consultation timeframe.

5. The Canterbury Regional Transport Committee is required to resolve to accept the late and other submissions.

## **The hearing**

6. The hearing is the opportunity for submitters to present and speak to their submission to the Canterbury Regional Transport Committee in person. Each submitter has been allocated 10 minutes for their presentation.
7. The hearing has been scheduled for 17 May 2021.
8. Members can ask submitters questions of clarification only (through the Chair) and cannot cross examine or debate the submissions. No decisions on the submissions presented at the hearing are made at this meeting.

## **Risk assessment and legal compliance**

### **Conflict of interest**

9. A conflict of interest can arise in either of two general ways:
  - where a Member stands to benefit from a matter before the Committee for consideration (whether personally; or through connections with other individuals or businesses with which the Member is involved) (“pecuniary interest”); and
  - where a Member holds a bias, or might be perceived to hold a bias, in relation to a matter that is before the Committee for consideration (“bias”).

## **Next steps**

10. Following the hearing of submissions, the Canterbury Regional Transport Committee will deliberate on all submissions received.
11. On 27 May 2021, the Canterbury Regional Transport Committee will meet to approve the Canterbury Regional Land Transport Plan 2021-31.
12. On 17 June 2021, the Council will meet to adopt the Canterbury Regional Land Transport Plan 2021-31.

## **Attachments**

Nil

## 3.2. Summary of Submissions

### Canterbury Regional Transport Committee

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<b>Date of meeting</b>	17 May 2021
<b>Author</b>	Clare Pattison
<b>Endorsed by</b>	Jesse Burgess, Senior Strategy Advisor

#### Purpose

1. The purpose of this paper is to provide the committee with a summary of the submissions regarding the draft Regional Land Transport Plan 2021-31.

#### Recommendations

That the Canterbury Regional Transport Committee:

1. receives the summary of submissions for the Regional Land Transport Plan 2021-31.

#### Submissions Summary

2. Submissions for the draft Regional Land Transport Plan were received from across the region with the distribution reflective of the population distribution.
3. A total of 82 submissions are included in the summary including submissions that may not be accepted by the committee, for example anonymous submissions and/or late submissions. The intention of the summary is to support the committee in consideration of the submissions and in their decision making.

#### Attachments

1. Submissions Summary [3.2.1 - 9 pages]

## Submissions Summary

A total of 81 submissions were received from across Canterbury, with the distribution broadly reflective of the population distribution. One submission did not provide a real name so can not be accepted.

**Table 1. Distribution of submissions from across Canterbury**

Area	Proportion of submissions
North Canterbury	6%
Greater Christchurch	61%
Mid and South Canterbury	21%
Regionwide	11%

The following table outlines each submission and a summary of key points relevant to the RLTP. If the comments relate to projects that are proposed by Road Controlling Authorities or to the activities of other organisations, then these are noted in a separate column.

**Table 2. Summary of submissions**

Submitter Number	Name	Local territorial authority	Summary regarding strategic direction	Summary regarding actions	Matters for Road Controlling Authorities or other organisations.
1	A Carson	TDC	Generally supportive	Supports electrification of the main rail line.	
2	Alex Hallatt	CCC	Generally supportive	Suggests making vehicle insurance compulsory to reduce deaths and serious injuries. Suggests making electric car share schemes free to reduce emissions. Suggests focusing on young people who are not yet used to travelling by car. Suggests making changes to urban form.	Suggests restricting access to the central city to reduce greenhouse gas emissions
3	Alistair Gray	WMK	Generally supportive. Seeks greater focus on rail services in Greater Christchurch area	Supports improved road design to improve safety. Does not support lower speed limits	Suggest Ecan focus on creating public transport that is better than private passenger transport. Supports the prioritization of the Woodend Bypass
4	Angela Dickinson	WMK	Generally supportive		Supports sooner development of the Woodend Bypass
5	Ann Kirwan	HDC	Generally supportive. Does not support the proposed measures of success. Supports prioritization of state highways.	Suggests less trucks on the road. Suggests improving driver competency by removing poor quality drivers. Suggests electric cars are not appropriate for long distance travel in rural areas. Suggests greater engagement by staff	Hurunui River Bridge.
6	Ashburton District Council	ADC	Supportive	Seeks greater detail in the Plan especially regarding Ashburton Second Urban Bridge and improvements to State Highway One between Rolleston and Ashburton. Would like to see more detail in the plan for years 4-10.	
7	Bailey Lissington	WMK			Provides recommendations for user experience through integration with software such as Apple Wallet and Google Pay for Transit
8	Bill Kerr	WMK	Supportive. Does not support the proposed measures of success. Supports prioritization of state highways.	Suggests making electric vehicles more affordable. Suggest replacement of NZTA.	Supports sooner development of the Woodend Bypass

9	Brent Williams	TDC		Seeks a reduction of heavy vehicles out of the Port of Timaru. Seeks an urgent increase in enforcement of the 'No Engine Breaking' zone in Timaru.	Seeks improvements to Evans Street.
10	Bus and Coach Association of NZ (BCA)	All	Supportive especially the increased development of public transport. Seeks more emphasis on public transport in terms of policies and priorities.	Seeks more emphasis on public transport as a solution.	
11	Callum Robertson	CCC	Generally supportive. Supports an increase in the targets for the reduction of deaths and serious injuries and the reduction of greenhouse gas emissions.	Suggests making buses and trains cheaper to use	
12	Canterbury District Health Board	All	Generally supportive. Seeks more emphasis on the health benefits from active transport and mode shift. Seeks more emphasis on accessibility and inclusiveness as an economic factor.	Supports moving heavy trucks off the road. Supports mode shift. Supports safe crossings near schools. Supports public transport infrastructure investment and planning for mass rapid transit. Supports cycling infrastructure close to places of work. Suggests encouraging businesses to provide these amenities.	
13	Carol Long	CCC	Supportive		Supports sooner development of the Woodend Bypass
14	Chris	CCC	Generally supportive. Seeks zero deaths and serious injuries. Supports the reduction of greenhouse gas emissions and the increased tonnage of freight on rail. Does not support the prioritization of the state highway programme, in favour of cycling, walking and public transport.	Notes that freight isn't just trucks and includes sustainable modes like trains or inner-city cycle deliveries. Seeks reduction in motorways and road widening in order to fund public transport, cycling and walkable neighbourhoods. Suggests road pricing.	
15	Chris Taua	WDC	Generally supportive. Does not support the proposed measures of success. Supports prioritization of state highways.	Suggests increased enforcement.	Supports sooner development of the Woodend Bypass
16	Christchurch City Council	CCC	Generally supportive. Suggests the focus on safety is not well reflected across the strategic narrative of document.	Provides corrections, including to project names as per the Christchurch City Council's recently adopted naming conventions.	
17	Christchurch International Airport	CCC	Generally supportive. Supports an increase in the targets for the reduction of greenhouse gas emissions.	Supports the investment to safety in Mackenzie Basin. Supports expediting Pound Rd improvements.	Seeks improvements to Memorial Avenue
18	Christopher Owen	CCC	Generally supportive. Does not support the proposed measures of success. Suggests the removal of travel time, variability, and vehicle kilometers travelled as they encourage investment in the wrong areas.	Suggests increased funding to public transport and walking and cycling, even if it means less improvements for car users.	Seeks a significant reduction in business as usual activity and an increase in activities that reduce emissions.
19	Chrys Horn	CCC	Generally supportive. Suggests rewording an objective to 'A transport system that actively facilitates and encourages a shift to more sustainable, safer and less costly modes'. Suggests 90% rather than 100% increase in freight tonnage on rail. Suggests the inclusion of increasing cycle trips across the region as a measure of success. Supports prioritization of state highways.	Supports reduced use of cars and heavy trucks. Supports increased use of rail and buses. Supports ride share schemes, local rental car options. Supports significant travel demand management activities e.g. awareness raising, behaviour change. Supports internet on rail to make commuting time more productive. Supports two ports with road and rail in different corridors to support network resilience.	Supports improvement of Little River to Akaroa Highway. Does not support improvements to SH75 and 4-laning as it encourages car use.

20	Commodore Airport Hotel Ltd	CCC	Supportive.	Supports increase in cycling to reduce greenhouse gases.	Seeks improvement to cycling from the airport to Christchurch City via Memorial Ave.
21	Damian Parker	WDC	Generally supportive. Does not support the proposed measures of success. Supports prioritization of state highways.	Supports passenger rail. Supports a reduction in traffic.	Supports sooner development of the Woodend Bypass
22	David Drysdale	WMK	Generally supportive. Does not support the prioritization of state highways in lieu of rail investment.	Supports passenger rail. Supports a reduction in traffic. Supports the purchase of inland land for future rail use.	
23	Debbie Dean	WDC	Generally supportive.	Suggests limiting commercial vehicles of a certain weight on roads and using the rail system for freight.	Seeks improvements to the state highway in Woodend to improve safety and amenity of the area by re-routing heavy traffic.
24	Blind Low Vision NZ	All	Generally supportive. Seeks additional indicators regarding accessibility of the public transport service and customer satisfaction. Does not support the prioritization of state highways.	Supports electric buses. Supports fully accessible public transport as a lack of access to public transport leads to a range of poor outcomes for blind or low vision people. Greater enforcement of rules and policies related to accessibility e.g. guide dogs in taxis, destination signals for buses.	Seeks audio announcements on busses and greater quality assurance around support for disabled bus users. Seeks an increase to the Total Mobility subsidy and a feasibility study regarding its introduction into other high population or high growth areas. Supports use of footpaths for pedestrians only and transport devices on cycle lanes or roads e.g. e-scooters. Seeks the re-introduction of the requirement for taxis to have their name in braille and large lettering on the front left-hand passenger door.
25	Dominic Mckeown	CCC	Generally supportive. Suggests an additional measure of amount of investment in rail. Does not support the prioritization of state highways in lieu of rail investment.	Suggests improving the use of rail for passengers. Suggests that road improvement funding should be spent on public transport to reduce deaths and serious injuries. Suggests removing trucks to reduce emissions.	Suggests to purchasing of used Auckland passenger transport carriages to reduce the costs of implementing passenger rail.
26	Elysia Harcombe	CCC	Generally supportive.	Suggests better separation of cyclists from cars on the road.	Suggests more electric buses and improved city design.
27	Emily Munro	WDC	Generally supportive. Does not support the proposed measures of success.		Supports sooner development of the Woodend Bypass
28	Fay Brorens	CCC	Generally supportive.	Suggests passenger rail across Greater Christchurch combined with walkable communities. Supports slower areas. Suggests electric bikes and electric buses and good EV charging sites. Suggests changes to urban form to walkable environments and away from malls and retail parks.	Notes the difficulty in combining electric bikes with busing due to the weight of the bikes when boarding buses.  Suggests improvements to the state highway near Woodend.
29	Foodstuffs South Island Limited	All	Generally supportive. Seeks greater emphasis of the new Strategic Planning Act in the RLTP.	Notes land use changes can be equally effective as investment in the transport system to address population growth.	Seeks greater consideration of future supermarket development in transport and urban development planning to reduce changes to the transport network because of supermarket development.
30	Gavin Treadgold	CCC	Generally supportive.	Suggests better consideration of the impacts of autonomous vehicles in transport investment.	Suggests better integration of non-transportation lifelines in transport planning e.g. fibre optics.
31	Generation Zero	All	Supportive. Suggests that deaths and serious injuries will reduce as the transport network changes to address emissions and sedentary lifestyles. Seeks an increase to 50% reduction in greenhouse gas emissions to increase the pressure to change and set Canterbury up for a smoother transition by 2050. Suggests measuring decreasing	Suggest reducing all road use and increased investment in active and public transport. Suggests electric vehicles are not suitable as a long-term solution. Supports the development of mass rapid transit.	Suggests increased frequency of public transport.



			overall road vehicle usage and increasing active transport use. Does not support the prioritization of state highways due to sufficient capacity and other priorities having more importance.		
32	Harrison McEvoy	HDC	Generally supportive. Does not support the proposed measures of success. Does not support the prioritization of state highways due to other priorities having more importance.	Supports investment in public transport. Suggests subsidies for rail.	
33	Ian Denholm	SDC	Somewhat supportive. Does not support the proposed priorities. Suggests cycling as the top priority. Suggest measuring road damage from milk trucks. Supports the prioritization of state highways.	Supports cycling and changes to urban form to support this. Does not support reducing speed. Supports traffic lane separator poles and removing dangerous and/or blind corners. Does not support the use of buses.	Seeks cycle lanes from Rolleston to Christchurch City Centre. Suggests that NZTA should lead all transport planning and investment.
34	Inderjeet Jwanda	TDC	Generally supportive.		
35	James Brooks	CCC	Generally supportive. Supports the measures of success. Supports the prioritization of state highways.	Suggests greater enforcement regarding dangerous overtaking, and more passing lanes. Suggests increased use of rail between Christchurch and Dunedin.	
36	James Foote	WMK	Generally supportive. Supports the measures of success. Does not support the prioritization of state highways.	Suggests commuter rail and increased freight on rail to reduce emissions and improve road safety.	
37	John McCaskey	All	Supportive of freight to rail.	Strongly supports commuter rail with details of an approach, using the Addington Saleyards, provided within the submission.	
38	John Moody	WMK	Generally supportive. Supports the prioritization of state highways.	Supports straightening of sections of road.	Supports sooner development of the Woodend Bypass and a two-lane Hurunui Bridge
39	Jonathan Corr	WMK	Generally supportive. Does not support the proposed measures of success. Supports the prioritization of state highways.		Supports sooner development of the Woodend Bypass
40	Jonathon MacIntyre	CCC	Generally supportive. Supports the prioritization of state highways.		
41	Josh Bamber	CCC	Generally supportive. Supports the proposed measures of success. Supports the prioritization of state highways.	Supports commuter rail in Canterbury	
42	Josh Brown	CCC	Generally supportive. Seeks a carbon neutral network. Seeks zero deaths and serious injuries. Seeks the majority of freight on electric rail. Supports the proposed measures of success. Does not support the prioritization of state highways as climate changes and safety are more important	Suggests taxing petrol cars and incentivising electric/hydrogen cars and rail.	
43	Josh Smithies	CCC	Generally supportive. Supports the proposed measures of success. Supports the prioritization of state highways.	Suggests improved driver vigilance. Supports public transport, walking and cycling instead of driving.	Suggests buses that tell you what stop is coming up.
44	Kelly Dorgan	CCC	Generally supportive. Seeks greater inclusion of disabled, low income and other	Supports speed reductions that are requested by communities.	

			minority groups who experience barriers to participating in society, to ensure a reduction in marginalization. Seeks an increase to 50% reduction in greenhouse gas emissions. Seeks greater engagement with Mana Whenua. Seeks an additional measure regarding inclusive access under 'Manage Demand Sustainably'.		
45	Kevin Odgers	CCC	Generally supportive. Does not support the proposed measures of success. Supports the prioritization of state highways.	Does not support multiple speed limit changes on sections of road. Supports greater enforcement regarding speeding. Suggests more tree planting. Supports keeping the open road at 100 with reduced heavy vehicles.	Supports sooner development of the Woodend Bypass
46	Kristen Williamson	WMK	Generally supportive. Supports the prioritization of state highways.		Supports sooner development of the Woodend Bypass
47	L A Fleete	CCC	Somewhat supportive.	Supports an increase in congestion levels so people consider other modes of transport, and to slow traffic down. Supports more funding to cycling, rather than public transport, as Christchurch has a higher proportion of the population cycling per capita. Suggest seed-funding projects that encourage mode shift and create supporting industries and advocacy, including incentivising or subsidising e-bikes and e-scooters.	Notes that proposed activities are restricted to the existing approved organisations, which means activities are likely to reflect existing practice and not innovation.
48	Laura Rich	SDC	Generally supportive. Supports an increase in the targets for the reduction of deaths and serious injuries, the reduction of greenhouse gas emissions and the volume of freight on rail. Supports the proposed measures of success. Does not support the prioritization of state highways in lieu of rail investment.		
49	Lauren Roberts	CCC	Generally supportive. Seeks a greater focus on alternatives to car use as a priority, which will also have safety, health, social and climate change outcomes. Does not support the proposed measures. Suggests more surveys of schools, parents, businesses. Suggests more measures related to cycling such as cycle stand usage and secure storage facilities. Does not support the prioritization of state highways.	Seeks greater transformational change and less investment in roads. Suggests greater focus on urban form redesign to support cycle ways separate from roads, including the use of short cuts and beautiful trails. Supports greater effort to reduce the need to travel by car, especially in new housing developments.	
50	Lyttelton Port Company	All	Generally supportive. Supports better multimodal freight options, reliable and consistent journeys and network resilience. Seeks better integration of the 2014 Greater Christchurch Freight Demand Study in the RLTP.	As LPC is a key freight hub for the South Island they seek inclusion in the development of strategies and projects that impact the transport network. Supports further investment in coastal shipping.	Supports reduced congestion on Brougham Street. Supports implementation of the Rolleston interconnection. Supports the introduction of Mass Rapid Transit as it has potential to improve the freight network.
51	Matt Doocey, MP	WMK		Comments on the process to develop the Plan.	Supports sooner development of the Woodend Bypass.
52	Michael Gilbert	HDC	Generally supportive. Seeks greater consideration of passenger rail. Does not support the proposed measures of success. Supports the prioritization of state highways, specifically road alignment, sight lines, camber, better surfaces. Suggests that road safety improvements instead of one lane	Supports improved maintenance. Supports passenger rail, especially from Waipara to Christchurch. Supports improving basic road infrastructure. Suggests government subsidies and promotion of electric vehicles and disincentives for ICE vehicles. Notes the need to shift to electric trucks also. Supports improved efficiency of the rail system.	

			bridge replacements indicates poor overall project planning.		
53	Morland	TDC	Generally supportive. Supports the proposed measures of success. Supports the prioritization of state highways.	Suggest trucks travel in the evening to improve road safety. Supports the increased use of rail to reduce greenhouse gas emissions. Supports making highways wider and smoother with more signage to improve road safety.	
54	Nadia Bell	WDC	Supportive. Supports the proposed measures of success. Supports the prioritization of state highways.	Supports increased advocacy for better transport outcomes.	
55	Neville Tobin	WMK	Generally supportive. Suggests higher target for the reduction of deaths and serious injuries, even if unrealistic. Supports a greater proportion of total freight moved by rail and suggests freight companies to expand into rail.	Supports greater use of rail as a solution.	
56	New Zealand Automobile Association Canterbury West Coast District Council	All	Generally supportive. Supports road maintenance as a top priority due to deteriorating road quality, and to address safety. Supports the prioritization of state highways to reduce deaths and serious injuries to zero.	Supports increasing the number of places to pass, and when adding median barriers. Suggests investment is being spent on repeated road works. Raises concerns regarding congestion, especially at intersections, and the use of mobile devices when driving. Raises concerns regarding accessibility. Supports roads to be improved rather than speed limits reduced.	Supports upgrading the inland Kaikoura Bridge. Supports the Ashburton Second Urban Bridge. And safety improvements between Rolleston and Ashburton. Supports sooner development of the Woodend Bypass. Does not support reducing parking access in Christchurch City Centre. Supports increasing availability and affordability of parking in Christchurch City Centre and at the Christchurch Hospital.
57	New Zealand Automobile Association South Canterbury District Council	South Canty	Generally supportive. Suggests stronger focus on network resilience through the development of alternative pathways and lifelines.		Supports four-laning of SH1 (Evans St) in Timaru, and a review of the Timaru Transportation Study. Supports an inter-regional resilience/lifeline initiative centred on the Rangitata River. Supports two-laning of the SH79 Upper Orari Bridge, with traffic controls as an interim solution.
58	New Zealand Walking Access Commission	All	Generally supportive. Seeks greater emphasis on integrated active transport networks	Supports the development of walking and cycling with roading development and improvement.	
59	Nicholas Latham	CCC	Generally supportive. Suggests reducing the number of road users where appropriate for safety. Suggests more emphasis on improving the rail network than the road network. Suggests removing 'Annual injuries per million kilometres travelled' as a reduction in travel could lead to a reduction in total injuries, but this measure would not change. Does not support the prioritization of state highways as seeks a reduction in number of people using cars instead.	Supports increased collaboration with KiwiRail for both freight and passenger rail. Seeks broader approach to the transport network than the existing thinking regarding road improvements, and ongoing maintenance costs. Suggests that the regional committee should provide direction regarding the whole transport network.	
60	Oliver Harrow	CCC	Somewhat supportive. Suggests reassessing the current strategy. Suggests acknowledgement of the importance of private motor vehicle use to the lifestyles of people in Canterbury. Suggests re-assessing the growth of electric vehicles and the impacts of climate change on active transport as a solution. Does not support the increase of freight on rail, in lieu of using the	Suggests wider, 4 lane roads with median barriers for state highways. Supports passenger rail rather than freight. Suggests identifying corridors for commuter rail in the future.	

			rail network for passengers and road network for autonomous electric trucks and freight. Does not support the proposed measures of success. Does not support the prioritization of state highways, unless 4 lane highways with a median barrier are implemented.		
61	Paul	HDC	Generally supportive. Suggests reducing the number of big trucks on the road as an alternative objective. Suggests a 200% increase in the tonnage of freight on rail. Supports the proposed measures of success. Supports the prioritization of state highways.	Suggests improving the road surface, road width and more passing opportunities. Suggests using rail and sea freight to reduce emissions.	
62	Peter Judkins	WDC	Generally supportive. Suggests more freight to and from Picton by rail. Supports the proposed measures of success. Supports the prioritization of state highways.	Suggests more freight to and from Picton by rail.	Supports sooner development of the Woodend Bypass.
63	Rachel Clark	WMK	Supportive. Supports the prioritization of state highways.	Suggests improving traffic flow on State Highway 1 to improve safety. Supports freight on rail to reduce emissions. Suggests fixing tracks and rail crossing to improve safety.	Supports sooner development of the Woodend Bypass. Suggests Road User Charges are too high for 2 tonne vehicles.
64	Sam Spekreijse	CCC	Generally supportive. Suggests electrifying existing transport modes as an alternative objective. Supports fixed route freight.	Supports better road design rather than speed limit changes. Supports better driver education, acknowledging central governments role in this. Supports promotion of electric vehicles.	
65	Sarah Sheppard	WDC	Generally supportive. Supports the proposed measures of success. Supports the prioritization of state highways.	Supports better road design and passing bays rather than speed limit changes. Does not support mass rapid transit or public transport, suggesting investing in local road improvements instead.	Supports sooner development of the Woodend Bypass.
66	Shane	CCC	Generally supportive. Suggests ease of bussing as an alternative objective. Does not support the proposed measures of success. Does not support the prioritization of state highways.	Supports passenger rail to North Canterbury. Seeks faster action to improve road safety.	
67	Sid McAuley	TDC	Generally supportive. Supports the prioritization of state highways.	Suggests 4 lane State Highway 1 from Timaru to Christchurch to allow triple B trains and improve freight efficiency and reduce emissions. Suggests driver's license renewal every 5 years. Suggests no need for rail if roads were improved.	
68	Sigjaws Trust	CCC	Generally supportive. Seeks greater action towards passenger rail. Does not support the proposed measures of success. Suggest similar measures to a World Health Organisation model. Supports the prioritization of state highways.	Seeks greater action towards passenger rail. Suggests hydrogen powered busses. Supports improved road design to improve safety. Suggests greater engagement to develop transport solutions.	Comments on reducing coal boilers in Canterbury.
69	Simon Atkinson	CCC	Supportive. Supports the proposed measures of success. Supports the prioritization of state highways.	Suggests MyWay public transport services for Ashburton, Kaikoura and other towns without public transport. Supports passenger rail, in particular from Amberly and Rangiora to Rolleston, Burnham and Dunsandel. Suggests the use of Addington as a connecting stop to Lyttleton. Suggests improved driver awareness. Suggests more use of renewable energy to reduce emissions.	Suggests MyWay for Ashburton, Kaikoura and other towns without public transport.
70	Simon Williams		Generally supportive. Seeks greater emphasis on rail strategy.	Supports passenger rail as a solution.	

71	Steph Lavill	WDC	Generally supportive. Supports the prioritization of state highways.	Suggests reducing congestion and improving driving skills to improve safety. Supports better local infrastructure to reduce the need to travel across Greater Christchurch and reduce emissions.	Supports sooner development of the Woodend Bypass.
72	Stewart Cameron	WMK	Generally supportive. Suggests safety of small town children as an alternative objective. Supports the proposed measures of success. Supports the prioritization of state highways.		Supports sooner development of the Woodend Bypass.
73	T Polglase	CCC	Generally supportive. Notes that targets are interconnected and improving one will help each of them. Supports the proposed measures of success. Does not support the prioritization of state highways as public transport and active transport should be prioritized over road improvements. Supports less reliance on cars.	Suggests more trains and trams to connect within Christchurch and to other parts of Canterbury.	
74	Tim Bergin	CCC	Generally supportive. Suggests working towards the most efficient and effective transport system for our region as an alternative objective. Suggests measures of success should focus more on efficiency and effectiveness, rather than desirable outcomes. Supports the prioritization of state highways. Suggests that the RLTP should provide stronger transformational direction.	Suggests driver competency is important for road safety. Suggest increased enforcement of road rules. Suggests improving efficiency and reducing congestion to reduce emissions. Supports lowering speed limits with improved traffic flow and more rapid transit options. Does not support narrowing or restricting options. Strongly supports the use of rail for freight. Suggests that the RLTP should provide stronger transformational direction.	Seeks improved project management so that recently repaired roads are not worked on repeatedly, orange cones are not left out when there are no signs of work, and there is less downtime for workers during implementation.
75	Tim Frank	CCC	Generally supportive. Suggests a different approach to the vision as it appears to assume current levels of use are needed/wanted and that all journeys should be accommodated indefinitely. Suggests "Provide the Canterbury community with sustainable options that allow people to access social and economic opportunities through and beyond our region in a safe and efficient way that results in thriving natural and settled environments" as an alternative vision. Suggests tourism journeys include public transport. Suggests reliable and consistent journeys should not be a main objective but a subset of mode shift. Suggests the emissions headline target should be more ambitious. Other targets need to be clarified as they lack specificity. i.e. absolute reduction or by some other measure.	Seeks a more ambitious approach to enabling innovative multi-modal solutions. Suggests that there are not enough transformational projects, especially for public transport. Suggests greater investment in dedicated walking or cycling expenditure outside of Christchurch. Suggests a freight hub in the Waimakariri District. Suggests investigation into log transport. Supports mass rapid transit. Supports bus priority signaling on key routes in Christchurch. Puts forward a comprehensive mode shift for recreation plan for Canterbury.	Suggests consideration of the Woodend Bypass, noting that if transport volumes are expected to double in Woodend then the transport plan has failed as there is a need to shift people and freight away from roads to rail and public transport. Suggests a freight hub in the Waimakariri District.
76	Timaru District Council	TDC	Generally supportive. Seeks a clearer line of sight between strategic framework and projects. Supports greater integration of transport planning and land use including freight hubs, and acknowledgement of the proposed RMA reforms.	Supports a focus on reliable travel time in areas where it impacts freight and commerce. Supports advocacy for more equitable distribution of NZTA funding across all regions. Suggests investment in walking and cycling in Greater Christchurch should have clear benefits and balanced with other regional priorities. Seeks greater clarity over the state highway improvement programmes and a broadened focus on maintenance, safety and network resilience. Supports improvements in planning to account for climate change.	Supports 4 laning the State Highway from Timaru to Washdyke. Supports the continuation of MyWay and PT Futures. Supports two laning of the Upper Orari Bridge and the Hurunui Mouth Bridge.

77	Tom Aiken	HDC	Supportive. Does not supports the proposed measures of success. Supports the prioritization of state highways.	Suggests road widening, median strips and turning bays for improved road safety. Supports freight on rail to reduce emissions. Suggests charging heavy haulage more to use the roads. Suggests increased rail and passenger services on rail. Does not support the new T2 lanes on the Waimakariri Bridge.	Supports sooner development of the Woodend Bypass. Suggests 2 laning to the Waipara turn off. Suggests a new Ashley Bridge. Supports 4 laning of SH1 North and South.
78	Viv Adams	TDC	Supportive. Suggest less air pollution, less traffic on roads and improved sustainability as alternative objectives. Supports the proposed measures of success. Supports the prioritization of state highways.	Suggests reducing heavy vehicles. Strongly supports increased freight on rail.	
79	Waimakariri District Council	WDC	Supportive.	Seeks greater clarity over the state highway improvement programmes, including Lineside Road.	Supports sooner development of the Woodend Bypass and Skew Bridge.
80	Wendy Dobson	CCC	Generally supportive. Suggests an increase in the target regarding freight on rail. Supports the proposed measures of success. Supports the prioritization of state highways.	Supports road redesign in high crash areas. Suggests reducing speed will not deter drunk/drug driving or dangerous driving, including speeding. Supports reducing heavy vehicles and more freight on rail to reduce emissions. Does not support the speed limit changes and road designs in Christchurch City Centre.	
81	William Hall	WMK	Generally supportive. Does not support the proposed measures of success. Does not support the prioritization of state highways, in lieu of investment in rail.	Suggests reducing car use and increased use of public transport. Supports passenger rail across Canterbury.	
82	A person		Excluded as no real name given		

#### **4. Next Meeting**

#### **5. Mihi/Karakia Whakamutunga - Closing**