

Agenda 2022

Canterbury Regional Transport Committee

Date: Thursday, 17 February 2022
Time: 4.00 PM
Venue: via online access



Canterbury Regional Transport Committee

Membership

Chair	Councillor Peter Scott, Environment Canterbury
Deputy Chair	Councillor Tane Apanui, Environment Canterbury
Ashburton District Council	Mayor Neil Brown
Christchurch City Council	Councillor Mike Davidson
Hurunui District Council	Mayor Marie Black
Kaikōura District Council	Mayor Craig Mackle
Mackenzie District Council	Mayor Graham Smith
Selwyn District Council	Mayor Sam Broughton
Timaru District Council	Mayor Nigel Bowen
Waimakariri District Council	Mayor Dan Gordon
Waimate District Council	Mayor Craig Rowley
Waka Kotahi NZTA	James Caygill

CANTERBURY REGIONAL TRANSPORT COMMITTEE TERMS OF REFERENCE

Approved at the Canterbury Regional Transport Committee meeting of 27 February 2020

ESTABLISHMENT

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

PURPOSE AND FUNCTIONS

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

- to prepare for approval by the Regional Council a Regional Land Transport Plan or any variation to the Plan
- to provide the Regional Council with any advice and assistance it may request in relation to its transport responsibilities
- to adopt a policy that determines significance in respect of variations to the Regional Land Transport Plan and activities included in the Regional Land Transport Plan.
- In addition, the Canterbury Regional Transport Committee will also:
- develop a strategic work programme, having regard to direction provided by the Canterbury Mayoral Forum
- engage directly with Ministers and central government to influence national policy.

STATUTORY OBJECTIVES

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

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

OTHER OBJECTIVES

The Canterbury Regional Transport Committee will also

- promote the Regional Land Transport Plan within the region and monitor the progress of its implementation
- report and make recommendations to the Regional Council, territorial authorities and other organisations, where appropriate, on the Committee's legal responsibilities, objectives and delegated powers

- establish and support suitable working groups to help guide the development and implementation, and review of the Regional Land Transport Plan (including any associated documents)
- support the Chair of the Regional Transport Committee to take part in the South Island Regional Transport Committee Chairs Group, in order to collaborate with other regions to achieve better outcomes across the South Island
- provide the Regional Council with advice and assistance
- develop and implement a strategic work programme that aligns with direction provided by the Canterbury Mayoral Forum.

MEMBERSHIP

- Regional Council:
Two Canterbury Regional Councillors
(who shall be the Chairperson and Deputy Chairperson of the Committee)
- Territorial Local Authorities:
One elected member from each City/District Council in the region¹
- Crown Entities:
One New Zealand Transport Agency representative
- Sector Representatives:
The Regional Transport Committee, at its discretion, can appoint or engage advisors on the terms it sees fit.

For avoidance of doubt, alternates cannot be appointed.

QUORUM

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

MEETINGS

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

VOTING

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

¹ For the purposes of Canterbury Regional Transport Committee the following organisations are represented: Ashburton District Council, Canterbury Regional Council (Environment Canterbury), Christchurch City Council, Hurunui District Council, Kaikōura District Council, Mackenzie District Council, Selwyn District Council, the New Zealand Transport Agency, Timaru District Council, Waimakariri District Council and Waimate District Council.

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
TUDC	Transport and Urban Development Committee

Canterbury Regional Transport Committee

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- 1. Mihi / Karakia Timatanga - Opening**
- 2. Apologies**
- 3. Conflicts of Interest**
- 4. Public Forum, Deputations, and Petitions**
- 5. Extraordinary and Urgent Business**
- 6. Notices of Motion**

7. Minutes

Canterbury Regional Transport Committee

Date of meeting	Thursday, 17 February 2022
Author	Christina Eaglin, Committee Advisor
Endorsed by	Catherine McMillan, General Manager Governance

Purpose

1. To confirm the minutes from the Canterbury Regional Transport Committee meeting held on 18 November 2021.

Recommendations

That the Canterbury Regional Transport Committee:

1. **confirms the minutes from the Canterbury Regional Transport Committee meeting held 18 November 2021.**

Attachments

1. Unconfirmed Minutes - RTC meeting - 18 November 2021 [7.1.1 - 7 pages]

Minutes of the meeting of the Canterbury Regional Transport Committee held at Rydges Latimer Christchurch on Thursday, 18 November 2021 at 4.04pm

Contents

1. Mihi/Karakia Timatanga – Opening
2. Apologies
3. Conflicts of Interest
4. Deputations and Petitions
5. Minutes
6. Matters Arising
7. Reports
8. Extraordinary and Urgent Business
9. Next Meeting
10. Mihi/Karakia Whakamutunga – Closing

Present

Committee Chair Cr Peter Scott (Environment Canterbury), Deputy Chair Cr Tane Apanui (Environment Canterbury), Mayor Neil Brown (Ashburton DC), Cr Mike Davidson (Christchurch CC), Mayor Marie Black (Hurunui DC), Mayor Craig Mackle (Kaikōura DC), Mayor Graham Smith (Mackenzie DC), Mayor Sam Broughton (Selwyn DC), Mayor Nigel Bowen (Timaru DC), Mayor Dan Gordon (Waimakariri DC), and Mayor Craig Rowley (Waimate DC).

Management and officers present

Andrew Mazey (Selwyn DC), Ben Wong (Waka Kotahi), Richard Osborne (Waka Kotahi), Hamish Dobbie (CEO, Hurunui DC), Hamish Riach (CEO, Ashburton DC), Luke Carey (Senior Advisor – Transport), Jesse Burgess (Senior Strategy Manager), Clare Pattison (Senior Strategy Advisor), Vivienne Ong (Committee Advisor), and Christina Eaglin (Committee Advisor).

1. **Mihi/Karakia Timatanga – Opening**

A karakia was provided by Committee Chair Cr Peter Scott.

The Chair advised that the meeting was being recorded and that the recording would be made available on the Council website.

2. **Apologies**

Apologies for absence were received for James Caygill and Mayor Craig Mackle for lateness.

3. **Conflicts of interest**

There were no conflicts of interest reported.

4. **Deputations and Petitions**

There were no deputations or petitions.

5. **Minutes**

5.1 **Canterbury Regional Transport Committee Minutes – 19 August 2021**

Refer pages 11-17 of the agenda.

RESOLVED

That the Canterbury Regional Transport Committee:

- 1. confirms the minutes from the Canterbury Regional Transport Committee meeting held 19 August 2021.**

Mayor Dan Gordon/Mayor Craig Rowley
CARRIED

6. **Matters Arising**

It was noted that a letter had been received from Waka Kotahi NZ Transport Agency confirming its representative on this Committee as James Caygill. This letter was received by the Canterbury Regional Council for confirmation at its 17 November Council meeting.

It was advised that the action items listed at the top of page 16 (minutes attachment 4.1.1, section 6.4) have been resolved. In addition, it was noted that the Committee needed to continue to advocate for resilience in the transport system.

7. **Reports**

7.1 **2021-24 National Land Transport Programme Overview**

Refer pages 19-28 of the agenda.

Luke Carey presented a comprehensive layout of the National Land Transport Programme and noted the differences between the paper before the Committee and the earlier memo circulated on 12 October 2021.

- There were concerns around the process and difficulty around funding.
- Waka Kotahi advised they are aware of cost escalation as a problem across the programme, including local road and state highway maintenance programmes.
- Waka Kotahi is working with the district council transport officers to understand the implications of inflation on the maintenance programmes going forward.

Mayor Craig Mackle joined the meeting at 4.21pm during discussion of item 7.1.

RESOLVED

That the Canterbury Regional Transport Committee:

- 1. receives the update on the National Land Transport Programme funding.**

Mayor Dan Gordon/Mayor Craig Rowley

CARRIED

7.2 **Canterbury Regional Transport Committee Forward Work Programme** *Refer pages 29-31 of the agenda.*

Environment Canterbury staff presented an overview of the forward work programme.

- There were focused discussions and updates to the following three initiatives: emissions research, website update programme, and the growth initiative.
- There were concerns regarding the role of this Committee and it was advised that this Committee provides the regional voice and South Island context needed for advocacy.

Staff Recommendation:

1. **approves the regional transport work programme governance and delivery structure**
2. **endorses the commencement of work on the key initiatives in the forward work programme**
3. **nominates two members of the Committee to attend briefings on the activities of Transport Officers Group and speak to these at future Canterbury Regional Transport Committee meetings**
4. **agrees to initiate a review of the key work programme initiatives and the governance and delivery structure at the end of the financial year.**

An amendment was moved by Mayor Sam Broughton and seconded by Mayor Graham Smith. That the Committee nominates two members, Chair Peter Scott and Cr Mike Davidson, as follows:

3. **nominates Chair Peter Scott and Cr Mike Davidson of the Committee to attend briefings on the activities of Transport Officers Group and speak to these at future Canterbury Regional Transport Committee meetings**

RESOLVED

That the Canterbury Regional Transport Committee:

1. **approves the regional transport work programme governance and delivery structure**
2. **endorses the commencement of work on the key initiatives in the forward work programme**
3. **nominates Chair Peter Scott and Cr Mike Davidson of the Committee to attend briefings on the activities of Transport Officers Group and speak to these at future Canterbury Regional Transport Committee meetings**
4. **agrees to initiate a review of the key work programme initiatives and the governance and delivery structure at the end of the financial year.**

Mayor Sam Broughton/Mayor Graham Smith
CARRIED

7.3 **Variation to the Canterbury Regional Land Transport Plan 2021-31** *Refer pages 40-42 of the agenda.*

Luke Carey and Ben Wong presented an overview of the variation.

- It was advised that the activity management plans were missed on the RLTP programme when it was developed due to the difficulty of the transport investment online software. The software has since been fixed and active discussions are taking place.

RESOLVED

That the Canterbury Regional Transport Committee:

- 1. in relation to the request to add the activity 'activity management planning' to the RLTP-approved programme of Waimakariri District Council**
 - 1.1. receives the request**
 - 1.2. determines that the requested variation is not significant**
 - 1.3. approves the variation to the Regional Land Transport Plan by adding to or amending the proposed activities in Appendix 1 "Regional programme details", and recommends this variation to Canterbury Regional Council for endorsement**
- 2. in relation to the request to add the activity 'activity management planning' to the RLTP-approved programme of Mackenzie District Council**
 - 2.1. receives the request**
 - 2.2. determines that the requested variation is not significant**
 - 2.3. approves the variation to the Regional Land Transport Plan by adding to or amending the proposed activities in Appendix 1 "Regional programme details", and recommends this variation to Canterbury Regional Council for endorsement**
- 3. in relation to the request to add the activity 'activity management planning' to the RLTP-approved programme of Timaru District Council**
 - 3.1. receives the request**
 - 3.2. determines that the requested variation is not significant**
 - 3.3. approves the variation to the Regional Land Transport Plan by adding to or amending the proposed activities in Appendix 1 "Regional programme details", and recommends this variation to Canterbury Regional Council for endorsement**
- 4. in relation to the request to add the activity 'activity management planning' to the RLTP-approved programme of Waimate District Council**
 - 4.1. receives the request**
 - 4.2. determines that the requested variation is not significant**
 - 4.3. approves the variation to the Regional Land Transport Plan by adding to or amending the proposed activities in Appendix 1 "Regional programme details", and recommends this variation to Canterbury Regional Council for endorsement**

Mayor Craig Rowley/Mayor Graham Smith
CARRIED

- 7.4 Minutes – Transport Officers Group and Regional Road Safety Working Group - 21 October 2021**
Refer pages 43-56 of the agenda.

RESOLVED

That the Canterbury Regional Transport Committee:

- 1. receives the unconfirmed minutes of the Transport Officers Group and Regional Road Safety Working Group meetings held on 21 October 2021.**

Mayor Dan Gordon/Mayor Sam Broughton
CARRIED

Chair changed the order of business as Todd Moyle (KiwiRail) would present on item 7.5 but had not arrived.

- 7.6 **Joint Canterbury Mayoral Forum and Regional Transport Committee Submission on National Emissions Reduction Plan Discussion Document**
Refer pages 58-65 of the agenda.

Environment Canterbury staff presented on the joint submission.

- Four new emissions targets were being proposed.
- Advice of staff was to not express a view on the targets due to concerns around the inadequacy of funding, delivery mechanisms and resourcing required to respond to the new direction and meet the targets. It was advised that a stronger partnership with central government was needed.
- The merits were debated of a more supportive position on the targets and sought greater recognition in the submission that urban areas will do the heavy lifting.

Staff Recommendation:

- 1. delegates to Canterbury Regional Council Councillor Peter Scott (Chair, Canterbury Regional Transport Committee) and Selwyn District Council Mayor Sam Broughton (Chair, Canterbury Mayoral Forum) the authority to approve the transport content of a regional submission on the Emissions Reduction Plan discussion document prior to the submission closing date of 24 November 2021.**

An amendment was moved by Mayor Marie Black and seconded by Mayor Dan Gordon. That the Committee includes additional terms as follows:

- 1. delegates to Canterbury Regional Council Councillor Peter Scott (Chair, Canterbury Regional Transport Committee) and Selwyn District Council Mayor Sam Broughton (Chair, Canterbury Mayoral Forum) the authority to approve the transport content of a regional submission on the Emissions Reduction Plan discussion document prior to the submission closing date of 24 November 2021 and the draft to be circulated to the Canterbury Regional Transport Committee for feedback prior to being submitted.**

RESOLVED

That the Canterbury Regional Transport Committee:

- 1. delegates to Canterbury Regional Council Councillor Peter Scott (Chair, Canterbury Regional Transport Committee) and Selwyn District Council Mayor Sam Broughton (Chair, Canterbury Mayoral Forum) the authority to approve the transport content of a regional submission on the Emissions Reduction Plan discussion document prior to the submission closing date**

of 24 November 2021 and the draft to be circulated to the Canterbury Regional Transport Committee for feedback prior to being submitted.

Mayor Marie Black /Mayor Dan Gordon
CARRIED

7.5 Waka Kotahi Presentation – Brougham Street Project

Refer page 57 of the agenda.

The Chair welcomed and introduced Todd Moyle (COO) and David Jackways (Business Strategy Manager – South Island) from KiwiRail. Todd Moyle gave an update on KiwiRail priorities and business.

Richard Osborne from Waka Kotahi tabled the presentation 'NZ Upgrade Programme – Brougham Street'. <https://www.ecan.govt.nz/get-involved/council-and-committee-meetings/>

RESOLVED

That the Canterbury Regional Transport Committee:

- 1. receives the presentation from Waka Kotahi on the Brougham Street improvements project.**

Mayor Dan Gordon/Mayor Craig Rowley
CARRIED

7.7 Quarterly Monitoring Report – Regional Land Transport Plan 2021-31

Refer pages 66-81 of the agenda.

- Comments were made in regarding the measures under 'managing our networks sustainability' and whether these were appropriate.
- It was advised that consistent measures for RLTP reporting nationally are currently being identified and would be available in the near future for the Committee to consider.

RESOLVED

That the Canterbury Regional Transport Committee:

- 1. receives the first quarterly monitoring report on the Canterbury Regional Land Transport Plan 2021-31.**

Mayor Marie Black/Mayor Graham Smith
CARRIED

8. Extraordinary and Urgent Business

It was advised that State Highway 1 at the Rakaia Bridge was closed due to a fatal accident over Labour Weekend. There were questions on receiving assurances from Waka Kotahi NZTA to help with traffic congestion for future accidents.

9. Next Meeting

The 2022 meeting dates have not been confirmed.

10. Mihi/Karakia Whakamutunga - Closing

A karakia was provided by Chair Peter Scott.

The meeting closed at 6.03pm.

CONFIRMED:

Chair Peter Scott
Councillor, Environment Canterbury

Date

UNCONFIRMED

8. Report Items

8.1. Variation to the Canterbury Regional Land Transport Plan 2021-31

Canterbury Regional Transport Committee report

Date of meeting	Thursday, 17 February 2022
Author	Luke Carey, Senior Advisor - Transport
Responsible Director	Katherine Trought, Director Strategy and Planning

Purpose

1. To amend the Regional Land Transport Plan (RLTP) pursuant to section 18D of the Land Transport Management Act 2003 (LTMA) by changing the frequency of reporting to the Regional Transport Committee (RTC) on the measures contained in the monitoring indicator framework from quarterly to annually.

Recommendations

That the Canterbury Regional Transport Committee:

1. receives the Variation to the Canterbury Regional Land Transport Plan 2021-31 report
2. determines that the requested variation to amend the frequency of reporting on the Regional Land Transport Plan monitoring indicator framework reporting from quarterly to annually is not significant
3. recommends that Canterbury Regional Council approve the variation to amend the frequency of reporting on the Regional Land Transport Plan monitoring indicator framework from quarterly to annually and that the text on page 60 of the Regional Land Transport Plan is changed from “quarterly” to “annually”.

Varying the Regional Land Transport Plan

2. Environment Canterbury staff seek to vary the frequency of reporting on the RLTP monitoring indicator framework from quarterly to annually. Changing the frequency of reporting requires a variation to the RLTP, which can only be decided by RTC.

3. The Canterbury Regional Transport Committee (RTC) may prepare a variation to its RLTP during the six years to which it applies if the variation addresses an issue raised by a review; or good reason exists for making the variation.
4. A variation may be prepared by the RTC at the request of an approved organisation or the Waka Kotahi New Zealand Transport Agency (Waka Kotahi) or on the RTC's own motion. The RTC must consider any variation request promptly.
5. The provisions of the LTMA that apply to the preparation of a full RLTP apply with the necessary modifications to a variation of an RLTP. Consultation is not required for any variation that is not deemed significant in the criteria set out in the RLTP or that arises from the declaration or revocation of a State Highway.
6. The RTC may recommend that Environment Canterbury vary the RLTP. Final endorsement of the variation rests with Environment Canterbury.

Reporting on the RLTP Monitoring Indicator Framework

7. In June 2021, the Canterbury Regional Transport Committee (RTC) adopted the Canterbury Regional Land Transport Plan 2021-31 (RLTP). The plan contains a 10-year programme of transport activities, a strategic front-end that takes a 30-year view of the land transport system, and a monitoring indicator framework to monitor the performance of the RLTP programme of activities.
8. The Canterbury RLTP 2021-31 contains 19 measures across five outcome areas (see table 1 below):
 - safer systems implemented (safety) (three measures)
 - managing demand (six measures)
 - a sustainable network integrated with land use (six measures)
 - managing risk of exposure to extreme events (resilience) (one measure)
 - advocacy for investment (three measures).
9. Four of these are new measures that the committee, in finalising the 2021-31 RLTP, agreed to develop. These measures are still in development. They cover wellbeing, accessibility, active transport, and investment in rail. These are shown in italics.
10. Of all 19 measures, only five (shown red) utilise data that is updated or available on a quarterly basis. A further ten measures (shown orange) utilise data that is updated on an annual basis. The remaining four measures (red) staff have yet to secure data for or begin reporting on, but initial enquiries suggest that data will only be available annually for these measures also.

Table 1 – All RLTP measures, data sources, and frequency of data availability

Measure	Desired trend	Data sources	Data availability	With annual reporting
<i>Safer Systems Implemented (Road to Zero)</i>				
Number of deaths serious injuries	40% reduction by 2031	Centralised NTLP database	Secured, data available monthly	
Annual injuries per million kilometres travelled	Decrease	Centralised NTLP database	Secured, annual basis only	
Annual crashes involving trucks	Decrease	Waka Kotahi Crash Analysis System database	Secured, annual basis only	
<i>Manage demand sustainably</i>				
Monthly average travel time on key corridors in Greater Christchurch	Reduce	Christchurch Transport Operations Centre	Data not yet secured, likely annual only	
Monthly variability on key corridors in Greater Christchurch	Decrease	Christchurch Transport Operations Centre	Data not yet secured, likely annual only	
Freight to and from Canterbury ports by rail	Increase	MoT Freight Information Gathering System	Secured, data available quarterly	
Rail movements to, from and within Canterbury	Increase	MoT Freight Information Gathering System	Secured, annual basis only	
Annual proportion of vehicle kilometres travelled that occur on 'smooth' sealed roads	Increase	Waka Kotahi ONRC database	Secured, annual basis only	
<i>New access measure to be identified and agreed by RTC</i>	Increase	<i>Enquiring with Waka Kotahi</i>	Data only available on annual basis	
<i>Invest in a sustainable transport network that is integrated with land use</i>				
Greenhouse gas emissions from transport in Canterbury	Decrease	Regional fuel sales from individual TA	Secured, annual basis only	
Public transport boardings	Increase	Environment Canterbury	Secured, data available monthly	

Reliability of public transport services in Greater Christchurch	Increase	Christchurch Transport Operations Centre	Secured, data available monthly	
Mobility service usage (the Total Mobility Scheme)	Increase	Environment Canterbury	Secured, data available monthly	
<i>New active transport measure to be identified and agreed by RTC</i>	Increase	<i>Will likely contain a mix of survey data (region) and actual counts (Chch City)</i>	Data only available on annual basis for all of Canterbury	
<i>New wellbeing measure to be identified and agreed by RTC</i>	Reduce	<i>Considering NO₂ (air quality) data</i>	Best reported annually to account for seasonality in data	
<i>Manage risk of exposure to extreme events</i>				
Number and duration of incidents on the Canterbury State Highway Network	Reduce	Centralised NTLP database	Data source identified, best reported annually to account for seasonality in data	
<i>Advocacy for investment in Canterbury transport network</i>				
% of Maintenance bid funded by Waka Kotahi by RCA		Individual RCAs	Changes every 3 years, or infrequently	
% of Maintenance 100% rate funded by RCA		Individual RCAs (excluding Waka Kotahi)	Changes every 3 years, or infrequently	
<i>Investment in rail</i>		NLTP, RNIP	Changes infrequently	

Options considered

- Staff undertook a high-level SWOT analysis of quarterly versus annual reporting to consider the relative merits and disadvantages of each. This is presented below.

Option considered	Strengths / Weaknesses	Opportunities / Threats
Quarterly reporting, with most data updated annually (status quo)	<p>Strengths</p> <p>Provides frequent updates to RTC on outcome trends.</p> <p>Weaknesses</p> <p>Reporting is of lower value/interest to RTC and the public.</p> <p>More staff time required to compile the information for reporting to RTC.</p> <p>More stakeholder effort / time to prepare data for supply to ECan staff.</p>	<p>Opportunities</p> <p>Potentially earlier identification of trends/insights.</p> <p>Threats</p> <p>Potential reputational damage to stakeholders from requesting data updates so frequently.</p>
Annual reporting (recommended option)	<p>Strengths</p> <p>Far less staff time required to compile updates, frees up staff capacity to progress other work.</p> <p>Less stakeholder effort / time required to prepare data for supply.</p> <p>Reporting is of greater value to RTC and provides more useful insights, as data is more likely to show variation.</p> <p>Timely, aligns with when most data becomes available</p> <p>Alignment with nationwide practice.</p> <p>Weaknesses</p> <p>Less frequency of updates.</p> <p>Greater chance of data sources changing between updates.</p>	<p>Opportunities</p> <p>Longer reporting timeframe allows for more temporal analysis.</p> <p>Greater ability for RTC to drive accountability.</p> <p>Potential for greater media and public interest in the findings, platform for RTC advocacy.</p> <p>Threats</p> <p>Greater risk of staffing changes in between reports</p>

Consideration of impact

12. The key advantages of shifting to annual reporting (in order of importance) can be summarised as:
 - frees up staff time/capacity to progress other work
 - increases the value of reporting to RTC, provides more useful insights
 - potential for greater media and public interest in the findings/platform for RTC advocacy
 - longer reporting timeframe allows for more temporal analysis.
13. A shift to annual reporting would also align Canterbury with most other regions across Aotearoa, nearly all of whom report on the RLTP annually, as opposed to quarterly. It is

likely that the Transport Special Interest Group (TSIG) of LGNZ will recommend annual reporting as the standard for all regions across NZ.

14. If the RTC were to move to annual reporting, staff would seek to align reporting to the financial year (1 July – 30 June), and to take this report to RTC in November of each year, as it will not be until the end of August that data is available for most measures.
15. Alternatively, staff may choose to take the bulk of this report to RTC in August, with any outstanding measures to be reported in November, depending on how soon after the end of the reporting period the bulk of the data becomes available.

Significance of the variation sought

16. A shift to annual reporting would not be considered a significant variation to the RLTP, or one requiring consultation as it does not materially impact the objectives, targets, priorities or ranked regionally significant activities. It also does not have any financial impact on the plan or affect the affordability of the plan.

Next steps

17. With RTC approval, the variation will be referred on to Environment Canterbury for endorsement.
18. Environment Canterbury staff will prepare another update on the monitoring indicator framework for the November 2022 meeting of RTC.

Attachments

Nil

8.2. Regional Transport Forward Work Programme Update

Canterbury Regional Transport Committee report

Date of meeting	Thursday, 17 February 2022
Author	Clare Pattison, Senior Strategy Advisor
Responsible Director	Katherine Trought, Director Strategy and Planning

Purpose

1. To update the Canterbury Regional Transport Committee (RTC) on the forward work programme for regional transport.

Recommendations

That the Canterbury Regional Transport Committee:

1. **receives the update on the regional transport forward work programme.**

Background

2. At its last meeting on 18 November 2021, the Canterbury Regional Transport Committee (RTC) approved a forward work programme for regional transport and accompanying governance and delivery structure. The work programme contains six key themes as follows:
 - safety – reducing deaths and serious injuries on the transport network by 40 per cent
 - growth – ensuring the RLTP programme of activities supports planned growth across the region
 - maintenance – ensuring a sustainable approach to funding and maintaining our existing networks
 - emissions – reducing greenhouse gas emissions from land transport by 30 per cent
 - resilience – improving our understanding of, and responses to, network vulnerabilities arising from climate change and natural hazards
 - freight – developing more sustainable options for the movement of freight, including a 100 per cent increase in the tonnage of freight carried by rail.
3. These themes align with the three headline targets and key investment priorities contained in the strategic framework of the Canterbury 2021-31 Regional Land Transport Plan (RLTP).

4. Four key groups now have responsibility to progress and deliver the work programme for the following themes:
 - Regional Road Safety Working Group (RRSWG): safety
 - Transport Officers Group (TOG): emissions and maintenance
 - Canterbury Planning Managers Group: growth
 - Canterbury Regional Transport Committee: freight and resilience.
5. The Canterbury RTC agreed to progress the resilience and freight themes collaboratively with the South Island Regional Transport Committee Chairs and other RTCs across the South Island to ensure a joined-up approach.

Work programme update

6. This section of the report provides a summary of work to date on each theme (see appendix item 1, key initiatives and milestones).

Safety

7. The Regional Road Safety Working Group (RRSWG) is well established and has recently developed a group strategy. The group is working to the new strategy, which includes improving understanding of regional and local road safety issues and developing a regional monitoring framework. Last meeting the group workshopped key regional road safety performance indicators. The key activity on the horizon for RRSWG is contributing to a Regional Speed Management Plan, which is part of governments Tackling Unsafe Speeds rule.

Growth

8. The key initiative is to develop a method to provide RTC with oversight of the transport projects that support planned growth across the region.
9. The RTC secretariat presented at the last meeting of the Canterbury Planning Managers Group on 19 November 2021 on the growth aspect of RTC's forward work programme. The presentation was well-received and each of the planning managers present spoke to the growth taking place in their respective districts. Most districts across Canterbury are currently experiencing a period of sustained growth in new dwelling consents, which will have flow on effects for transport planning.
10. The next step is to pull together the growth information into a regionwide summary and take this back to the planning managers for feedback. This is scheduled for Q1 2022/23.

Maintenance

11. The maintenance theme is aimed at developing a more sustainable approach to funding and maintaining the region's existing transport networks. This work will be led by transport officers, with the RTC providing support and advocacy.

12. The key initiative is to better articulate the benefits of investment. To support this, Canterbury officers are seeking to develop a strategic economic network model, to better understand the economic contribution of the transport network. This information will assist transport officers to better articulate the economic benefit of investment in existing networks, which can in turn help to secure funding from Waka Kotahi. It could also be used to inform the activity management plans of Road Controlling Authorities.
13. A proposal to scope development of a South Island strategic economic network model was taken to the last meeting of the South Island Regional Transport Committee Chairs (SI RTC Chairs) on 29 November 2021. The main benefit of scoping this as a South Island model is to investigate if the level of benefit across the South Island would be comparable with major committed programmes in Auckland and Wellington. The SI RTC Chairs resolved to broaden the scope of this work to consider transport greenhouse gas emissions impacts and responses.
14. A scoping document is currently being drafted by transport officers and early input is being sought from Waka Kotahi staff. This is a significant proposal that would require the commitment and buy-in of regional and local councils across the South Island, and Waka Kotahi to progress. If it were to progress, it would require joint funding and Canterbury councils may be asked to contribute.

Emissions

15. The emissions theme is being led by Canterbury Transport Officers Group and is focused on collaborative actions to better position the region to respond to central government direction on reducing transport sector greenhouse gas emissions. There are three key initiatives:
 - supporting approaches to reducing transport emissions, with research as the first step
 - develop a regional emissions modelling tool
 - input into national policy and direction setting on reducing transport sector emissions
16. Transport officers have commissioned research to better understand Cantabrians views of a range of approaches to reduce transport emissions. This will help understand the amount of change/shift in public perception is required. It will also inform the advice of transport officers to RTC on future emissions reduction opportunities.
17. The research is being undertaken by Research First and has three components: a literature review, a region-wide survey, and a small community forum. The survey has had over 1,400 responses across the region, and the community forum in Darfield also elicited a range of feedback. Field work was completed on 19 January 2021, and data analysis and report write-up has commenced. Initial analysis shows that while there is support for action in principle (around three quarters), some solutions are more acceptable than others. The findings will be reported to the next meeting of RTC.
18. The South Island Economic Network Model will also consider emissions in its scope.

Resilience

19. The key initiative is advocacy to central government for resilience to feature more prominently in the Government Policy Statement on Land Transport, which directs funding outcomes.
20. Stuart Woods, Resilience Lead at Waka Kotahi, presented to the 29 November 2021 meeting of South Island RTC Chairs on Waka Kotahi's resilience programme and the National Resilience Programme Business Case, which has provided a process and procedure for addressing the most extreme risks posed to state highways in the National Land Transport Programme.
21. This can also be provided to the Canterbury Regional Transport Committee at a future meeting.

Freight

22. The key initiatives in the freight theme are input into a national freight and supply chain strategy, building a shared understanding of Canterbury and South Island freight movement, and revisiting and progressing the actions contained in existing freight plans.
23. South Island RTC Chairs discussed freight at their last meeting on 29 November 2021. The Chairs agreed to hold a joint freight meeting on 28 March 2022, which Councillor Peter Scott is proposing to be an 'in-person' meeting to be held in Christchurch. However, the meeting will need to be adapted to meet the COVID response framework.
24. Having a shared understanding of the key freight issues in the South Island will assist the Canterbury RTC to submit on the development of a national freight and supply chain strategy in March-June 2022, which is being led by the Ministry of Transport.
25. The South Island Economic Network Model will also help develop transport officers' understanding of freight movement in Canterbury.

Other

26. Environment Canterbury staff are working to update the regional transport webpages to reflect the updated 2021-31 RLTP, the work programme themes and report on new indicators. The narrative will articulate the key issues for the region that the committee is aiming to address and advocating for. As well as the website narrative, a large focus is on automating more of the RLTP reporting, so that the information is more readily accessible to Environment Canterbury staff and the public.

Cost, compliance and communication

27. The development of a forward work programme for the RTC is included within existing Environment Canterbury budgets.

28. The RTC secretariat have been provided with support from Environment Canterbury communications and engagement staff on both the website update and the emissions research.

Next steps

29. Another work programme update will be provided at the next RTC meeting in May. The findings of the emissions research will be reported at this meeting.

Attachments

1. Regional Transport Forward Work Programme Overview [8.2.1 - 2 pages]

What		Who	Milestones					
Initiative	RLTP Theme	Lead Group	Year 1: Q1 Jul – Sep 2021	Year 1: Q2 Oct – Dec 2021	Year 1: Q3 Jan – Mar 2022	Year 1: Q4 Apr – Jun 2022	Year 2: Jul 2022 – Jun 2023	Year 3: Jul 2023 – Jun 2024
Canterbury Regional Transport Committee Work Programme								
Achieve consistency through coordinated activity	Safety	Regional Road Safety Working Group				Develop and consult on a Canterbury Regional Speed Management Plan and regional road safety plan.		
Understanding regional and local road user safety issues: <i>develop a regional monitoring framework</i>	Safety	Regional Road Safety Working Group			Hold indicators workshop with RRSWG	data collection for regional monitoring		Establish regional priorities
Understanding regional and local road user safety issues: <i>Road safety education programmes</i>	Safety	Regional Road Safety Working Group	Stocktake of current road safety education programmes			Initial report to RRSWG	Improve consistency of road safety education across Canterbury.	
Approaches to reducing transport emissions: <i>Canterbury attitudes and perceptions research</i>	Emissions	Transport Officers Group	Tendering and procurement	Research work underway		Report back to RTC and TOG		
Develop a regional emissions modelling tool. <i>(pending investigation)</i>	Emissions	Transport Officers Group		Investigate various approaches	Report back to RTC and TOG on an approach			
Input into national policy and direction-setting on reducing transport sector emissions.	Emissions	Canterbury Regional Transport Committee	Joint RTC/CMF submission on <i>Hikina te Kohupara</i>	Input into joint submission on NERP discussion document	ongoing input into national policy and direction-setting			
Regional Road Maintenance Modelling Proposal	Maintenance	Transport Officers Group					Investigate DTIMS Pavement Modelling	
Better articulate the benefits of investment: <i>South Island Strategic Economic Network Modelling</i>	Maintenance	South Island Transport Officers		Develop project brief	Fund and procure work	Undertake modelling		Completion and report back
Develop a method to provide RTC with oversight of the transport projects that support planned growth across the region.	Growth	Canterbury Planning Managers Group		Collate existing growth information	Identify infrastructure dependencies. Initial report write up and feedback			<i>Input into Regional Spatial Planning</i>
Effective advocacy to Central Government to include resilience as a GPS priority.	Resilience	Canterbury RTC		Waka Kotahi resilience programme presentation		Advice to RTC and SI RTC Chairs on regional resilience priorities.	Scope development of a regional (local roads) approach.	
Input into MoT Freight and Supply Chain Strategy	Freight	Canterbury RTC		Attend workshops and report back to RTC				
Building a shared understanding of Canterbury and South Island freight movement	Freight	Canterbury RTC		South Island RTC Chairs meeting 29 Nov	Joint South Island freight meeting		Re-establish a freight working group (potential focus on freight mode shift to rail)	
Update of Greater Christchurch Freight Demand & Infrastructure Statement	Freight	Canterbury RTC			Evaluate freight study, consider scope	Commission update	<i>Input to GCP and spatial planning</i>	
Other Initiatives / BAU								

Website update - update of regional transport pages and reporting	Other	RTC Secretariat		regional transport web pages review and update				
RLTP Monitoring Project + RLTP Templates and Guidance Material	Other	RTC Secretariat, on behalf of TSIG		contribute to working group meetings				
2024-26 Canterbury RLTP Review	BAU	RTC Secretariat					prep work	RLTP development and consultation
Canterbury RTC Secretariat	BAU	RTC Secretariat	Secretariat support for Aug meeting.	Secretariat support for Nov meeting.	Secretariat support for Feb meeting.	Secretariat support for May meeting.	4 meetings annually.	4 meetings annually.
South Island Regional Transport Committee Chairs Group Secretariat	BAU	RTC Secretariat		South Island RTC Chairs meeting 29 Nov	Joint South Island freight meeting		2 meetings annually	2 meetings annually (or as required)
Regional Road Safety Working Group secretariat	BAU	RTC Secretariat	Secretariat support for 22 July meeting.	Secretariat support for 21 October meeting.	Secretariat support for February meeting.	Secretariat support for April meeting.	4 meetings annually.	4 meetings annually.
Canterbury Transport Officers Group secretariat	BAU	RTC Secretariat	Secretariat support for 22 July meeting.	Secretariat support for 21 October meeting.	Secretariat support for February meeting.	Secretariat support for April meeting.	4 meetings annually.	4 meetings annually.

8.3. Minutes - Transport Officers Group and Regional Road Safety Working Group - 20 January 2022

Canterbury Regional Transport Committee

Date of meeting	Thursday, 17 February 2022
Author	Luke Carey, Senior Advisor - Transport
Responsible Director	Katherine Trought, Director Strategy and Planning

Purpose

1. For the Canterbury Regional Transport Committee (RTC) to receive for their information the unconfirmed minutes of the Transport Officers Group (TOG) and the Regional Road Safety Working Group (RRSWG) meetings held 20 January 2022.

Recommendations

That the Canterbury Regional Transport Committee:

1. **receives the unconfirmed minutes of the Transport Officers Group and Regional Road Safety Working Group meetings held on 20 January 2022.**

Discussion

2. The Transport Officers Group (TOG) and Regional Road Safety Working Group (RRSWG) both met on 20 January 2022. The minutes of both meetings are attached as appendix items 1 and 2 respectively.
3. Both meetings were held in-person at Selwyn District Council offices and on Microsoft Teams. The RRSWG held a workshop originally planned for their October meeting.
4. The RRSWG meeting focused on workshopping criteria and ideas for regional road safety indicators and measures and Road to Zero future ideas. Kathy Graham from Waimakariri District presented their road safety videos, which have been well-received.
5. The Transport Officers Group meeting included updates on the transport emissions research, the Waka Kotahi Streets for People 2021-24 programme, the 29 November 2022 meeting of South Island RTC Chairs and RTC updates, including past and upcoming RTC papers. There was some discussion on freight, electric vehicle charging infrastructure and maintenance of Department of Conservation managed roading assets.
6. The RTC secretariat will be circulating draft website content to TOG and RRSWG members for feedback.

7. The next two meetings of TOG and RRSWG will be held at Waimakariri District.

Attachments

1. Minutes - TOG - 20 Jan 2022 [**8.3.1** - 3 pages]
2. Minutes - RRSWG - 20 Jan 2022 [**8.3.2** - 6 pages]

Minutes

Transport Officers Group

Date	Thursday 20 January 2021
Time	1.00-3.00pm
Venue	Training Room, Selwyn District Council, Rolleston Also on Microsoft Teams
Invitees	Andrew Bawden (NZTA), Andrew Mazey (SDC), Andrew Washington (NZTA), Anna Stevenson (CDHB), Ben Wong (NZTA), Bernie Haar (MDC), Bridget Spence (NZTA), Chad Barker (NZTA), Chantal Lauzon (CDHB), Denis Mander (DOC), Sonia Pollard (ECan), Emily Taylor (CCC), Emma Kenagy (CDHB), Joanne McBride (WMK), Kait Murray (HDC), , Karishma Kumar (CCC), Kirsty Maloney (CCC), Mark Chamberlain (ADC), Mark Millar (KDC), Mark Weeds (NZTA), Michael Blyleven (NZTA), Rob Moffat (WDC), Rae-Anne Kurucz (CCC), Richard Holland (CCC), Sam Murphy (KDC), Scott Mackenzie (MDC), Sonia Pollard (ECan), Stuart Woods (NZTA), Suvechhya Pant (CCC), Suzy Ratahi (TDC), Yvonne Warnaar (WMK).
In Attendance	Mark Chamberlain (ADC), Andrew Bawden (NZTA), Ben Wong (NZTA), Denis Mander (DOC) online, departed 2pm , Suzy Ratahi (TDC), Suvechhya Pant (CCC) online, departed 2pm , Yvonne Warnaar (WMK), Scott Mackenzie (MDC), Clare Pattison (ECan), Luke Carey (ECan), Christ Morahan (CCC) online, departed 2pm . Karishma Kumar (CCC).
Apologies	Kirsty Maloney (CCC), Sam Murphy (KDC), Joanne McBride (WMK), Chad Barker (NZTA), Andrew Mazey (SDC), Sonia Pollard (ECan), Kushla Tapper (HDC), Rob Moffat (WDC).

Item	Person
1. Welcome, introduction, and apologies	
2. Minutes of last meeting, 21 October 2021 The minutes of the last meeting were accepted as a true and accurate record. Update on actions: A Waka Kotahi state highways representative has been identified to attend Road Efficiency Group meetings.	All
3. Canterbury Regional Transport Committee Meeting 18 November 2021 Luke provided a brief recap of items discussed at RTC. Feedback from the November 2021 RTC meeting. Cr Scott and Cr Davidson to be briefed on TOG meetings. RTC looking to TOG for advice on Maintenance and Emissions in particular. RTC sees its role as advocacy. Waka Kotahi to work with officers to understand the implications of inflation across RCA maintenance and renewal activities.	Luke

ADC receiving feedback from visitors and users on the poor condition of the Arundel-Rakaia Gorge Road (Inland Scenic Route 72). ADC would ideally like to work the length of the road in stages, but has been forced through low funding to skip sections of the route and prioritise work on where the condition is worst.

4. **Work Programme: Transport Emissions**

Adelaine gave a brief update on the initial findings from the transport emissions research piece and Darfield Community Forum.

Adelaine Hansson
(Research First)

Field work complete. Surveyed almost 1,400 people. Clear themes emerging. Strong difference in perception between what the 'community' need to do vs what they individually may be willing/able to do.

- Around ¾ agree that reduced transport emissions will benefit everyone
- Around 2/3 think govt and business need to do more
- Almost half think they as individuals can do more.

Change needs to benefit them now. Difficult to rival the flexibility and convenience of a private vehicle. Electric vehicles are seen as the main solution, followed by public transport and active transport. Public transport is perceived as being a good solution for the community, not necessarily them. Want carrots, not sticks.

5. **Streets for People 2021-24**

An investment and capability-building programme that will enable selected councils to rapidly roll out climate-friendly streets during the 2021-2024 NLTP. Builds on Innovating Streets for People.

Andrew Bawden, Waka
Kotahi

Expressions of interest for funding close 22 Feb 2022. \$30m available nationally with a 90% funding assistance rate. Opportunity to trial things without having to go through usual processes. Needs to be a pathway to permanence though.

CCC putting forward an application. No applications coming forward from other councils at this point in time. Timeframes too short and not enough capacity within most councils to put forward an application.

6. **South Island Regional Transport Committee Chairs**

An in-person meeting of South Island Regional Transport Committee Chairs was held 29 November 2021. The key items of discussion were transport emissions, tourism, resilience and freight.

Luke Carey and Clare
Pattison

The South Island RTC Chairs agreed to scope development of a Strategic Economic Network Model for the South Island and to hold a joint meeting with the South Island Regional Council Governance Group on 28 March to discuss South Island Freight.

Would be good to know where trucks are travelling and what their payloads are. Knowing weight and routes would be extremely helpful to local councils. Trucking industry, with the exception of the big players, not awfully forthcoming with this kind of information. Officers noticing attitudes toward rail are changing though. Industry looking to utilise rail more.

7. **Upcoming RTC Papers** Clare Pattison and Luke Carey
RLTP Review Scope
 Seeking transport officers input on the scope of the RLTP review in 2024.
- Variation: Frequency of RLTP Monitoring*
 Seeking transport officer support for shift from quarterly to annual RLTP reporting.
- The Canterbury RTC will also be receiving a work programme update and a guest presentation from the Department of Conservation.
8. **Work Programme: Addressing freight** All
 As per action at last TOG meeting, and discussion at SI RTC Chairs.
- As this had already had some discussion, this item was skipped, and can be picked up again in a future meeting.*
9. **Any other business** All
 Visit to South Canterbury 27-28 Jan. (Luke & Ben)
 Website update (Clare)
 Any other business
- Mackenzie DC queried how DOC are managing their roads. ADC said they have an MoU to do the work for DOC as part of their standard district maintenance contracts and then invoice DOC for the work.
- Also queried whether there is any kind of policy/strategy on electric vehicle charging infrastructure. Is it going to be left to the market to provide? Because it has maintenance implications for councils. Meridian switched their whole fleet to electric and found they need more electric vehicle chargers en-route from Christchurch to Twizel, looking to put these in public places for public as well as private benefit.
- Observing an increase in trucking of household goods since more people ordering goods such as groceries online.
- Increasing fuel costs will likely inflate the cost of bitumen for road maintenance and renewals.

Minutes

Regional Road Safety Working Group

Date: Thursday 20 January 2022
Time: 10am – 12 noon
Venue: Training Room, Selwyn District Council
Chair Mayor Dan Gordon

Members

Luke Carey, ECan	Joanne McBride, WMK
Andrew Mazey, SDC	Jodi Enright, WK
Cate Love, WK	Kait Murray, HDC
Chad Barker, WK	Mark Millar, KDC
Clare Pattison, ECan	Martin Lo, ADC
Dan Gordon, WMK	Michael Jones, NZ Police
Daniel Naude, TDC	Natasha Rodley, NZ Police
David Rowland, WK	Rob Moffatt, WDC
David Scarlet, WK	Sam Murphy, KDC
James Long, WK	Sarah Cooper, CCC
Jeanine Foster, WK	Scott McKenzie, MDC
Kushla Tapper, HDC	Suzy Ratahi, TDC
Stephen Wright, TFC	Wendi Stewart, ACC

In attendance

Clare Pattison, ECan	David Rowland, WK
Kathy Graham, WMK	Luke Carey, ECan
David Scarlet, WK	Wendi Stewart, ACC
Dan Gordon, WMK	Jeanine Foster, WK (<i>departed 11.30am</i>)
Martin Lo, ADC	Clare Pattison, ECan
Natasha Rodley, NZ Police	Daniel Naude, TDC (online)
Kushla Tapper, HDC	Scott Mackenzie (MDC)
Suzy Ratahi, TDC	Dean Eades, HDC

Apologies:

Mark Millar, KDC	Cate Love (WK)
Sam Murphy, KDC	Rob Moffatt, WDC
Mark Chamberlain, ADC	

Item	Person
<p>1. Welcome, introductions, apologies Clare Pattison opened the meeting on behalf of everyone with a karakia.</p> <p>There were several apologies received.</p>	Chair
<p>2. Minutes of 21 October 2021 meeting The minutes of the previous meeting were accepted as a true and accurate record.</p> <p>There was an update on actions arising from the previous meeting. Suzy Ratahi confirmed on behalf of Daniel that the driver simulator is being tested with schools from 11 Feb. TDC still intend to bring it along to a future meeting of RRSWG.</p>	Chair
<p>3. Regional Road Safety Performance Monitoring <i>Vehicle fleet</i> The size of the vehicle fleet in Canterbury is growing, driven by light passenger vehicles. Light passenger vehicle engine size is increasing. Increase in sales of utility vehicles and SUVs through the pandemic. Trend toward larger/more powerful motorcycles too (ACC).</p> <p><i>Holiday period</i> Enforcement – the plan was focussed on highways. Some urban cops on to highways. Increased visibility. However, there are times where coverage was patchy. Positive messaging via media coverage around harm. Severity of crash needs to change.</p> <p>Road to Zero national campaign will begin on 10 February. It is coordinated with the speed reduction messaging. Action: Jeanine to send national comms to Wendi and group.</p> <p>Some changes to speed limits not going well. Important to get good communications across. Some have been consulted on but not implemented.</p> <p>E-scooter trial in Waimakariri District – was really good. Condition of footpaths is important. Some limitations on use in Rangiora town centre.</p>	All
<p>4. Workshop – Road Safety Indicators and Measures <i>Aim of workshop:</i> Develop a list of indicators that will help us to understand Canterbury-wide road safety issues.</p> <p>Activity 1 – “Who’s Who in the Zoo” (20mins)</p> <ul style="list-style-type: none"> Break into small groups of 4-5 people. Preferably with a mix of people you don’t usually work with. Take the district level info 	All

<p>provided and match it up. Brief report back from each group; what did you find out? What surprised you most?</p> <p>Key findings- All the districts are remarkably similar. Demonstrates the importance and value of greater collaboration. The problems are often the same, as is their relative importance. Surprised that people are happy with the level of fatal crashes Perception drives behaviour so useful to capture that. Important to ensure perception is measured accurately. Not everyone is logical. Driving is emotional.</p> <p>Activity 2 - Criteria for indicators (20 mins)</p> <ul style="list-style-type: none"> In small groups develop criteria for indicators. Report back. From the long list, agree which criteria are most important - will we use some, all, overlaps? <p>Activity 3 - Brainstorm indicators (20mins)</p> <ul style="list-style-type: none"> In small groups brainstorm list of indicators that meet criteria. Write them down on Post-its, so that they can be moved around and grouped into themes/topics. Report back. <p>Clare and Luke to collect Post-its, do a write up and we can revisit the list at next meeting. See appendices for notes.</p> <p>Action: ECan to meet with Jeanine and Rolly (and David S) to better understand the Road to Zero targets.</p>	
<p>5. Road 2 Zero future ideas</p> <p>The group discussed the ideas that had been sent through to Clare.</p> <ul style="list-style-type: none"> - Driver licensing and training - Higher fines and other deterrents for poor behaviour. - Revolving messaging around the region, benefits for procurement. - Formal training for young drivers on open road environments and skills (e.g. safe passing, judging corners etc.). <p>Action: David Scarlet to enquire about speed limit presentation for next meeting.</p>	All
<p>6. Road Safety Videos</p> <p>Kathy presented on the videos, and key findings. Audience reached mostly female. Some negative feedback which is to be expected. But also really positive feedback from community leaders.</p> <p>Action: Luke to share slide material.</p>	Kathy Graham (WMK)
<p>7. General Business</p> <p>Any items of general business</p>	All

<p>Jeanine Foster – keen to bring reports to you on regional delivery, what is working what is not working. Noise with respect to our safety platforms. Some good documentation, tech. studies and other resources on its way. Less capacity on state highways but we'll do our best.</p> <p>2022 meeting locations The group agreed to hold the next two meetings at Waimakariri. Action: Luke and Clare to liaise with Rosie.</p> <p>The meeting was closed with a karakia.</p>	
<p>Appendices</p>	

Appendix

Item 4: Road Safety Measures and Indicators Workshop Discussion

Criteria for Measures / Indicators:

- Repeatable
- Frequent
- Break down by TAs
- Need a baseline and be able to define 'what good is'
- Needs to tie back to the strategy – to ensure consistency and coordination
- Filter by local roads and state highways, but cover both
- Align to national programme
- Range of data and actions from RRSWG members
- District wide data
- As needed data frequency (as opposed to fixed)

Ideas for Measures / Indicators:

- Increased uptake of road safety promotion
- Reduction in overall speeds
- Reduction in number of tickets issued
- Reduction in number of crashes [resulting in death or serious injury]
- Changes in the safety of the vehicle fleet
- Support for reducing speed limits
- Consistency of speed limits across Canterbury
- Step change in infrastructure priority across Canterbury
- Compliance with speed limits
- Mode shift update
- Positive road safety messaging
- Post-implementation of speeds, benefit realization
- Compliance with road rules
- Combined regional approach
- Investment in road safety, the right priority given.
- Coordinated timing of changes around schools

- No of driver education programmes
- No. of individuals completing driver education programmes
- Region-wide bulk purchasing or coordination of infrastructure works eg. Flashing signs.
- SIP funded DSI reduction & benefit realized
- Safe system transformation; roundabouts, intersection speed zones, raised safety platforms, guardrails
- Heavy vehicle by region VKT trends
- Alignment to national programmes
- Cell phone usage.

8.4. Regional Land Transport Plan Scope of Review

Canterbury Regional Transport Committee report

Date of meeting	Thursday, 17 February 2022
Author	Clare Pattison, Senior Strategy Advisor
Responsible Director	Katherine Trought, Director Strategy and Planning

Purpose

1. The purpose of this paper is to approve the scope of the Regional Land Transport Plan 2021-2031 mid-term review.

Recommendations

That the Canterbury Regional Transport Committee:

1. **agrees to undertake a mid-term review of the Canterbury Regional Land Transport Plan 2021-31, as per statutory requirements.**
2. **agrees the scope of this review should consider potential changes to the strategic framework and priorities, due to the significant shift in strategic context regarding transport emissions reduction.**
3. **approves pre-work to inform the review begin this calendar year (2022).**

Key points

2. There are significant changes in the strategic context, particularly in relation to transport emissions, which signal a dramatic shift in the land transport system is required. In Canterbury, transport emissions-related mortality rates are of a similar order of magnitude to road safety.
3. The Regional Land Transport Plan is a key document for engaging communities in discussion around the future of the land transport system. This makes it a unique document, different from road controlling authority consultation which tends to focus on projects and activities.
4. However, the usual mid-term review of the Regional Land Transport Plan would begin at the end of 2023 and **only** update the programme and funding section at the back. It would not update the strategic framework and priorities, with consideration of potential changes to the Government Policy Statement on Land Transport (GPS).
5. Agreeing the scope of the mid-term review now also supports road controlling authorities to align their programmes to the GPS and gives them confidence the RLTP strategic framework and priorities will also align.

6. The usual timeframes give limited opportunity for engagement on the future of transport. Given the shift in context, a different approach to engagement is required than what would usually be taken. The nature of this engagement can be determined later, but could focus on areas outside of Christchurch, as there have already been discussions around transport emissions in Christchurch.
7. Staff are seeking a decision from the committee on the scope of the review so this can inform:
 - Road Controlling Authority transport planning
 - Council resourcing for this process in the 2022/23 and 2023/24 financial years.

Changes to Strategic Context for Regional Land Transport Plans

8. There have been several new key documents from central government and the World Health Organisation that shift the strategic context for land transport planning and indicate an increased need for the transport sector to respond to reduce transport emissions.
9. The Climate Change Response (Zero Carbon) Act 2019 sets a domestic greenhouse gas emissions reduction target for New Zealand of net zero emissions by 2050. Without largely decarbonising transport, New Zealand will not be able to achieve this target.
10. In May 2021 the Ministry of Transport released a green paper, *Hikina te Kohupara - Transport Emissions: Pathway to Net Zero by 2050*, which identifies what New Zealand could do to shift the transport system onto a zero-emissions pathway. It outlines three themes:
 - Theme 1: Changing the way we travel (urban form & mode shift)
 - Theme 2: Improving our passenger vehicles (light vehicles & public transport fleet)
 - Theme 3: Supporting a more efficient freight system (including heavy vehicles, rail, and coastal shipping)
11. The scale of change required is demonstrated in recent research findings from COVID lockdowns, where roadside concentration from transport emissions reduced by 25% during Level 3 COVID response in 2020 by avoiding travel (one theme only). *Hikina* suggests a 40 per cent reduction in transport emissions is required by 2035.

Emission Reduction Plans and Budgets

12. The Government's first Emissions Reduction Plan (ERP) will be released by 31 May 2022. It will describe how New Zealand will meet its emissions budgets across a range of sectors (including transport) and make progress towards reaching the 2050 goal. The ERP consultation document proposed four new transport targets indicating significant change is required:

- reduce vehicle kilometres travelled (VKT) by cars and light vehicles 20 percent by 2035 through providing better travel options, particularly in New Zealand's largest cities
 - 30 per cent of the light vehicle fleet to be zero-emissions vehicles by 2035
 - reduce emissions from freight transport 25 per cent by 2035
 - reduce the emissions intensity of transport fuel 15 per cent by 2035
13. The government budget in May 2022 is likely to have a significant climate change funding focus to support the implementation of the ERP.
 14. Councils have sphere of control over several interventions including transport and urban development functions. Changes will need to be coordinated and staged to maximise the opportunities for reducing emissions from now to 2050. Many long-term decisions will need to occur within the next 3-5 years (2022 to 2025).
 15. Success requires strong, consistent direction from central government, backed by the mechanisms, funding and resourcing to deliver.

Government Policy Statement on Land Transport

16. We anticipate that, given the new context regarding emissions reduction, it is likely the Government Policy Statement for Land Transport will be reviewed and potentially change significantly to give better clarity and direction regarding emissions reduction.

2021 World Health Organisation Air Quality Guidelines

17. In addition to the changes underway within central government, there is also new research on health impacts of air pollutants. In September 2021 the World Health Organisation released updated air quality guidelines for a range of air pollutants that impact human health, including pollutants arising from transport sector activities.
18. These new guidelines indicate health impacts occur at lower concentrations than previously known.
19. Of significance to transport is the sizeable difference between the current NO₂ concentrations generally used in New Zealand (100 µg/m³) and the new WHO guideline (25 µg/m³). This means places that were not previously thought to be polluted from transport emissions may now be considered polluted and regularly exceed guidelines.

Table 1. Summary of new guidelines

Contaminant	Averaging period	WHO 2006 guideline level	WHO 2021 guideline level	Level of current approach ²
PM _{2.5} (µg/m ³)	Annual	10	5	10
	24-hr (3 permitted exceedances/yr)	25	15	25
NO ₂ (µg/m ³)	Annual	40	10	40
	24-hr (3 permitted exceedances/yr)	-	25	100
SO ₂ (µg/m ³)	24-hr (3 permitted exceedances/yr)	20	40	120
CO (mg/m ³)	24-hr (3 permitted exceedances/yr)	-	4	-

20. Action may be required to protect the health of our communities, especially in relation to nitrogen dioxide, mostly from transport emissions. The most recent information on the wellbeing impact from transport emissions in Canterbury is outlined in the table below, based on the 2012 Health and Air Pollution in New Zealand report that used 2006 particulate matter data. An updated report is due in the middle of this year.

Table 2. Comparative Mortality Impact by source

Region	Premature Mortality from transport emissions (in 2006 all adults aged 30 years and over)	Deaths from crashes (rolling average over the last 5 years).
Canterbury	45	35
South Island	64	72
Nationwide	255	305

21. The drive to reduce greenhouse gas emissions from transport will have significant air quality and human health co-benefits also.

² Based on National Air Quality Environmental Standards, Transport Benefits Realisation Framework, Transport Outcomes Framework and New Zealand Ambient Air Quality Guidelines.

COVID-19 Response

22. In addition to the shifting context regarding emissions, the context regarding COVID has shifted. The RLTP 2021-31 was being developed while the country was in its first level 4 lockdown and the future of travel was very uncertain.
23. While there is still some uncertainty in relation to the longer-term effects of the pandemic on society, for example in tourism, most trends are now beginning to stabilise. For example, the COVID response has led to an acceleration in the shift to online purchasing and working from home, permanently changing travel patterns.

What does this mean for the Regional Land Transport Plan mid-term review?

24. Regional Land Transport Plans (RLTP) are a key part in the transport planning system for engaging with communities on the future direction of the land transport system, setting regional objectives, targets and priorities.
25. In normal circumstances, the strategic direction for the land transport system traditionally does not shift dramatically. There has been little need previously for broader engagement to set the strategic framework and priorities for land transport systems. The rationale previously for a light touch approach to engagement on the development of a new strategic framework for the RLTP is that local councils have sufficient processes in place to engage the community in the development of transport solutions, and from that consultation councils and stakeholders feed into the strategic framework in the RLTP.
26. However, this new context means that it is increasingly important to engage the community and key stakeholders in discussion around the future of land transport at a systemic level and the level of shift in the system. It also increases the need for more engagement with iwi and Māori than was previously taken. This goes beyond discussions regarding local road and state highway solutions.
27. Under the LTMA, a new RLTP is created every six years (in 2021) with the programme of activities reviewed in year three of the plan (2024). Under Section 18CA:
 - a regional transport committee must complete a review of the regional land transport plan during the 6-month period immediately before the expiry of the third year of the plan.
 - in carrying out the review, the regional transport committee must have regard to the views of representative groups of land transport users and providers.
28. In practice, the mid-term review of the RLTP does not refresh the strategic framework and priorities unless required and focusses on updating the ranked programme of activities in the back half of the document. Usually there is limited stakeholder engagement or community consultation.
29. Setting the scope of the review now ensures advice can be sought on aspects of the plan that might change. Work can be planned and undertaken to ensure objectives,

targets and priorities would be fully reviewed. This enables the committee to re-consider its approach to the future of the land transport network more thoroughly, includes alignment with the finalised Emissions Reduction Plan, any changes to the Government Policy Statement on Land Transport (GPS) and associated funding from central government.

30. A full review has two key benefits. It gives the committee the ability to:

- respond to the ERP and the new GPS, which will likely consider climate change more directly.
- engage the community regarding the future of the transport system.

Why decide this now?

31. While the timeframe under legislation is for the mid-term review to be completed within six months of June 2024, if the Committee wish for a more significant review, then work will need to begin this year.

Table 3: Key dates for RLTP development

Quarter	Standard Mid-term review	Comprehensive review	Other key milestones
Jan - Mar 2022		Approve the scope of the review	
Apr – Sept 2022		Committee workshop on the approach to the review including <ul style="list-style-type: none"> • aspects of the strategic framework to review • scale of engagement Discussion with Road Controlling Authorities on the strategic shift, to inform development of activities. Engagement activities planned	Emissions Reduction Plan & Budget May 2022
Oct – Dec 2022		Elections and induction period	
Jan – Sept 2023	Approve the scope of the review	RLTP objectives, targets and priorities reviewed	GPS usually released

		Workshops around Canterbury	
Oct-Dec 2023	Prioritisation of significant projects and drafting of consultation documents	Prioritisation of significant projects and drafting of consultation documents	
Jan-Apr 2024	Consultation, Hearings, Deliberations	Consultation, Hearings, Deliberations	
Apr-June 2024	RLTP complete	RLTP complete	

32. The other reason to decide this now is that there is limited time to work with Road Controlling Authorities on strategic alignment. If the Committee want to see a regional land transport programme from across the region that strongly aligns to the strategic framework, then staff work with Road Controlling Authorities needs to begin this year.
33. The benefit to road controlling authorities is the assurance that their work programme will align to both the new GPS and an updated strategic framework in the RLTP. This will support their funding bids.

Financial implications

34. There are funding constraints. To ensure the work remains within the current budget the work programme would shift to:
- providing for greater communications and engagement within Canterbury regarding strategic alignment and emissions reduction
 - more work with Waka Kotahi and Road Controlling Authorities on the alignment of their programmes with regional and national direction
 - less focus on advocacy, central government and nationwide relationships until clear benefits and solutions for Canterbury are developed.

Risk assessment and legal compliance

35. There are risks associated with either approach, however the risks to the full review are more easily mitigated, through additional support from Environment Canterbury.

Table 4: Risks to the RLTP review

Risk Category	Risk overview	Standard Mid-term Review	Comprehensive Review
Strategic	Transport activities might not sufficiently impact outcomes	Higher likelihood	Lower likelihood
Operational	The process might be more complex to execute than planned	Lower likelihood	Medium likelihood
Financial	The process might cost more than planned	Lower likelihood	Medium likelihood
Financial	Transport investment might not go towards priority activities	Higher likelihood	Lower likelihood
Compliance	The plan might not be compliant with the LTMA	Medium likelihood	Lower likelihood
Reputational	The plan might not meet community and stakeholder expectations	Higher likelihood	Lower likelihood

36. The main risks for a full review are operational and financial impact for Environment Canterbury on undertaking a broader review than previously planned. This can be mitigated by Environment Canterbury ensuring additional resources are in place for the review as part of their Annual Plan. This is almost in place, as in the 2022/23 Annual Plan, Environment Canterbury are proposing more staff in this area in recognition of the shift in strategic context. This will be known by June 2022.
37. Auckland Council and Waka Kotahi transport plans are being judicially reviewed for not doing enough to address climate change³. The result of these cases is yet to be known. However, the risk of challenge for Canterbury increases if a standard review is undertaken and if the RLTP is considered inconsistent with the new GPS and ERP.

Engagement, Significance and Māori Participation

38. Given the change in context, other Regional Transport Committees around New Zealand will be considering a more significant review of their RLTPs.

³ [Climate advocates sue Auckland Transport over carbon emissions in long-term plan | Stuff.co.nz](#)
[Environmental group asks court to overturn NZTA's \\$24 billion transport plan | Stuff.co.nz](#)

39. The South Island Regional Transport Committee Chairs group also unanimously resolved that the change in strategic context means RLTPs will require a more significant review.
40. The Canterbury Transport Officers Group also discussed the scope of the review of the RLTP and the change in context. The comprehensive review would enable a review of the problem statement analysis, which would usually not change for the mid-term update.
41. Given the change in strategic context indicating a systemic shift in the transport system, the comprehensive review will likely require wider engagement than previously undertaken for a Regional Land Transport Plan in Canterbury. The scope and nature of engagement can be developed later and will take into consideration consultation and engagement done by other organisations such as Christchurch City Council or the Greater Christchurch Partnership. For example, new workshops might be required in North Canterbury and South Canterbury, but feedback via the GCP standard meetings might be sufficient for Greater Christchurch. Youth specific workshops may be required, given the focus on the future of transport systems.
42. We will work to ensure that engagement with iwi and Māori is at the level and in the manner they prefer. This may include working with the Pou Ārahi at Waka Kotahi.

Climate Change Impacts

43. The comprehensive review will enable greater consideration of the impacts of climate change for transport planning.

Communication

44. A communications plan will be developed as part of RLTP project planning.

Next steps

45. If the Committee agrees to begin a comprehensive review, then staff will:
 - a) advise Road Controlling Authorities of the expectation regarding the review of the strategic framework
 - b) begin project planning for the review, including communications and engagement planning
 - c) workshop the approach to the RLTP review with the next meeting of the Committee

Attachments

Nil

Legal review		Catherine Schache, General Counsel
Peer reviewers		Luke Carey, Senior Transport Officer

8.5. Regional Land Transport Plan Quarterly Monitoring Report 31 December 2021

Canterbury Regional Transport Committee report

Date of meeting	Thursday, 17 February 2022
Author	Luke Carey, Senior Advisor - Transport
Responsible Director	Katherine Trought, Director Strategy and Planning

Purpose

1. To present the second quarterly monitoring report on the Canterbury Regional Land Transport Plan 2021-31.

Recommendations

That the Canterbury Regional Transport Committee:

1. receives the second quarterly monitoring report on the Canterbury Regional Land Transport Plan 2021-31.

Background

2. The Land Transport Management Act 2003 (LTMA) requires the Regional Land Transport Plan (RLTP) 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. The Canterbury RLTP 2021-31 contains 19 measures across 5 outcome areas. These measures and their update status is outlined in the table below.

Measure	Desired trend	Data sources	Update 31 Dec 2021
Safer Systems Implemented (Road to Zero)			
Number of deaths serious injuries	40% reduction by 2031	Centralised NTLP database	No update
Annual injuries per million kilometres travelled	Decrease	Centralised NTLP database	No update
Annual crashes involving trucks	Decrease	Waka Kotahi Crash Analysis System database	No update
Manage demand sustainably			
Monthly average travel time on key corridors in Greater Christchurch	Reduce	Christchurch Transport Operations Centre	No update
Monthly variability on key corridors in Greater Christchurch	Decrease	Christchurch Transport Operations Centre	No update

Freight to and from Canterbury ports by rail	Increase	MoT Freight Information Gathering System	Data secured
Rail movements to, from and within Canterbury	Increase	MoT Freight Information Gathering System	No update
Annual proportion of vehicle kilometres travelled that occur on 'smooth' sealed roads	Increase	Waka Kotahi ONRC database	No update
<i>New access measure to be identified and agreed by RTC</i>	Increase	<i>Enquiring with Waka Kotahi</i>	
Invest in a sustainable transport network that is integrated with land use			
Greenhouse gas emissions from transport in Canterbury	Decrease	Regional fuel sales from individual TA	No update
Public transport boardings	Increase	Environment Canterbury	Updated
Reliability of public transport services in Greater Christchurch	Increase	Christchurch Transport Operations Centre	No update
Mobility service usage (the Total Mobility Scheme)	Increase	Environment Canterbury	Updated
<i>New active transport measure to be identified and agreed by RTC</i>	Increase	<i>Will likely contain a mix of survey data (region) and actual counts (Chch City)</i>	
<i>New wellbeing measure to be identified and agreed by RTC</i>	Reduce	<i>Considering NO₂ (air quality) data</i>	
Manage risk of exposure to extreme events			
Number and duration of incidents on the Canterbury State Highway Network	Reduce	Centralised NTLP database	Interim update
Advocacy for investment in Canterbury transport network			
% of Maintenance bid funded by Waka Kotahi by RCA		Individual RCAs	No change
% of Maintenance 100% rate funded by RCA		Individual RCAs (excluding Waka Kotahi)	No change
<i>Investment in rail</i>		NLTP, RNIP	

4. In finalising the 2021-31 Canterbury RLTP in May 2021, staff advised the RTC that it would take time to identify good-quality data sources and develop a reporting method that provides meaningful insight into transport system performance.
5. The RTC also agreed to develop new measures to report on transport access, active transport, and transport system impacts on wellbeing. Staff are working to confirm and secure data sources for these measures.

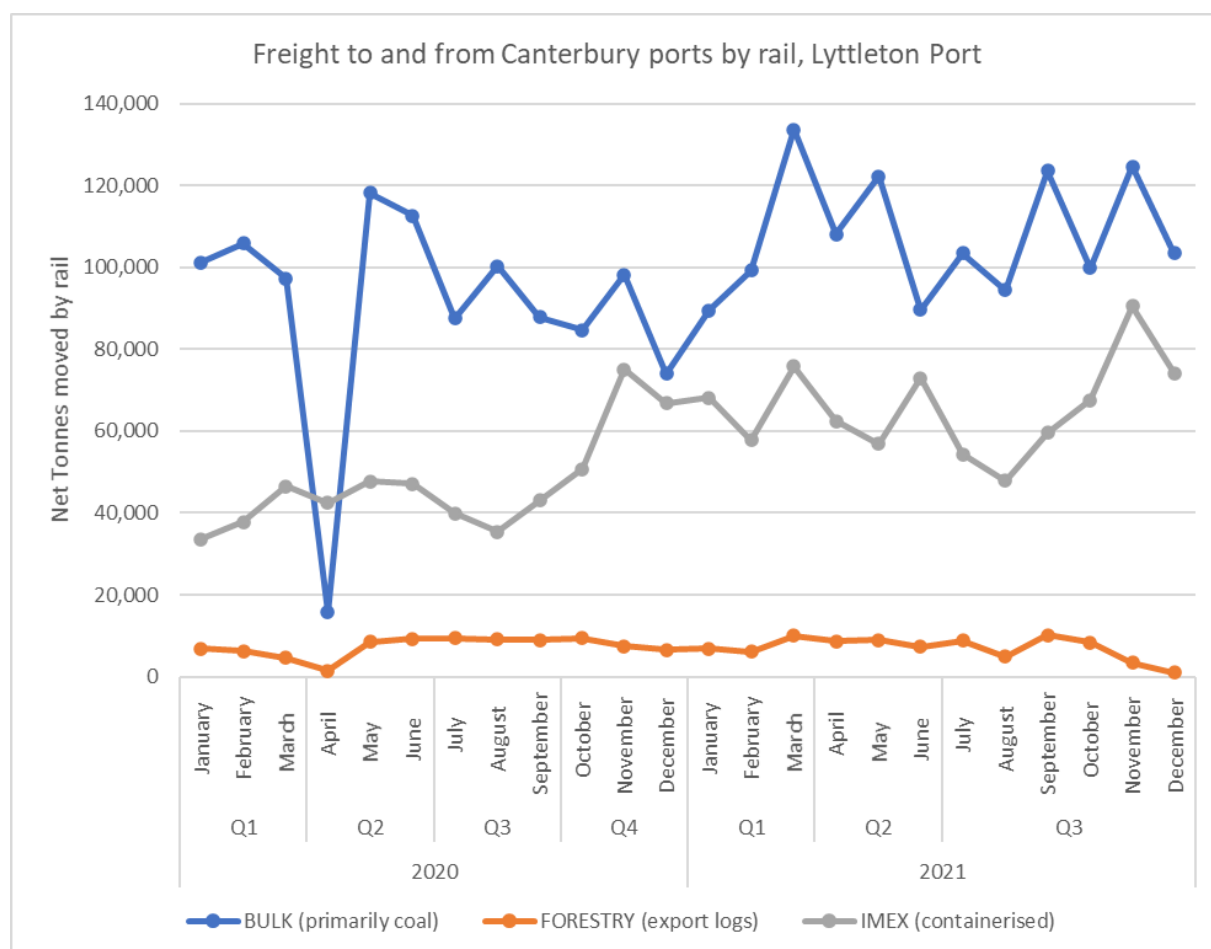
6. Staff have now secured data on 12 of the 19 measures. However, very few of the measures for which we have been able to secure data have new data available on a quarterly basis. Staff are accordingly recommending a variation to shift to annual reporting on the RLTP. This report is contained under separate cover.
7. The RTC secretariat are also working with the Transport Special Interest Group (TSIG) of Local Government New Zealand to identify consistent baseline monitoring indicators and supporting data sources for RLTP monitoring across all regions.

Updates since the last report

8. Updated data is available this quarter for rail freight, public transport patronage and total mobility boardings.

Freight to and from Canterbury Ports by Rail

9. This report contains newly secured data on rail freight through the port of Lyttleton (LPC), courtesy of Kiwirail. This is reported on by major commodity type; containerised, bulk and forestry, each month for the period 1 Jan 2020 to 30 December 2021. For ease of reference, the LPC rail freight data is repeated below here.



10. Bulk commodities are the dominant commodity type handed by rail through LPC, followed by containerised freight. Forestry products are a distant third. The data shows approximately 100-120,000 tonnes of bulk commodities move by rail through LPC each month, and approximately 60-80,000 tonnes of containerised freight.
11. Some monthly variation exists in the overall volumes of rail freight (tonnes) handled by Kiwirail through LPC. Containerised rail freight has experienced greater fluctuation in monthly tonnages in 2021, likely driven by supply chain disruptions. The significant drop in bulk freight in April 2020 was from the first nationwide COVID lockdown.
12. Staff will continue to work with Kiwirail to provide regular updates on this measure to RTC.

Public Transport Boardings

13. Public transport patronage in Greater Christchurch for the calendar year 2021 was 9,439,044 passengers, this represents a 0.8% fall in patronage from the previous calendar year. Patronage in Timaru increased from 148,865 passengers in 2020 to 194,319 in 2021.

Total Mobility Usage

14. Total mobility service usage (by passengers carried, not number of trips), increased in Timaru, Waimate and Christchurch between 2020 and 2021. Usage in Ashburton declined.

Attachments

1. RLTP Quarterly Monitoring Report Q2 FY22 [VXLU] [8.5.1 - 14 pages]

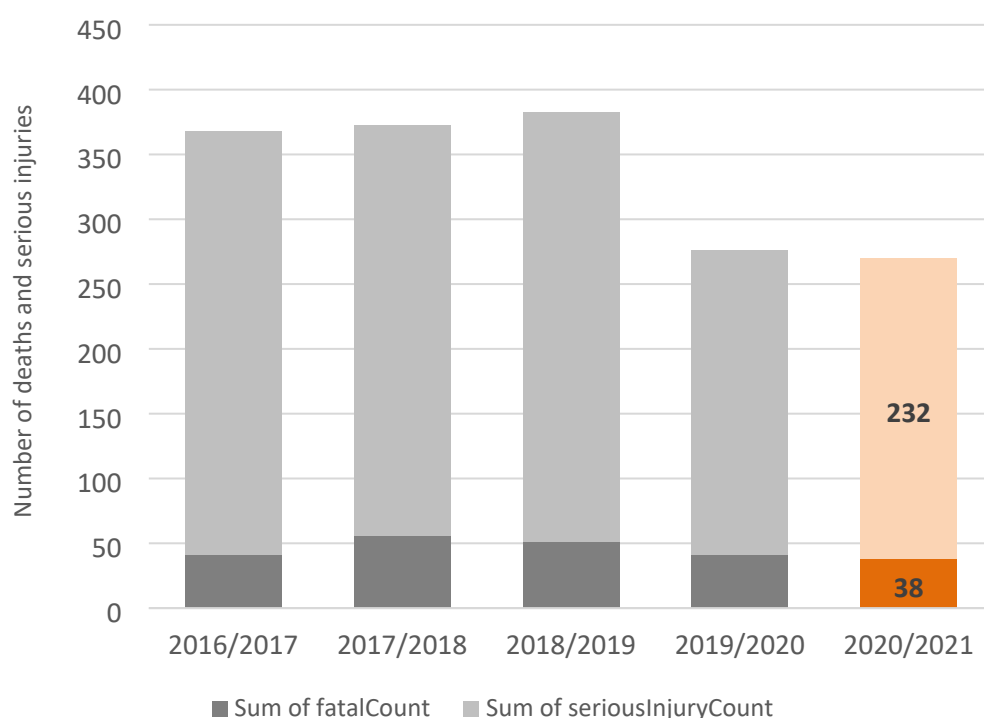
Canterbury RLTP Monitoring Indicator Framework – Quarterly Monitoring Report, 31 December 2021

Safer Systems Implemented (Road to Zero)

Measure 1, Deaths and Serious Injuries

Desired trend, 40% reduction by 2031.

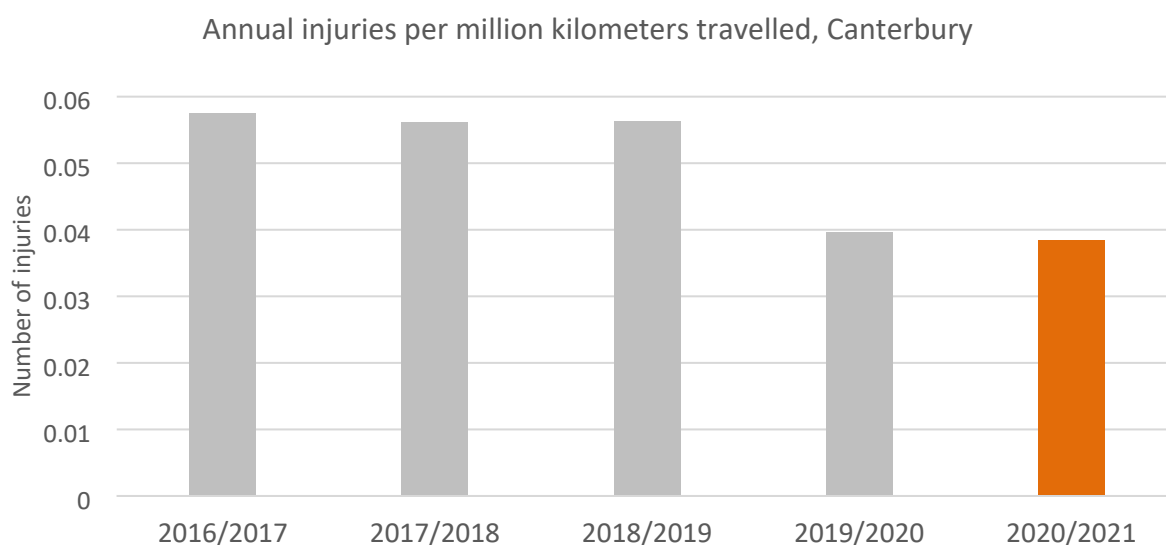
Deaths and Serious Injuries, Canterbury Region, year end 30 June



The number of deaths and serious injuries (DSIs) on Canterbury roads in 2020/21 was 38 deaths and 232 serious injuries. This is almost unchanged from the 2019/20 year, in which Canterbury recorded 41 deaths and 235 serious injuries. But it is a substantial reduction on the three reporting years prior to 2019/20.

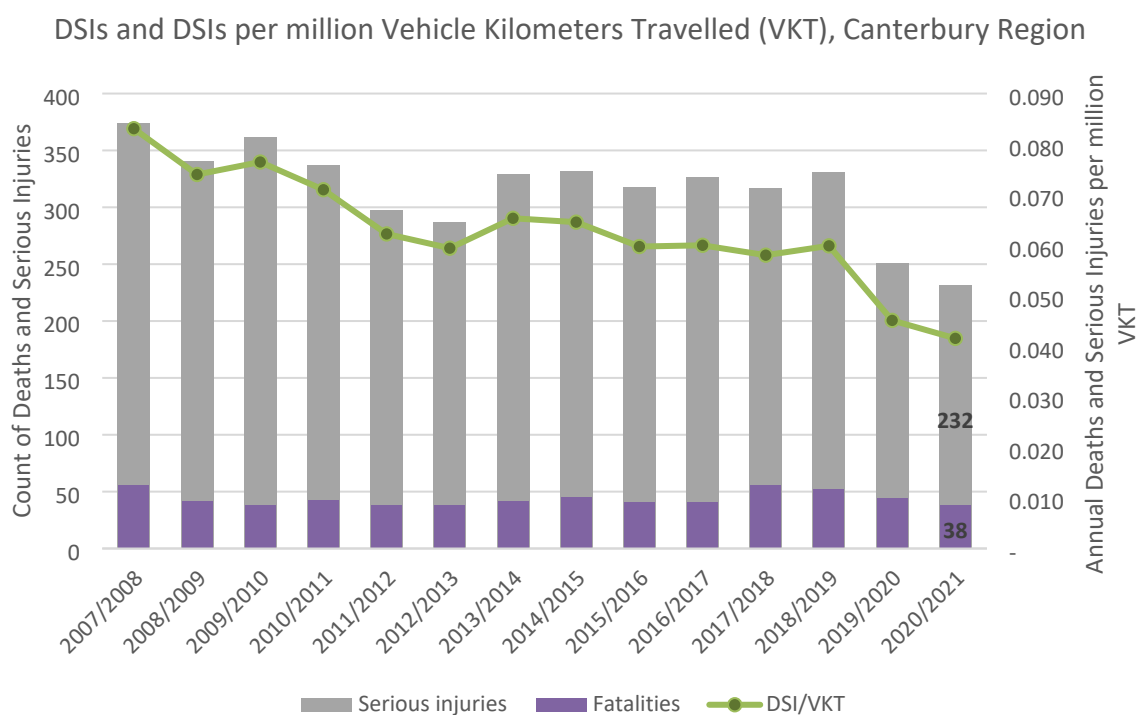
Source: Waka Kotahi Crash Analysis System (CAS) database. Data is for year end 30 June.
<https://opendata-nzta.opendata.arcgis.com/datasets/crash-analysis-system-cas-data-1/explore>

Measure 2, Annual injuries per million kilometres travelled



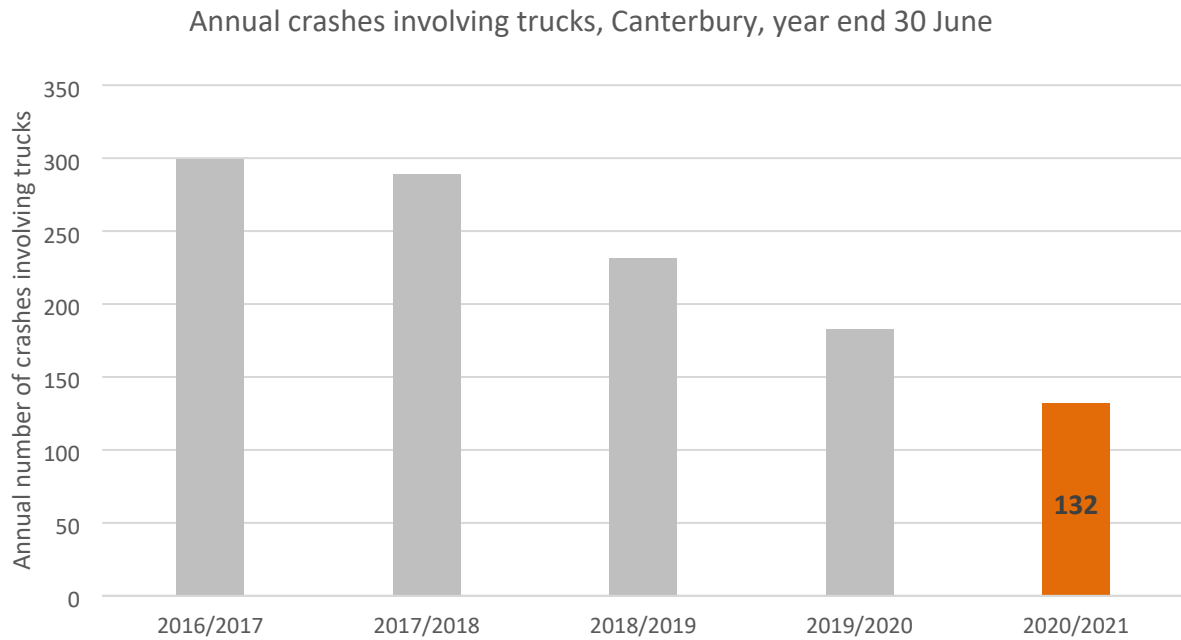
The number of injuries sustained per million kilometres travelled in Canterbury in 2020/21 was also very similar to the 2019/20 reporting year, and a substantial reduction on the three reporting years prior to 2019/20.

At the August meeting of the Regional Road Safety Working Group, it was asked if DSIs could be shown in relation to VKT. The output was reported to RRSWG at their 21 October meeting, and is also shown here for the RTC's information.



Measure 3, Annual crashes involving trucks

Desired trend, decrease.



The number of crashes involving trucks in Canterbury in 2020/21 were fewer than in 2019/20, and consistent with a steady reduction observed over the last 5 reporting years.

Overall, the safety indicators are trending positively for the Canterbury Region, indicating that our current approaches to addressing road safety are making a difference in the areas we measure.

Manage Demand Sustainably

Measure 1, Monthly Average Travel Time on key corridors in Greater Christchurch

Desired trend, reduction.

Enquiring with Waka Kotahi.

Measure 2, Monthly variability on key corridors in Greater Christchurch

Desired trend, decrease.

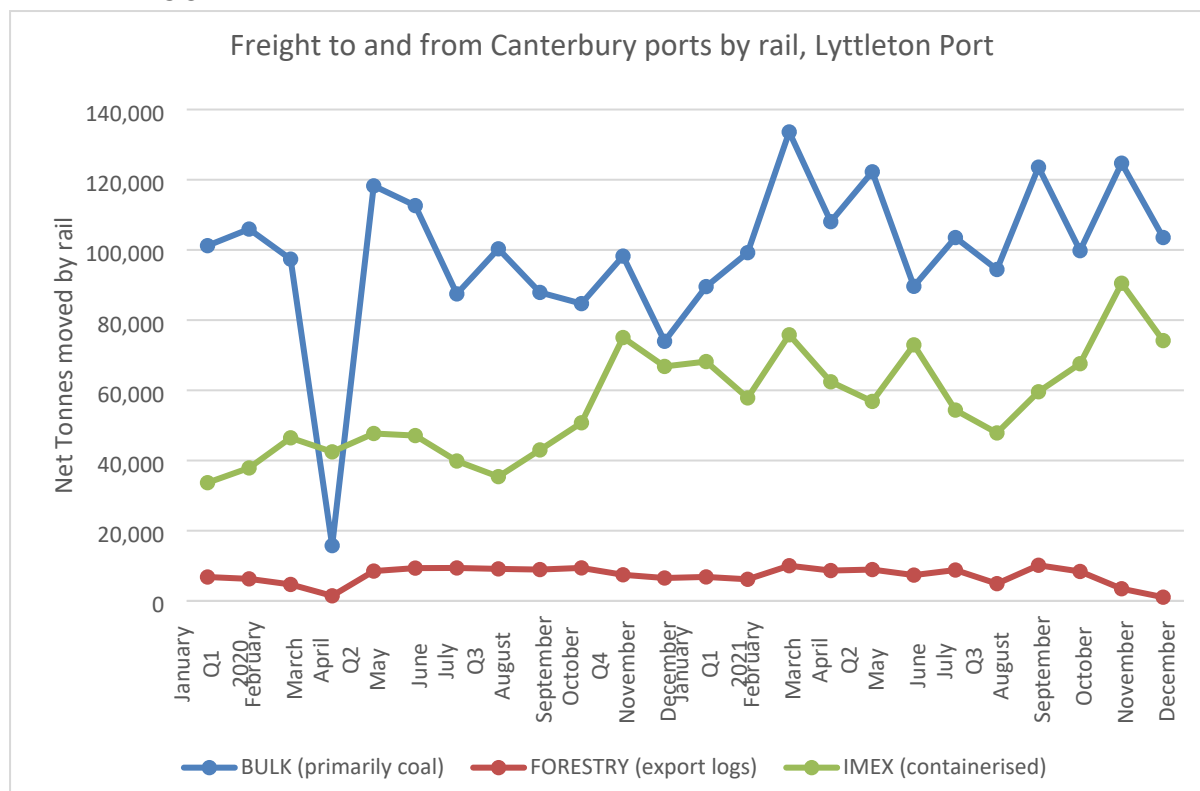
As above.

Measure 3, Freight to and from Canterbury ports by rail

Desired trend, increase.

Data on rail freight through the port of Lyttleton (LPC) has been secured, courtesy of Kiwirail. This is reported on by major commodity type; containerised, bulk and forestry, each month for the period 1 Jan 2020 to 30 September 2021.

Bulk commodities are the dominant commodity type handed by rail, followed by containerised freight. Forestry products are a distant third. The data shows approximately 100-120,000 tonnes of bulk commodities move by rail through LPC each month, and approximately 60,000 tonnes of containerised freight. Some monthly variation exists in the overall volumes of rail freight (tonnes) handled by Kiwirail through LPC. Containerised rail freight has experienced greater fluctuation in monthly tonnages in 2021, likely driven by supply chain disruptions. The significant drop in bulk freight in April 2020 was from the first nationwide COVID lockdown.

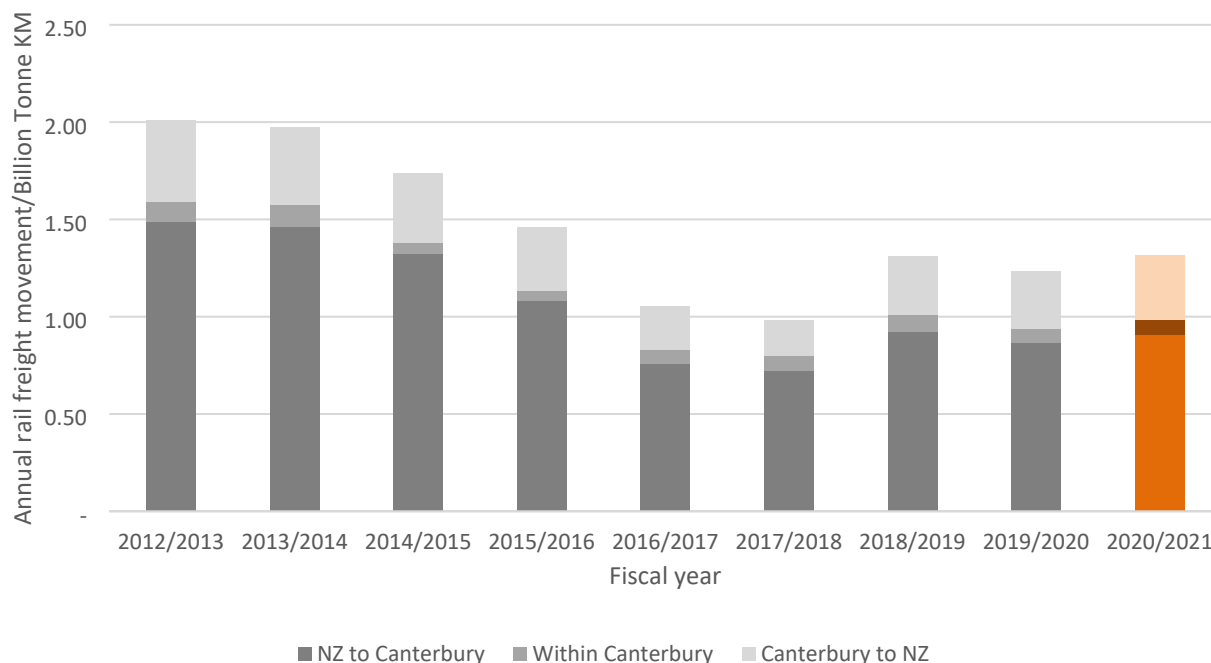


Source: Kiwirail.

Measure 4, Rail movements to, from and within Canterbury

Desired trend, 100% increase by 2031.

Annual rail freight movement in Canterbury



Total rail freight movement to, from and within Canterbury for the 2020/21 fiscal year increased slightly on the 2019/20 year. This increase was led by increases in rail freight to and from Canterbury and other parts of New Zealand, rather than from rail freight movement within Canterbury. The largest increases in rail freight between the two fiscal years were to/from the Auckland and Bay of Plenty regions.

Northland had the biggest fall in % terms, while West Coast had the biggest fall in tonne KM.

Rail freight in Canterbury has been increasing since 2017 from historical lows.

Source: Freight Information Gathering System (FIGS)

<https://www.transport.govt.nz/statistics-and-insights/freight-and-logistics/figs-rail/>

Measure 5, Annual proportion of VKT travelled on 'smooth' sealed roads

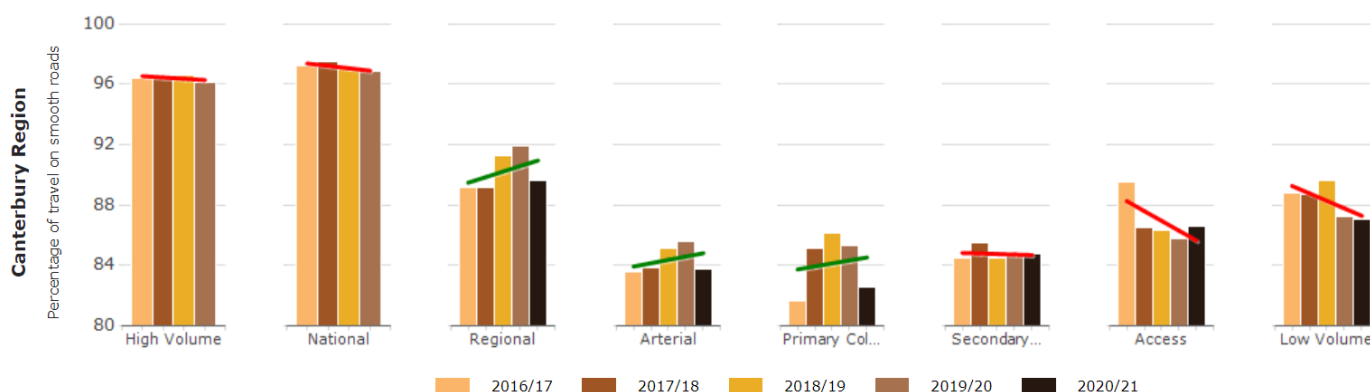
Desired trend, increase

'Smooth' travel exposure or STE is generated from the Waka Kotahi Performance Measures Reporting Tool (PMRT).

Waka Kotahi sets thresholds for smoothness of roads based on their network classification (regional, arterial, access etc.) the STE measure is reported on by all territorial authorities as part of annual reporting.

The data shows the percentage of travel (vehicle kilometres travelled) on roads smoother than the threshold for each road grouping. All data is for the Canterbury Region. This is a quantitative measure of the road quality/amenity experienced by road users.

NB: the baseline historical data is likely to change over the first 3 years as the data quality improves.



The data shows that while the level of smoothness experienced on regional arterials and primary collector routes in Canterbury has increased over the last 5 years, smooth travel exposure on access and low-volume routes has decreased and it has also decreased marginally on secondary, national and high-volume routes.

Measure 6, new access measure to be identified and agreed by RTC

As per minutes of RLTP deliberations 17 May 2021, a new access measure was recommended by the committee under managing demand. **Staff are in the process of identifying options for RTC and will report back at a future meeting.** The options we are currently pursuing are identified below.

Option one: Waka Kotahi access to key destinations data (all modes), sourced from Waka Kotahi Land Transport Benefits Framework.

Measures the proportion of population living within travel threshold (15 minutes, 30 minutes or 45 minutes) of key social and economic opportunities (including work, education, health care, supermarkets) by different modes (walking, cycling, public transport, private motor vehicle) in the morning peak.

Disadvantages: Only contains data for Greater Christchurch area. No regular data updates.

Option two: Christchurch Transport Model (CTM) output of access to employment by mode: driving. Limited investigation into this one. Would only change with model updates. Modelled data.

Option three: Waka Kotahi modelling of accessibility by NZ region. Investigation into this data source is ongoing and we are building a relationship with key contacts at Waka Kotahi to understand the data better and how it could be used nationally for RLTP monitoring. This is currently our preferred option.

Invest in a Sustainable Transport Network that is Integrated with Land Use

Measure 1, Greenhouse gas (GHG) emissions from land transport in Canterbury

Desired trend, decrease

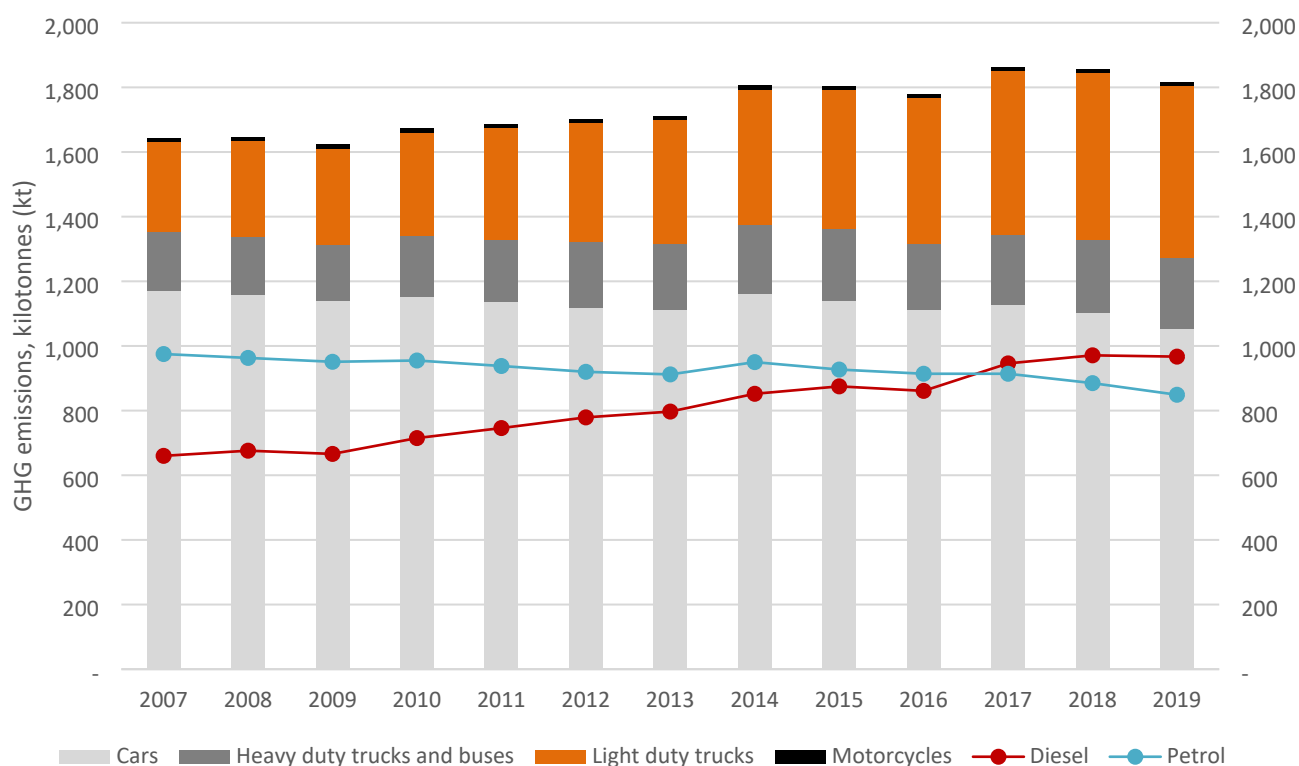
We are liaising with both Waka Kotahi and Stats NZ to obtain and report on reliable data at a Canterbury regional level.

The below data is an initial output of a customised request for greenhouse gas emissions specifically for road transport in Canterbury, sourced from Statistics New Zealand's national environmental-economic accounts team.

The data includes direct emissions only, indirect emissions are excluded. Emissions are expressed in kilo tonnes of carbon dioxide equivalents (kt CO₂e) which are emissions weighted by their 100-year global warming potential. Total Canterbury emissions presented here differs from published Stats NZ numbers as it includes emissions from international tourists using vehicles in the Canterbury region.

This is an annual series, updated in September of each year. It is not yet available by financial year (year end 30 June) or by quarter, but this may be possible in time. It takes two years from the end of the reporting period for the data to become available.

Canterbury Road Transport Emissions (GHG), by vehicle type, 2007 - 2018



While the Statistics NZ data can be broken down by household and industry, by vehicle type and by fuel type it is not able to be broken down by territorial authority.

Data is supplied annually directly from Stats NZ.

Analysis

The data shows that overall emissions from road transport in Canterbury increased by 17.4% between 2007 and 2018, from 1,626kt CO₂e to 1,909kt CO₂e.

The share of Canterbury emissions that are from road transport increased by 1% over the period, from 15% to 16% of total Canterbury GHG emissions.

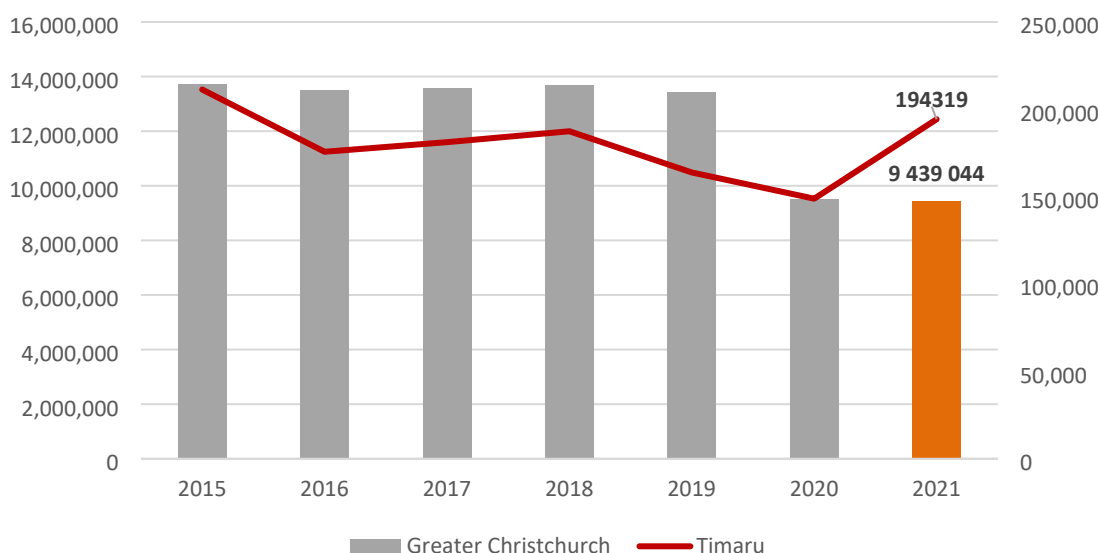
While emissions from petrol vehicles decreased by approximately 10% over the period, diesel emissions in Canterbury increased from 656kt CO₂e to 1,039kt CO₂e, an increase of nearly 60%. While emissions from cars decreased steadily over the period, emissions from trucks have nearly doubled.

Between 2018 and 2019 however, Canterbury's overall transport emissions declined slightly. This was driven by a reduction in household emissions, even as the region has grown.

Measure 2, Public Transport Boardings

Desired trend, increase

Public Transport Patronage in Greater Christchurch and Timaru, year end 30 June



Public transport patronage in Greater Christchurch for the calendar year 2021 was 9,439,044 passengers, this represents a 0.8% fall in patronage from the previous calendar year. Patronage in Timaru increased from 148,865 passengers in 2020 to 194,319 in 2021.

Data Source: ECan Public Transport Team.

Measure 3, Reliability of Public Transport in Greater Christchurch

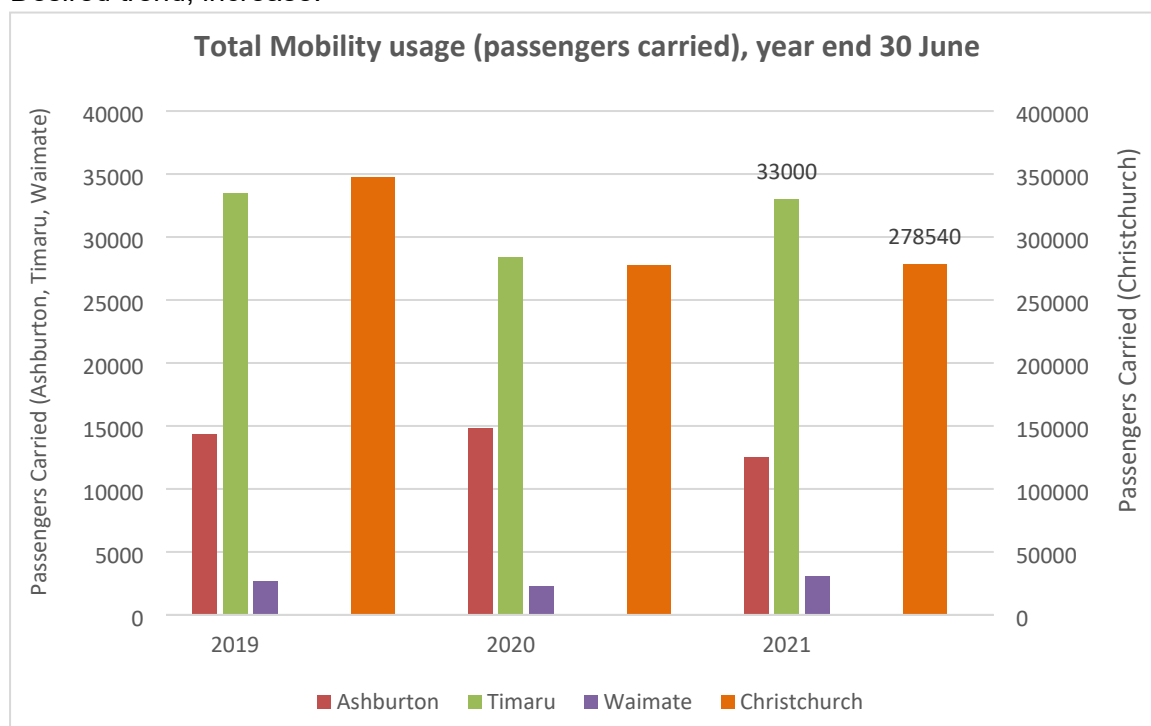
Desired trend, increase

Data on this measure is available from the public transport operations team at Environment Canterbury. We are working on a suitable methodology for reporting this data to the regional transport committee.

Data Source: ECan Public Transport Team.

Measure 4, Total Mobility service usage

Desired trend, increase.



Total mobility service usage (by passengers carried, not number of trips), increased in Timaru, Waimate and Christchurch between 2020 and 2021. Usage in Ashburton declined.

Data Source: ECan Public Transport Team.

Measure 5, new active transport measure to be identified and agreed by RTC

As per minutes of RLTP deliberations 17 May 2021, a new walking and/or cycling measure was recommended by the committee under a sustainable network. Staff are in the process of identifying options for RTC to report back at a future meeting.

Option one: CCC cycle counts.

<https://smartview.ccc.govt.nz/map/layer/ecocounter#/@172.62977,-43.53756,15>

Limitations: Limited to Christchurch city only. Does not include pedestrians.

Option two: Household travel survey. Limitations: unsure if data is available at a TA level. Based on sampling. Only updated annually.

Measure 6, a measure of transport sector impacts on wellbeing

As per minutes of RLTP deliberations 17 May 2021, a new wellbeing measure was recommended by the committee. Staff are currently investigating air quality measures and will report back at a future meeting.

Option 1: NO2 concentrations

Waka Kotahi (modelled?)

<https://storymaps.arcgis.com/collections/16be4050255c49489067a39bca090818?item=2>

Option 2: ECan directly (through air quality monitoring stations across region)

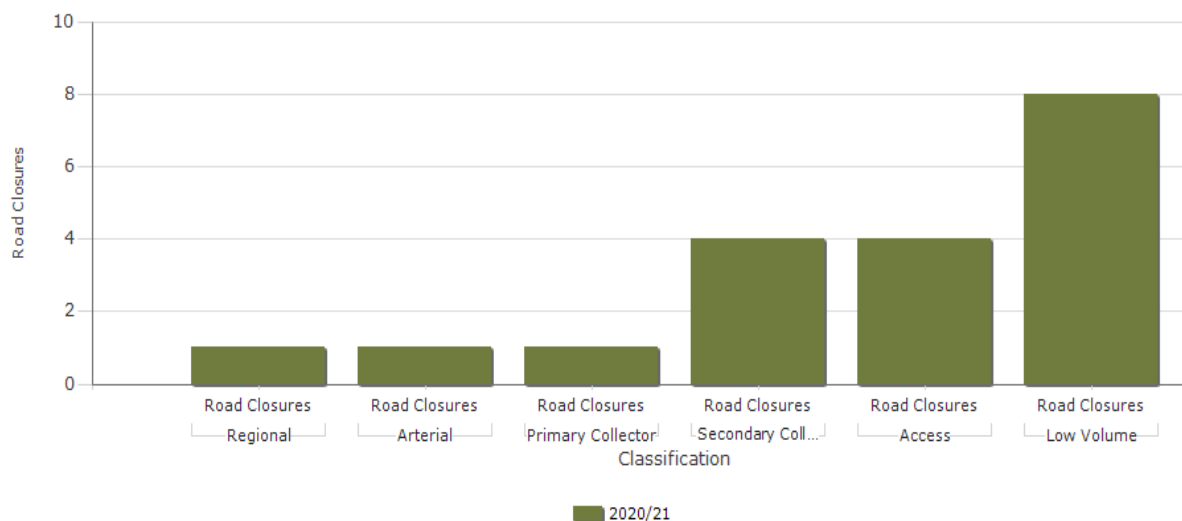
Manage Risk of Exposure to Extreme Events

Measure 1, Number and duration of incidents on the Canterbury State Highway Network

Desired trend, reduce

Staff are identifying appropriate data sources for this measure.

Unplanned road closures, Timaru District, 2020/21



Option 1: Waka Kotahi REG PMRT reporting tool, resilience customer outcome 2; The Number of Instances Where Road Access is Lost. Reporting will eventually be available by TA.

This measure reports on the number of unplanned road closures with no detour provided and the number of vehicles affected by the closures annually, by all road classes, not just state highways. <https://onrc.companyx.nz/Report/resom2>

Option 2 (preferred): Traffic Road Event Information System API.

<https://www.nzta.govt.nz/traffic-and-travel-information/infoconnect-section-page/about-the-apis/highway-information-api/>

Advocacy for investment in Canterbury Transport Network

Measure 1, % of Maintenance bid funded by Waka Kotahi, by Road Controlling Authority

Desired trend, increase

The table below sets out the approved budgets for the Maintenance, Operations and Renewals (MOR) activity class in the 2021-24 NLTP period, including local share, by Road Controlling Authority (RCA). These are the core maintenance and renewal activities of local councils.

Maintenance, Operations and Renewals (MOR) allocations, by Canterbury RCA

NB: All figures here are gross \$.

Road Controlling Authority (RCA)	2021-24 programme bid: requested total (\$)	Final approved allocation, 2021-24 NLTP (\$)	% of request	% increase in maintenance, operations and renewals compared with 2018-21 NLTP
Ashburton	40,520,000	39,323,512	97.0%	5.6%
Christchurch	-	203,952,115	-	18.8%
Hurunui	22,640,000	21,630,000	95.5%	0.1%
Kaikoura	6,994,000	5,259,200	75.2%	36.1%
Mackenzie	13,952,000	10,916,004	78.2%	15.5%
Selwyn	52,169,000	49,431,876	94.8%	21.9%
Timaru	59,670,000	45,497,048	76.2%	18.3%
Waimakariri	36,787,000	35,536,864	96.6%	7.3%
Waimate	16,846,000	15,578,966	92.5%	4.8%
Waka Kotahi (Canterbury)	-	208,406,769	-	9.4%
DOC (Canterbury)	-	2,710,083	-	-
Total	-	638,242,437	-	-

Also shown in italics is the change since the 2018-21 NLTP in the amount budgeted for maintenance and renewals programmes, by RCA. These vary significantly by RCA, which can reflect numerous underlying drivers such as unsubsidised additional spend in prior NLTP periods and existing network condition. This also does not include prior funding for emergency works.

The distribution of funding for maintenance, operations and renewals programmes has remained the same nationally, i.e. all regions have received the same proportion of funding available nationally in this NLTP as the 2018-21 regional distribution.

All Road Controlling Authorities in Canterbury have had an increase in the total amount of funding available for their core maintenance and renewal programmes. However, inflation in civil construction sector costs has been higher than consumer inflation, meaning some councils may have experienced a reduction in funding in real terms.

The Waka Kotahi state highway maintenance activity class is also constrained for funding in the 2021-24 NLTP period.

Measure 2, % of maintenance 100% rate funded by Road Controlling Authority

Desired trend, reduce

To compile this data, we sent a request to Canterbury transport officers in October 2021 to ask them if they had any 100% rate-funded projects planned in the 2021-24 NLTP period. We did not hear back from most councils. We have assumed that these councils do not have any 100% rate-funded projects.

Transport officers distinguished between 100% rate funding used to:

- 'top up' programmes which, in their view, were insufficiently funded to the levels required to meet desired levels of service, and
- activity types that were ineligible for Waka Kotahi funding in the first place, e.g. heritage tramway infrastructure improvements.

Many councils had only the latter. We have sought to report only on the former. The results are outlined below.

Road Controlling Authority (RCA)	100% rate funding 2021-24 (\$ millions)	% of MOR Budget
Ashburton	5.47	13.9%
Christchurch	ineligible items only	-
Hurunui	-	-
Kaikoura	-	-
Mackenzie	-	-
Selwyn	3	6.1%
Timaru	-	-
Waimakariri	-	-
Waimate	-	-
Total	\$8.5m	1.33%

Measure 3, investment in rail - the proportion of investment in rail compared with all transport funding through Waka Kotahi.

This is a new measure put forward by transport officers and agreed by the RTC during deliberation on the Canterbury RLTP 17 May 2021. The method of reporting is still being developed.

Commentary:

\$360m of NLTF expenditure is proposed for rail in the 2021-24 NLTP period. There was \$13.4bn of NLTF revenue. This means NLTF spend on rail represented 2.68% of NLTF revenue in the 2021-24 period.

This does not include direct crown funding of rail, which has been substantial. Only NLTF funding through Waka Kotahi.

The \$360m NLTF funding is being spent entirely on the Rail Network Improvement Programme (RNIP), which is a national programme we do not currently have visibility of through RLTPs.

8.6. Presentation from the Department of Conservation

Canterbury Regional Transport Committee report

Date of meeting	Thursday, 17 February 2022
Author	Luke Carey, Senior Advisor - Transport
Responsible Director	Katherine Trought, Director Strategy and Planning

Purpose

1. For the Regional Transport Committee to receive a presentation from the Department of Conservation outlining their land transport activities in the Canterbury region.

Recommendations

That the Canterbury Regional Transport Committee:

1. **receives the presentation from the Department of Conservation staff on their land transport activities in Canterbury.**

Background

2. The Department of Conservation (DOC) first approached Environment Canterbury to give a brief presentation to the Canterbury Regional Transport Committee (RTC) in September 2021.
3. Due to a packed agenda at the November 2021 RTC meeting, including a Waka Kotahi presentation on Brougham Street, the presentation was unable to take place.
4. The Department of Conservation manage a small network of access roads/routes within conservation lands and receive co-share funding from Waka Kotahi through the National Land Transport Programme (NLTP). Some of the maintenance work on these assets is undertaken by local councils through a memorandum of understanding with DOC.
5. DOC will speak to their activities and programme in Canterbury.

Attachments

Nil

8.7. Road User Charges Submission

Canterbury Regional Transport Committee report

Date of meeting	17 February 2022
Author	Clare Pattison, Senior Strategy Advisor Jesse Burgess, Senior Strategy Manager
Responsible Director	Katherine Trought, Director

Purpose

1. To seek approval by delegation to submit on the Ministry of Transport consultation on the approach to Road User Charges (RUC) and transport system funding.

Recommendations

That the Canterbury Regional Transport Committee:

1. **Delegates to the Chair to approve a submission to the Ministry of Transport on the transport system funding issues addressing:**
 - 1.1. road maintenance funding
 - 1.2. a resilient network and emergency response fund
 - 1.3. funding mechanisms that support a low emissions future.

Background

2. On 28 January 2022 the Ministry of Transport released *Te Huringa Taraiwa: Te arotake i te pūnaha utu kaiwhakamahi rori* | 'Driving Change: Reviewing the Road User Charges System', a discussion document on possible improvements to the Road User Charge (RUC) system. Submissions close on 22 April 2022.
3. The key topics in the discussion document include:
 - how RUC might be used to charge for greenhouse gas emissions and other factors beyond damage to the roads (like noise pollution and congestion);
 - how light Electric Vehicles (EVs) owners can transition into paying RUC when the exemption for EVs ends in March 2024, and;
 - how RUC's compliance regime can be improved.
4. There are other possible changes considered, including removing paper label requirements (for RUC and car registrations), transitioning gas fuelled (CNG/LPG) vehicles into the RUC system, and mandating electronic RUC for heavy vehicles.
5. Submitting on this consultation document aligns with
 - the Canterbury Regional Land Transport Plan (RLTP) objective to improve national advocacy for regional transport needs.

- the RLTP policy to advocate for Government funding and changes in legislation for the Canterbury Regional Transport Programme.

Submission on the consultation document

6. The submission could cover the transition to a low emissions future. The RLTP set a headline target of a 30 per cent reduction in greenhouse gas emissions from the Canterbury land transport network. The activities in the RLTP can only contribute to this outcome and so it is essential that the Ministry of Transport (MoT) continue work to support the decarbonisation of the transport system for this outcome to be realised.
7. Road User Chargers are an important part of encouraging the transition of the fleet towards Electric Vehicles. The Emissions Reduction Plan (ERP) consultation document proposed a target of 30% of the light vehicle fleet being zero emission vehicles by 2035. That is around 150,000 vehicles annually over the next decade.
8. Last year, 6,899 of the 165,287 new vehicles registered were zero emission vehicles. This is a significant increase on the 1,554 zero emission vehicle registrations in the previous year. This increase is supported by both wider availability and incentive from the Clean Car Discount scheme. However, there is still a considerable further increase required to achieve the proposed ERP target.
9. While Road User Charges are an important source of income for maintenance, the submission could suggest the Ministry seek climate emergency related funding to subsidise exemptions. To ensure a more just transition the subsidies could shift from a blanket exemption to a needs-based approach e.g., Community Service Card holders, or address-based related to distance from essential services.
10. A submission could also highlight the maintenance funding needs of the Canterbury region. Road User Charges and Fuel Excise Duties are a key income stream for the National Land Transport Fund and support the maintenance funding across the country. Ensuring these and other funding mechanisms are working properly is essential to ensure sufficient maintenance funding is in place in the future, while transitioning to a low emissions future.
11. Currently 45 per cent of the RLTP funding is directed towards local road maintenance and state highway maintenance. This indicates maintenance has a significant impact on a well-functioning transport network in Canterbury. The RLTP aligns sufficient maintenance funding with the MoT Transport Outcomes of 'Healthy and Safe People' and 'Resilience and Security'. The submission could articulate that it is not a matter of underfunding maintenance to subsidise emissions reduction. Both are important.
12. Another matter the submission can speak to is the need for a funding system that can support more activities that improve the resilience of the network and respond to extreme events. This is critical in Canterbury due to the nature of braided rivers across the plains and the increase of extreme events. This impacts more widely than the Canterbury region as outages on the Canterbury network impact freight movements across the South Island.

Next steps

13. With approval, staff will prepare a submission and work with the Chair to finalise and submit this to Ministry of Transport by the 22 April 2022 deadline.
14. The final submission will be tabled at the next Regional Transport Committee meeting in May 2022.

Attachments

Nil

Peer reviewers	Luke Carey, Senior Transport Advisor
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9. Next Meeting

10. Mihi / Karakia Whakamutunga - Closing