

Agenda 2022

Air Quality, Transport and Urban Development Committee

Date: Wednesday, 27 July 2022
Time: 1.00 PM
Venue: Council Chamber
Environment Canterbury
200 Tuam Street, Christchurch



Air Quality, Transport and Urban Development Committee

Membership

Committee Co-Chairs:

Councillor Grant Edge
Councillor Peter Scott

Committee Members:

Councillor Tane Apanui
Councillor Phil Clearwater
Tumu Taiao Yvette Couch-Lewis
Tumu Taiao Iaeen Cranwell
Councillor Megan Hands
Councillor Ian Mackenzie
Councillor Nicole Marshall
Councillor Claire McKay
Councillor Elizabeth McKenzie
Councillor Craig Pauling
Councillor Lan Pham
Councillor Vicky Southworth
Councillor John Sunckell

Ex-Officio:

Chair Jenny Hughey

AIR QUALITY, TRANSPORT AND URBAN DEVELOPMENT COMMITTEE TERMS OF REFERENCE

Adopted by Council 13 April 2022

REPORTING TO:	Council
MEMBERSHIP:	All members of Council Ngā Tumu Taiao
QUORUM:	Eight (8)
MEETING FREQUENCY:	Six weekly
CHAIR:	Two Co-chairs

A. PURPOSE

1. To oversee the development, implementation and review of Council's:
 - a. strategic direction and policies for transport and mode-shift;
 - b. set the operational direction to deliver public transport and mode-shift;
 - c. provide input into joint transport-related projects and initiatives;
 - d. development of integrated land use and regional transport; and
 - e. development of Council's position on regionally significant matters such as spatial planning.
 - f. To work in the spirit of genuine partnership and assist the Council in fulfilling its duties as a partner with Ngāi Tahu and in alignment with the principles contained within the Tuia Agreement. In particular, the committee will support effective partnerships with Papatipu Rūnanga, recognise the relevance of Te Ao Māori and affirm the importance of an enduring and collaborative relationship between Environment Canterbury and Ngāi Tahu Papatipu Rūnanga.

B. SPECIFIC RESPONSIBILITIES

2. Approve strategies, policies and guidelines to deliver clean air in Canterbury.
3. Approve transport strategies, policies, plans programmes and initiatives related to transport demand management and active mode promotion, including relevant aspects of the Regional Policy Statement;
4. Review and monitor performance trends related to public transport activities.

5. Advocate for the alignment of initiatives across the region with transport implications including spatial planning and land use planning including liaison with:
 - a. the Regional Transport Committee;
 - b. the Greater Christchurch Partnership Committee; and
 - c. territorial authorities in relation to the urban planning aspects of their District Plans.
6. Ensure that the Committee's decision making:
 - a. Considers climate-change related risks; and
 - b. Is consistent with Council's plans and initiatives to give effect to Council's declaration of a climate emergency on 16 May 2019.

C. DELEGATIONS

7. Subject to sections 8 and 9, Council delegates to the Committee all the powers, functions and duties necessary to perform the Committee's responsibilities, except those that must not be delegated.
8. The Committee may make decisions on matters with a financial impact only where the related costs are budgeted for within a current, adopted Long Term Plan or Annual Plan, otherwise the matter must be referred to the Council for decision.
9. The Committee may not make a decision that is materially inconsistent with the Council's Long-Term Plan or Annual Plan.

Document history and version control

Version	Date approved	Approved by	Brief description
1.0	29 April 2021	Council	New Committee Terms of Reference.
1.1	13 April 2022	Council	Reporting on Air Quality is transferred from the Natural Environment Committee to the Transport and Urban Development Committee.

Common Air Quality, Transport and Urban Development 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

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1. Mihi / Karakia Timatanga - Opening

The meeting will be opened with a mihi whakatau, followed by a member of the Air Quality, Transport and Urban Development Committee with a karakia.

2. Apologies

At the time the agenda closed there were no apologies received.

3. Conflicts of Interest

Members are reminded to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

4. Public Forum, Deputations, and Petitions

There were no requests for public forum, deputations and petitions at the time the agenda was prepared.

5. Extraordinary and Urgent Business

The Chairperson will give notice of items requiring urgent attention not on the agenda as follows.

Matters Requiring Urgent Attention as Determined by Resolution of the Air Quality, Transport and Urban Development Committee:

A meeting may deal with an item of business that is not on the agenda where the meeting resolves to deal with that item and the Chairperson provides the following information during the public part of the meeting:

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting. The item may be allowed onto the agenda by resolution of the Air Quality, Transport and Urban Development Committee.

Minor Matters relating to the General Business of the Air Quality, Transport and Urban Development Committee:

A meeting may discuss an item that is not on the agenda only if it is a minor matter relating to the general business of the meeting and Chairperson explains at the beginning of the public part of the meeting that the item will be discussed. The meeting may not make a resolution, decision or recommendation about the item, except to refer it to a subsequent meeting for further discussion.

6. Notices of Motion

At the time the agenda closed there were no notices of motion received.

7. Minutes

7.1. Unconfirmed Minutes - Air Quality, Transport and Urban Development Committee - 2 June 2022

Air Quality, Transport and Urban Development Committee

Date of meeting	Wednesday, 27 July 2022
Author	Christina Eaglin, Committee Advisor
Endorsed by	Catherine McMillan, General Manager Governance

Purpose

1. The previously circulated minutes from the Air Quality, Transport and Urban Development Committee on 2 June 2022 are to be confirmed.

Recommendations

That the Air Quality, Transport and Urban Development Committee:

1. Confirms the minutes from the Air Quality, Transport and Urban Development Committee meeting held on 2 June 2022.

Attachments

1. AQTUDC 2022-06-02 UNCONFIRMED Minutes [7.1.1 - 9 pages]

Minutes of the Air Quality, Transport and Urban Development Committee (under COVID-19 Orange Traffic Light restrictions) held at Environment Canterbury, Council Chamber, 200 Tuam Street, Christchurch on Thursday, 2 June 2022 at 1.03pm.

Present

Co-Chairs Cr Grant Edge and Cr Peter Scott, Cr Tane Apanui, Cr Phil Clearwater*, Tumu Taiao Iaeon Cranwell, Cr Megan Hands, Cr Ian Mackenzie*, Cr Nicole Marshall, Cr Claire McKay, Cr Elizabeth McKenzie, Cr Lan Pham, Cr Vicky Southworth*, and Cr John Sunckell.

Report writers and other staff were also present.

*via MS Teams

1. Mihi / Karakia Timatanga – Opening

The Chair welcomed everyone to the meeting.

Tumu Taiao Iaeon Cranwell opened the meeting with a mihi whakatau. A karakia was provided earlier at the start of the day.

Cr Vicky Southworth joined the meeting online at 1.15pm.

2. Apologies

The apologies for absence were received from Chair Jenny Hughey, Tumu Taiao Yvette Couch-Lewis and Cr Craig Pauling. The apologies for lateness was received from Cr Vicky Southworth.

3. Conflicts of Interest

There were no conflicts of interest reported.

4. Public Forum, Deputations, and Petitions

There were no requests for public forum, deputations and petitions.

5. Extraordinary and Urgent Business

There was no extraordinary or urgent business.

6. Notices of Motion

There were no notices of motion.

7. Minutes

Resolved TUDC/2022/14

Staff recommendations adopted without change.

That the Air Quality, Transport and Urban Development Committee:

1. Confirms the minutes from the Air Quality, Transport and Urban Development Committee meeting held on 14 April 2022.

Cr Peter Scott/Tumu Taiao Iaeau Cranwell
CARRIED

8. Report Items

8.1. Air Quality, Transport and Urban Development Committee Resolutions Status Report - June 2022

Cr Claire McKay joined the meeting at 1.08pm.

Staff provided visibility on the status of resolutions made by Air Quality, Transport and Urban Development Committee.

Resolved TUDC/2022/15

Staff recommendations adopted without change.

That the Air Quality, Transport and Urban Development Committee:

1. Notes the status of previous resolutions provided in the Status of Air Quality, Transport and Urban Development Committee Resolutions report June 2022.

Cr Tane Apanui/Cr John Suncell
CARRIED

8.2. Integrating Urban Land Use and Regional Transport Work Programme Report

Staff updated the Committee on the progress of the work programme for the Integrating Urban Land Use and Regional Transport programme.

Resolved TUDC/2022/16

Staff recommendations adopted without change.

That the Air Quality, Transport and Urban Development Committee:

1. Receives the Integrating Urban Land Use and Regional Transport work programme report.

Cr Peter Scott/Cr Lan Pham

CARRIED

8.3. Update on Passenger Rail in Canterbury

Angus Gabara from WSP was in attendance online for discussion of item 8.3.

Staff tabled a presentation (attachment 8.3.6) providing the Committee with the report presented to the Canterbury Regional Transport Committee on progress of passenger rail in Canterbury.

Staff Recommendations adopted without change:

That the Air Quality, Transport and Urban Development Committee:

1. Receives a copy of the report provided to the Canterbury Regional Transport Committee (RTC) on 26 May 2022 on progress of passenger rail in Canterbury.
2. Receives a verbal update from staff on the discussion and outcomes from the RTC 26 May 2022 meeting on the 'progress of passenger rail in Canterbury' report.

Cr Tane Apanui/Cr Lan Pham

CARRIED

Staff requested to add the following recommendation to clarify the work.

3. Notes that staff will provide further updates and seek the appropriate approvals from Environment Canterbury (Canterbury Regional Council) as the scoping of this work has progressed during FY2022/23.

Cr John Sunckell/Cr Elizabeth McKenzie

CARRIED

An amendment was moved by Cr Elizabeth McKenzie and seconded by Cr Tane Apanui to include this work for clarity.

4. Notes the decision from the Regional Transport Committee that Environment Canterbury (Canterbury Regional Council) will commence a process to further investigate passenger rail in Canterbury in FY2023/24, with the scoping of this work to begin in FY2022/23.

Cr Elizabeth McKenzie/Cr Tane Apanui

CARRIED

Resolved TUDC/2022/17

That the Air Quality, Transport and Urban Development Committee:

1. Receives a copy of the report provided to the Canterbury Regional Transport Committee (RTC) on 26 May 2022 on progress of passenger rail in Canterbury.

2. Receives a verbal update from staff on the discussion and outcomes from the RTC 26 May 2022 meeting on the 'progress of passenger rail in Canterbury' report.
3. Notes that staff will provide further updates and seek the appropriate approvals from Environment Canterbury (Canterbury Regional Council) as the scoping of this work has progressed during FY2022/23.
4. Notes the decision from the Regional Transport Committee that Environment Canterbury (Canterbury Regional Council) will commence a process to further investigate passenger rail in Canterbury in FY2023/24, with the scoping of this work to begin in FY2022/23.

Cr Elizabeth McKenzie/Cr Tane Apanui
CARRIED

8.4. Clean Air Work Programme Update

Staff updated the Committee on the Clean Air work programme and implementation activity for winter 2022.

The Chair requested to add the following recommendation for transparency.

4. Notes the reporting actions:
 - Air quality A3 posters will be finalised and sent to Canterbury Territorial Authorities in May 2022 and briefings will follow in June as required.
 - The Warmer Cheaper communications campaign will begin in late May 2022.
 - Planning the approach for dealing with expiring woodburners in Christchurch will start in year 2 of the Long Term Plan (LTP).

Cr Elizabeth McKenzie/Cr Lan Pham
CARRIED

Staff Recommendations adopted without change:

That the Air Quality, Transport and Urban Development Committee:

1. Note the progress made towards improved air quality in Canterbury.
2. Notes the further improvements required to meet the current national and local air quality standards; and
3. Receives the Clean Air Work Programme report.

Cr Peter Scott/Cr Elizabeth McKenzie
CARRIED

Resolved TUDC/2022/18

That the Air Quality, Transport and Urban Development Committee:

1. Note the progress made towards improved air quality in Canterbury.
2. Notes the further improvements required to meet the current national and local air quality standards; and

3. Receives the Clean Air Work Programme report.
4. Notes the reporting actions:
 - Air quality A3 posters will be finalised and sent to Canterbury Territorial Authorities in May 2022 and briefings will follow in June as required.
 - The Warmer Cheaper communications campaign will begin in late May 2022.
 - Planning the approach for dealing with expiring woodburners in Christchurch will start in year 2 of the Long Term Plan (LTP).

Cr Peter Scott/Cr Elizabeth McKenzie
CARRIED

8.5. Draft National Adaptation Plan Submission

Staff provided a submission package for the *Te mahere urutaunga ā-motu, the draft national adaptation plan* and *Kia urutau, kia ora: Kia āhuarangi rite a Aotearoa, Adapt and thrive: Building a climate-resilient New Zealand*.

Resolved TUDC/2022/19

Staff recommendations adopted without change.

That the Air Quality, Transport and Urban Development Committee:

1. Approves the Environment Canterbury draft submission on the *Te mahere urutaunga ā-motu, the draft national adaptation plan* and *Kia urutau, kia ora: Kia āhuarangi rite a Aotearoa, Adapt and thrive: Building a climate-resilient New Zealand* package (Attachment 1), to be submitted to the Ministry for the Environment.
2. Delegates to the Chief Executive the amendment of any minor or clerical errors in the submission, prior to submitting to the Ministry for the Environment, by 3 June 2022.

Tumu Taiao Iaeen Cranwell/Cr Elizabeth McKenzie
CARRIED

9. Next Meeting

The next meeting will be held on Wednesday, 27 July 2022 at 1.00pm.

10. Mihi / Karakia Whakamutunga - Closing

A karakia was provided by Cr Elizabeth McKenzie.

Meeting concluded at 3.04pm.

CONFIRMED:

Chair Grant Edge
Councillor, Environment Canterbury

Date

Attachment 8.3.6

Update on passenger rail in Canterbury

Air Quality, Transport and Urban Development Committee

2 June 2022

1

Strategic context

- Rail plays an important role in the freight and supply chain system in Canterbury and the South Island.
- Scenic rail services currently run from Christchurch to Greymouth and Picton.
- Government is focused on planning and investing in the future of rail in New Zealand.
- Moving more people and goods by rail delivers a range of benefits for society.



2

Previous and current work on passenger rail

- Previous work has focused on informing public transport planning in Greater Christchurch.
- Work underway on the Greater Christchurch Mass Rapid Transit Business Case aims to identify whether an investment in mass rapid transit (MRT) in Greater Christchurch is justified.
 - An interim report released in mid-2021 explored three potential MRT scenarios.
 - The modelling showed demand will exist in the future for MRT but it will require a sizeable investment and supportive urban development patterns to enable walk-up catchments.
 - The work on MRT has been aligned with the work on the Greater Christchurch Spatial Plan.
 - The next stages will further test the value proposition of all three MRT scenarios, with the aim of identifying a preferred route and mode for an MRT corridor by the end of 2022.



3

Opportunity to inform spatial planning

- The proposed Strategic Planning Act will require the development of regional spatial strategies.
- These strategies will likely need to identify current and future indicative transport corridors.
- Having a good understanding of the future role and function of rail in Canterbury, in terms of moving both passengers and freight, could inform development of a regional spatial strategy.
- The specific requirements for regional spatial planning will become clearer once the Strategic Planning Bill is introduced into Parliament, which is expected during Q3 2022.



4

Potential types of passenger rail services in Canterbury



- First step: basic philosophical questions
- What function should a future service fulfill and what needs should it meet?
 - Connectivity to the South Island tourist market: domestic, international high-end
 - Fast and direct service between satellite towns: long-distance commuters
 - Frequent service between employment and residential areas: local commuters
 - Inter-regional connectivity between major populations: alternative to flying and existing bus services

wsp



5

Considerations for developing passenger rail

- Extent of service – *how far out of Christchurch is justifiable?*
- Station selection and location – *catchments, inter-modal, existing and new*
- Rolling stock – *new, second hand, procurement, on-board amenity*
- Maintenance and stabling – *location, operating constraints*
- Network access and capacity – *freight, loops, double tracking*
- Pricing – *competitive ticket prices, subsidies, technology*
- Operating and governance model – *asset ownership, funding, purchasing*

wsp



6

Intra-regional passenger services

Kaikōura-CHCH-Timaru (KCT)

- Long-distance commuter market

Key considerations:

- Speed of service (vs car)
- Public transport connectivity and parking
- Train amenities – productivity, comfort
- Variants may include station rationalising, reducing extent of service

wsp



Total distance	Kaikōura - Christchurch 190km Timaru - Christchurch 107km
Primary Function	Long distance commuter base demand
Potential Users	Commuter or Business Traveler Social Traveler Non-driver
Travel time	Kaikōura - Christchurch 3:00 Timaru - Christchurch 2:30
Number of potential stations	18 Stations Kaikōura, Rangiora, Kaiapoi, Papanui, Christchurch, Hornby, Rolleston, Ashburton, Timaru
Est. Catchment Population	Northern Corridor 45,000 Southern Corridor 95,000
Services levels	4 AM peak trips inbound (30min headway) 4 PM trips outbound (30min headway)

7

Sub-regional passenger services

Rangiora-CHCH-Rolleston (RCR)

- Local commuter market

Key considerations:

- Strategic station placement
- High quality transfers to other modes
- High frequency
- Being studied by MRT Business Case – any rail service must integrate with MRT

wsp



Total distance	Rangiora - Christchurch 50km Rolleston - Christchurch 19.5km
Primary Function	Local commuter base demand
Potential Users	Commuter or Business Traveler Social Traveler Non-driver
Travel time	Rangiora - Christchurch 0:32 Rolleston - Christchurch 0:25
Number of potential stations	12 Stations Rangiora, Kaiapoi, Cheviot, Bellfield, Papanui, Riccarton, Christchurch, Middleton, Hornby, Templer, Rolleston
Est. Catchment Population	110,000
Services levels	8 AM peak trips inbound (50min headway) 8 PM trips outbound (50min headway)

8

Inter-regional passenger services

Picton-CHCH-Dunedin (PCD)

- Domestic and international tourism

Key considerations:

- High quality travel experience
- Strategic tourist stops, population centres
- Higher population catchment along the southern corridor may suggest an initial focus

wsp



Total distance	Picton - Christchurch 340km Dunedin - Christchurch 366km
Primary Function	Domestic Inter City and Tourist
Potential Users	Commuter or Business Traveler Social Traveler Event-goer Tourist or Local Explorer Non-driver
Travel time	Picton - Christchurch 5:40 Dunedin - Christchurch 6:00
Number of potential stations	7 Stations Picton, Blenheim, Kaikōura, Christchurch, Timaru, Papanui, Dunedin
Est. Catchment Population	Northern Corridor 35,000 Southern Corridor 150,000
Services levels	2 trips per day Picton - Christchurch (1 north, 1 south bound) 2 trips per day Dunedin - Christchurch (1 north, 1 south bound)

9

Process to progress passenger rail



- Step 1: Establish project governance group – align objectives, delivery is efficient, sustainable
- Step 2: UK's RUS process and New Zealand Treasury's business case approach to develop a clear understanding of the **need** the project seeks to satisfy, project objectives and policy alignment
- Step 3: Develop and consider the strategic case for passenger rail in Canterbury and the South Island (by the governance group)
- Step 4: Allocate funding within RLTP(s) for development of the business case
- Step 5: Procurement and delivery of new service, professional services, network access (KiwiRail), rolling stock, maintenance, stabling facilities, operator, and ancillary infrastructure enhancements



10

Options to progress passenger rail

- **Option 1, defer progress:** Defer a decision to progress any further work on passenger rail at the current time (except for monitoring the work on the Greater Christchurch MRT Business Case).
- **Option 2, commence rail investigations in 2023/24:** Commence a process to investigate regional passenger rail during FY2023/24, with the scoping of the work to begin during FY2022/23.
- **Option 3, accelerate rail:** Request further advice on how a fast-tracked process could seek to deliver a passenger rail service in a significantly shortened timeframe.



11

8. Report Items

8.1. Air Quality, Transport and Urban Development Committee Resolutions Status Report - July 2022

Air Quality, Transport and Urban Development Committee report

Date of meeting	Wednesday, 27 July 2022
Author	Christina Eaglin, Committee Advisor
Responsible Director	Katherine Trought, Director Strategy and Planning

Purpose

1. To provide visibility on the status of resolutions made by Air Quality, Transport and Urban Development Committee.

Recommendations

That the Air Quality, Transport and Urban Development Committee:

1. **Notes the status of previous resolutions provided in the Status of Air Quality, Transport and Urban Development Committee Resolutions report July 2022.**

Status Reporting

2. The status of resolutions is reported at each ordinary Committee meeting. The report includes all resolutions from the previous meeting as there are no incomplete actions from prior meetings. Comments and progress updates on incomplete actions are provided where applicable.

Cost, compliance, and communication

Financial implications

3. The report was compiled using existing staff resources, therefore there were no additional financial implications.

Risk assessment and legal compliance

4. This gives visibility to the Committee of matters outstanding to ensure appropriate actions have been taken as resolved.

Engagement, Significance and Māori Participation

5. Not applicable.

Consistency with council policy

6. Under Environment Canterbury Standing Orders 28.3 discussion of minutes is limited to their correctness. This report allows members to be updated on the status of resolutions and to monitor progress.

Climate Change Impacts

7. Not applicable.

Communication

8. Not applicable.

Next steps

9. An updated report will be provided to the 7 September 2022 of the Air Quality, Transport and Urban Development Committee.

Attachments

1. AQTUDC Resolutions Status Report 2 June 2022 [8.1.1 - 3 pages]

Air Quality, Transport and Urban Development Committee Resolutions Status Report – 2 June 2022

Meeting Name	Report	Resolution Number	Resolution	Complete [Yes/No]
Air Quality, Transport and Urban Development Committee 2022-06-02	7.1 Unconfirmed Minutes - Air Quality, Transport and Urban Development Committee - 14 April 2022	TUDC/2022/14	That the Air Quality, Transport and Urban Development Committee: 1. Confirms the minutes from the Air Quality, Transport and Urban Development Committee meeting held on 14 April 2022.	Yes
Air Quality, Transport and Urban Development Committee 2022-06-02	8.1 Air Quality, Transport and Urban Development Committee Resolutions Status Report - June 2022	TUDC/2022/15	That the Air Quality, Transport and Urban Development Committee: 1. Notes the status of previous resolutions provided in the Status of Air Quality, Transport and Urban Development Committee Resolutions report June 2022.	Yes
Air Quality, Transport and Urban Development Committee 2022-06-02	8.2 Integrating Urban Land Use and Regional Transport Work Programme Report	TUDC/2022/16	That the Air Quality, Transport and Urban Development Committee: 1. Receives the Integrating Urban Land Use and Regional Transport work programme report.	Yes
Air Quality, Transport and Urban Development Committee 2022-06-02	8.3 Update on Passenger Rail in Canterbury	TUDC/2022/17	That the Air Quality, Transport and Urban Development Committee: 1. Receives a copy of the report provided to the Canterbury Regional Transport Committee (RTC) on 26 May 2022 on progress of passenger rail in Canterbury. 2. Receives a verbal update from staff on the discussion and outcomes from the RTC 26 May 2022 meeting on the 'progress of passenger rail in Canterbury' report.	In Progress.

Meeting Name	Report	Resolution Number	Resolution	Complete [Yes/No]
			<ol style="list-style-type: none"> 3. Notes that staff will provide further updates and seek the appropriate approvals from Environment Canterbury (Canterbury Regional Council) as the scoping of this work has progressed during FY2022/23. 4. Notes the decision from the Regional Transport Committee that Environment Canterbury (Canterbury Regional Council) will commence a process to further investigate passenger rail in Canterbury in FY2023/24, with the scoping of this work to begin in FY2022/23. 	
Air Quality, Transport and Urban Development Committee 2022-06-02	8.4 Clean Air Work Programme Update	TUDC/2022/18	<p>That the Air Quality, Transport and Urban Development Committee:</p> <ol style="list-style-type: none"> 1. Note the progress made towards improved air quality in Canterbury 2. Notes the further improvements required to meet the current national and local air quality standards; and 3. Receives the Clean Air Work Programme report. 4. Notes the reporting actions: <ul style="list-style-type: none"> • Air quality A3 posters will be finalised and sent to Canterbury Territorial Authorities in May 2022 and briefings will follow in June as required. • The Warmer Cheaper communications campaign will begin in late May 2022. • Planning the approach for dealing with expiring woodburners in Christchurch will start in year 2 of the Long Term Plan (LTP). 	Yes
Air Quality, Transport and Urban Development Committee 2022-06-02	8.5 Draft National Adaptation Plan Submission	TUDC/2022/19	<p>That the Air Quality, Transport and Urban Development Committee:</p> <ol style="list-style-type: none"> 1. Approves the Environment Canterbury draft submission on the Te mahere urutaunga ā-motu, the draft national adaptation plan and Kia urutau, kia ora: Kia āhuarangi rite a Aotearoa, Adapt and thrive: Building a climate-resilient New Zealand package (Attachment 1), to be submitted to the Ministry for the Environment. 	Yes

Meeting Name	Report	Resolution Number	Resolution	Complete [Yes/No]
			2. Delegates to the Chief Executive the amendment of any minor or clerical errors in the submission, prior to submitting to the Ministry for the Environment, by 3 June 2022.	

8.2. Transforming Public Transport Work Programme Report

Air Quality, Transport and Urban Development Committee report

Date of meeting	Wednesday, 27 July 2022
Author	Stewart Gibbon, General Manager - PT
Responsible Director	Katherine Harbrow, Director Operations

Purpose

1. To update the Committee on the Transforming Public Transport work programme.

Recommendations

That the Air Quality, Transport and Urban Development Committee:

- 1. Receives the Transforming Public Transport work programme report.**

Background

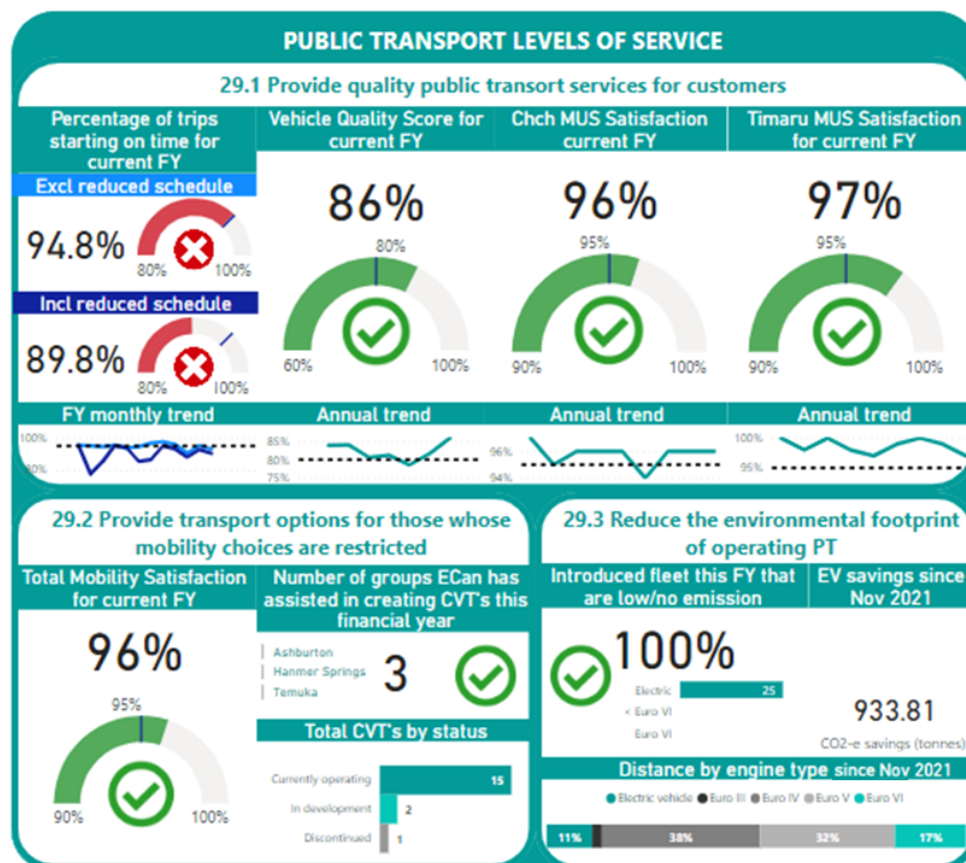
2. On 17 June 2021, the Council adopted its Long-Term Plan 2021-31 (LTP).
3. The LTP created the Transforming Public Transport programme as part of the Air Quality, Transport and Urban Development portfolio. The LTP outlines that through this programme:
“We are operating, managing, and delivering innovative improvements to public transport services in Canterbury to increase patronage”
4. On 16 June 2022, Council adopted its Annual Plan for the fiscal year 2022-23, incorporating changes to the Transforming Public Transport work programme.
5. The Committee has been provided updates on this work programme at its previous meetings. This work programme update builds on these previous reports.

Key updates on the work programme

Level of Service Outcomes

6. The 2021/22 Fiscal Year has been a complex and disruptive year for public transport. Nevertheless, we have been successful in achieving the majority of our Levels of Service commitments to our community. It was particularly pleasing to see customer satisfaction remain high given the level of disruption our community has experienced over the last 12 months.

7. The area where we have not been successful relates to the percentage of trips that start on time. Our stated target is 95%. In considering this service measure, two different lenses have been applied in evaluating service delivery performance via trips starting on time:
 - **Analysis based on Current Schedule** - Looks at trip start performance based on current operating timetable, recognizing that this is a reduced timetable to cater for driver shortages and previous lockdowns where reduced timetables were operated (e.g. Sunday or Saturday timetables). Based on services that are currently scheduled to operate, we see an average of 94.8% of trips are starting on time for the fiscal year
 - **Analysis based on Full Timetable** – Looks at trip start performance based on our normal full timetable to reflect the reduction in service against our intended timetable. Based on services that should run if we were operating our normal full timetable, we see an average of 89.8% of trips are starting on time.
8. Driver shortages and COVID disruptions are the primary contributors to not achieving this Level of Service. Council will be aware that we are engaged nationally to identify appropriate responses to improve driver retention and recruitment to alleviate the driver shortage.
9. We have included within the Level of Service Dashboard the positive impacts on our investment in low/zero emissions fleet. For the 7 months from November 2021 to June 2022, when the 25 new EVs commenced operations, the CO2e emissions reduction, based on km travelled was 934 tonnes.



Annual Plan

10. The adoption of the Annual Plan for fiscal year 2022/23 was a significant milestone for Council and public transport with the Fare Trial being approved. A significant amount of time has been invested in scoping this initiative for the annual plan, and we will now focus our efforts on the detailed design and delivery of it for February 2023.
11. It is pleasing to report though, that we have successfully completed delivery of the first PT initiative approved within the Annual Plan, that being the change to SuperGold access being free from 09:00am. This change was implemented on 1 July supported by a large amount of targeted communication to SuperGold customers, Age Concern and Kainga Ora as well as across our normal customer channels.

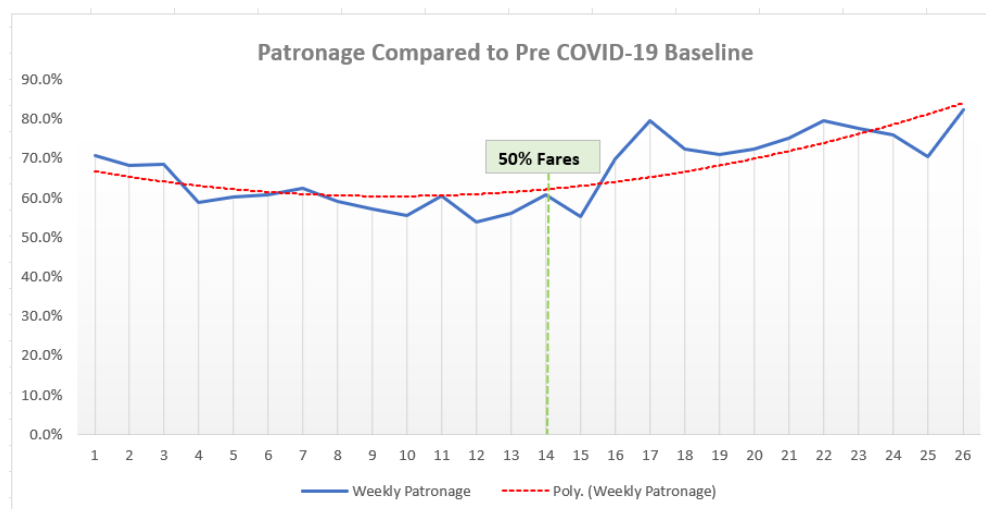
Community Engagement

12. The past year has seen a significant amount of community engagement on public transport matters enabling us to talk with and understand more, our community's views, experiences, and suggestions for improving public transport. This engagement represents a significant amount of resource investment for the year and has been extremely valuable in shaping the thinking that has gone into service improvements and the annual plan in particular. Examples of engagement include:
 - a. Southbridge 87 consultation – refining the delivery model for the trial servicing this community
 - b. Routes 17 & 28 consultation – engaging on the design of the first service improvements coming from the PT Futures investment case for the Greater Christchurch Partnership
 - c. Fare Review 2021 – community research and engagement to inform thinking and options for the Fare Trial to be incorporated into the annual plan
 - d. Annual Plan consultation – community consultation on the refined Fare Trial options, resulting in the Hybrid Flat Fare with targeted concession option being approved
 - e. Orbiter Ilam consultation – consultation with the wider Ilam community on the future routing of the Orbiter following the temporary change implemented 18 months ago. The outcome and recommendations of this consultation will come to Council in August
 - f. Metro User/Total Mobility Surveys – annual customer survey to measure customer satisfaction and experience
 - g. Community Group Engagement – considerable time has been invested in engaging with a range of community groups to build improved relationships and connectivity as part of our new public transport engagement framework. This has supported work to develop a new Public Transport Stakeholder Reference Group. These include but are not limited to:

- i. Accessibility Reference Group
- ii. Blind & Low Vision Canterbury
- iii. Age Concern
- iv. Youth Rōpū
- v. Tertiary institutes
- vi. Kainga Ora
- vii. Ministry of Social Development
- viii. Rāpaki Marae
- ix. Total Mobility
- x. Cass Bay residents' group
- xi. Community Vehicles Trusts
- xii. Community Boards

Patronage

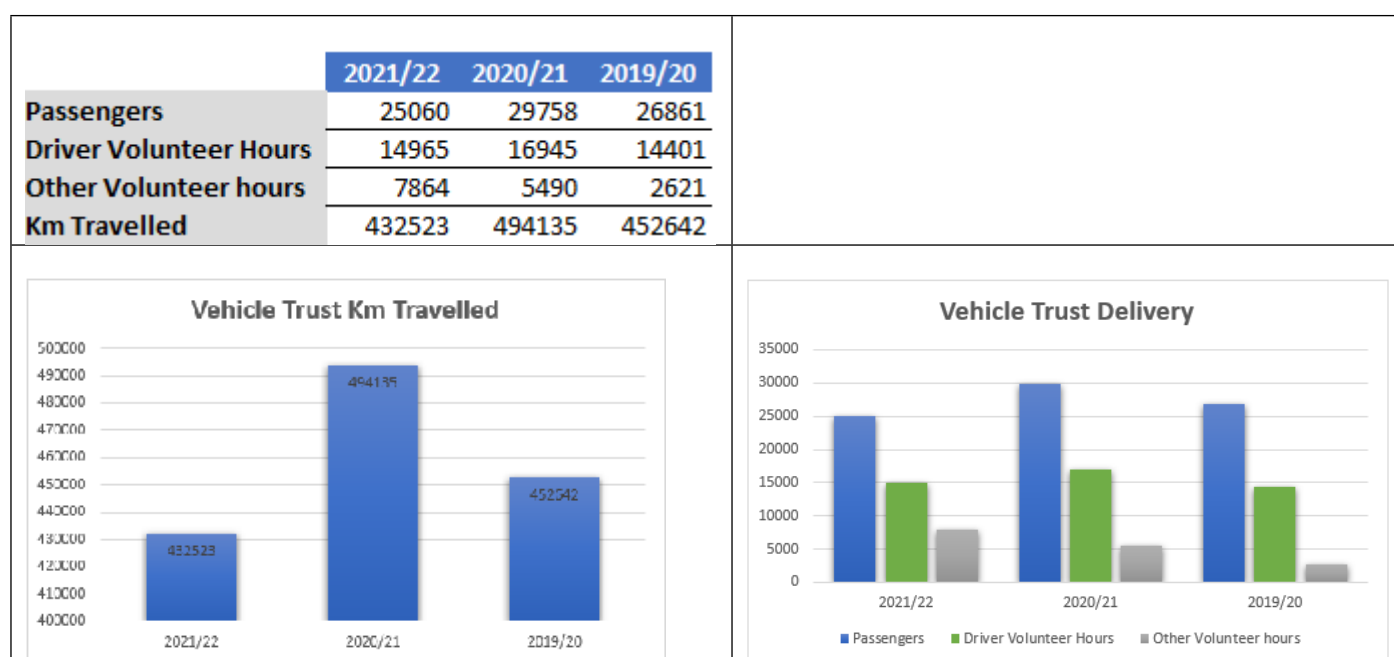
13. Patronage for the year continued to be impacted by COVID. As we moved out of Red status and into Orange, patronage stabilised at circa 60% of pre-COVID levels.
14. The introduction of 50% fares by central government in April has positively stimulated a re-engagement with public transport as noted by the chart below. In measuring patronage numbers weekly, compared to the equivalent period pre-COVID, we have noted a progressive growth in patronage, with the last week in June reaching 82% of pre-COVID numbers.



15. Patronage for the year for Greater Christchurch reached a total of 8.7m boardings which is 64% of pre-COVID levels. Noting again though, that the last two months of the year has seen good improvements, meaning we expect to start the new fiscal year aligned with our budget assumption of 75% of pre-COVID numbers.
16. In Timaru, patronage has seen a very different trend to Christchurch with sustained engagement with the MyWay service. Patronage for the year was 198.8k boardings which is 5.6% above pre-COVID levels.

Community Vehicle Trusts

17. Our 16 Vehicle Trusts deliver a valuable transport service to our smaller communities in Canterbury.
18. The Vehicle Trusts have continued to deliver very strong service outcomes over the past year despite the disruptions of COVID, noting these entities rely heavily on volunteers. The summarised metrics are noted below:



Work Programme

19. Key areas of focus over the last quarter of fiscal year 2021/22 have been:
 - a. Annual Plan
 - b. **Tertiary Concession development and delivery**
 - c. **Community Services Card concession investigation**
 - d. **PT Futures – Routes 17 & 28 service uplift**

- e. Orbiter Ilam Service Review
- f. Zero emissions fleet procurement
- g. **Government Emissions Reduction Plan**
- h. **National Ticketing procurement and readiness**
- i. **Managing driver shortages.**

20. Further detail for the highlighted items is provided below.

Tertiary Concession

- 21. The Tertiary Concession has been a large project involving a number of the team to develop the necessary processes and collateral to enable this initiative. We have successfully engaged with all the primary tertiary providers in greater Christchurch and a considerable number of the small institutes, agreeing processes for implementation and reporting.
- 22. The Tertiary Concession will be activated through July as planned, as tertiary institutes commence their next semester and students return to campus. Council will receive reporting on initial insights and engagement in Q2 following the progressive launch and promotional activities in Q1.

Community Services Card Concession

- 23. The delivery of the Community Services Card (CSC) Concession announced by Government on 19 May will be challenging for Environment Canterbury, as our legacy ticketing environment currently does not support such a construct. Staff are engaging with our ticketing provider to explore, scope and then develop a solution that will enable this concession to be electronically implemented and managed on the metro card.
- 24. On Sunday 17 July Government announced an extension to the 50% Fares arrangement, through to 31 January 2023. This effectively delays the activation of the Community Services Card concession until February 2023. Government had previously communicated the expectation of this being delivered as soon as practicable from 1 September, but before December 2022. This change provides a more appropriate amount of lead time to enable us to develop, test and then implement a Metrocard based solution, and aligns well with the transition to our new Fare structure approved through the Annual Plan.

Routes 17 & 28 Service Uplift

- 25. We have received funding approval from Waka Kotahi for the service improvements to Routes 17 & 28, being part of the Public Transport Futures investment programme. Detailed design of these service changes has been a focus this quarter and this will in turn feed into contract variation completion and then vehicle ordering.

26. It is important to flag at this time that delivery of these service improvements will be delayed due to the current driver shortage being experienced. We will complete contract variations and vehicle ordering once we have confidence that additional drivers can be recruited to reliably run these increased services.

Emissions Reduction Plan

27. Government announced its Emissions Reduction Plan and first budget for this during Q4. Several initiatives and funding allocations have been made for public transport and we have been and continue to engage with government to gain clarity and understanding on what opportunities this presents, how we might bid for these funds and what criteria will be used for allocation. As soon as we have clarity and certainty from government, we will be able to advise Council and provide appropriate proposals to government for consideration.

National Ticketing

28. The National Ticketing procurement process is on-going and expected to reach a conclusion soon. Our team are fully engaged in this, as well as preparing to commence implementation design and delivery. Time has also been invested in ensuring our existing legacy system can be extended, given the delays in completion of the procurement process. We have also been investing time in preparing for changes to other associated systems and processes ahead of ticketing delivery, such as improvements to our Customer Relationship Management system.

Driver Shortage

29. The national driver shortage continues to negatively impact on service delivery in Greater Christchurch. At present we are experiencing between 3 – 5% of trips being missed and this is likely to continue for some months.
30. We continue to work with Waka Kotahi to support and engage with a national process to identify potential changes that will response to this challenge. Council will note that a quantum of funding was identified in the recent government budget to respond to this issue. At this time, we do not have confirmation from Waka Kotahi as to how this funding might be utilised. Until this is made clear, our ability to respond is compromised as any investment we make requires matched (or better) government contribution to be effective.

Cost, compliance and communication

Financial implications

31. COVID continues to have an impact on the financial position of public transport with reduced fare revenue. As noted in the Audit Finance and Risk Committee reports, Waka Kotahi continue to fund their 51% share of this shortfall, however there is uncertainty as to whether this will continue this fiscal year. We are advised we should hear a decision on this from Waka Kotahi in the August/September timeframe.

32. Should Waka Kotahi not continue to fund their 51% share of the revenue shortfall, then we will have to rely on our Public Transport Reserves. Based on the assumptions built into the Annual plan, this would see our reserves depleted, and requiring replenishment through the year 3 annual plan.
33. Within the Annual plan, an assumption of 25% reduction on pre-COVID patronage was used as the starting point for the year, upon which any patronage uplift through our planned fares stimulus would build. With the 50% fare concession by government, we are tracking in line with this assumption, as noted previously in this paper, with patronage in the last week of June reaching 82%.
34. Inflation has also had a significant fiscal impact on public transport as Council will be aware through the Annual Plan process. While funding has been allocated in our budget to respond to this, there remains a risk that inflation may track above this.

Risk assessment and legal compliance

35. The key risks related to the Transforming Public Transport programme include the following:
 - a) If COVID-19 continues to have a severe impact on public transport patronage and fare revenue, then reserves will continue to be required to cover the shortfall
 - b) If inflationary pressures remain high for some time, resulting in increased indexation costs, then reserves will be required to offset this cost increase as well. The combination of COVID-19 impact on fare revenue with increased indexation costs could potentially drain the PT Reserve in year 2.
 - c) If a shortage of drivers for public transport persists either through COVID-19 or driver recruitment, then service disruptions will continue impacting on community confidence in public transport.
 - d) If Environment Canterbury receives insufficient funding from the National Land Transport Fund to match the local share, then we may be unable to progress all the initiatives identified in the Long-Term and Annual Plans.

Engagement, Significance and Māori Participation

36. Much of the work undertaken for the public transport work programme has and continues to involve engagement with the community, our partners in central and local govt, iwi and our key suppliers.

Climate Change Impacts

37. A number of the public transport initiatives within the work programme have a direct alignment to Council's expectations and strategy to reduce emissions and respond to climate change. These initiatives are identified in the attached work programme summary (right hand column). Most notably the procurement and implementation of zero emissions vehicles, service enhancements to make public transport more competitive to encourage and facilitate mode-shift, and the Fare Policy changes making public transport more equitable to more people, again encouraging mode shift.

38. Council will note the emissions reduction outcomes from the fleet investments earlier in this paper.

Next steps

39. Staff will continue to deliver the work programme and provide the Council and/or the Committee with regular updates on progress made.

Attachments

1. Public Transport Work Programme [8.2.1 - 5 pages]

File reference	[SharePoint link for this paper]
Legal review	
Peer reviewers	Katherine Trought; Jesse Burgess

Attachment 1 - Public Transport Work Programme Jul 2021 – Jun 2024

Initiative Name	Initiative Description	Status	Milestone Q1	Milestone Q2	Milestone Q3	Milestone Q4	Milestone 2022/23	Milestone 2023/24	Support Climate Change?
PT – Strategy & Planning									
Community engagement and consultation	Undertake community consultation on significant policy reviews or service changes	RESCHEDULED		Fare Policy review and Public Transport Futures consultation 17 & 28 Service Review completed	Ferry consultation (RESCHEDULED)	Ilam Orbiter Service Review Commenced Consultation complete. Evaluation underway	Q1 Ferry consultation		No
Fare Policy Review	Complete a Fare Policy review and consult with the community via the Annual Plan process	ON TRACK	Develop consultation	Council to make decision on options	Undertake consultation and evaluate feedback through the Annual Plan process	Annual Plan Adopted Targeted Flat Fare Option to be implemented. Plan SuperGold Change for July	Implement based on Annual Plan	Implement based on Council decisions aligned to National Ticketing	Yes
Hydrogen Pilot Eco-System	Investigate the feasibility of hydrogen for buses, decide suitability and order if deemed suitable	COMPLETE	Investigate feasibility (COMPLETE)	Inform and decide if feasible. Negotiate engagement - govt and suppliers. (PROJECT STOPPED AS NOT FEASIBLE AT THIS TIME)					Yes
Marketing and Customer Experience strategy	Develop marketing and Customer Experience strategy	ON TRACK	Develop strategy	Develop strategy	Plan and implement	Plan and implement Partner Review in progress	Implement	Implement	No
Marketing campaigns	Targeted marketing campaigns to stimulate patronage	ON TRACK	Develop	Develop/Activate	Develop/Activate	Develop/Activate	Develop/Activate	Develop/Activate	No
Marketing Coordinator recruitment	Recruit and onboard a PT Marketing Coordinator	COMPLETE	Recruit (COMPLETE)	Onboard (COMPLETE)					No
Mass Rapid Transit Business case	Contribute to the completion of the business case for Mass Rapid Transit (MRT). Waka Kotahi is the primary agency and lead this work	Now part of Spatial Plan	Complete MRT Indicative Business Case	Complete MRT Indicative Business Case	Complete MRT Indicative Business Case	Complete MRT Indicative Business Case (IN PROGRESS)	Complete MRT Detailed Business Case		Yes
New/changing service development, design, and planning	Conduct service reviews in years 2 and 3 of the Long-Term Plan 2021-31				Develop service review plan for Ilam segment of Orbiter	Ilam Orbiter Service Review consultation complete Route 7 catchment engagement planning & development	Route 7 catchment engagement Commences	Potential service reviews	No
PT Planner recruitment	Recruit and onboard a PT Planner	COMPLETE	Recruit (IN PROGRESS)	Onboard (COMPLETE)					No
PT Services Analyst & Strategy Advisor recruitment	Recruit and onboard a PT Services Analyst	COVID Disruption IN PROGRESS	Recruit (DELAYED)	Onboard; Onboard (DELAYED)	Recruit (IN PROGRESS)	Recruit (IN PROGRESS)			No
Public Transport Futures strategy and planning	Undertake strategic activities to support the PT Futures programme of work	FOCUS CHANGE	Develop integrated GCP Partner reporting for PT Futures	Develop integrated GCP Partner reporting for PT Futures (DELAYED)	Develop integrated Partner reporting for PT Futures. (PAUSED) Priority to develop Accelerated Investment Programme	Priority to develop Accelerated Investment Programme (In-Progress. Resource reallocations to enable work)			Yes
On-Demand Solution in Greater Christchurch	Investigate feasibility of On Demand in Greater Christchurch						Q2/4 Investigate feasibility of On-Demand in Greater Christchurch and identify costs and trial scope for inclusion in LTP	Q1/2 investigate feasibility of On-Demand in Greater Christchurch and identify costs and trial scope for inclusion in LTP	Yes

Initiative Name	Initiative Description	Status	Milestone Q1	Milestone Q2	Milestone Q3	Milestone Q4	Milestone 2022/23	Milestone 2023/24	Support Climate Change?
Reference Group and Customer Panel structure	Develop Reference Group and Customer Panel structure	DELAYED	Investigate (COMPLETE)	Develop strategy (DELAYED)	Implement structure (DELAYED)	Implement structure Develop PT Stakeholder Reference Group (PTSRG)	Review structure		No
Regional Public Transport Plan	Review and update the Regional Public Transport Plan	REALIGNED Given extent and range of potential changes, re-aligned to full review		Review RPTP Post My Way decision (DELAYED)	Commence RPTP update (DELAYED)	Review RPTP post Fare Policy decision (REALIGNED)	Plan full review of RPTP	Undertake Review and consultation and finalise RPTP	Yes
Travel Demand Management (TDM) programs with partner councils	Deliver TDM activities in partnership with local authorities to support mode-shift and educate the community on alternate travel options to the private car	Resource priority	Implement programme	Implement programme Commenced with Waimakariri CNC activities (COMPLETE)	Implement programme (DELAYED)	Implementation (DELAYED)	Implementation		Yes
Zero emissions fleet replacement strategy	Develop a strategy for the implementation of a low emission fleet across the Canterbury network	DELAYED due to resource priorities		Determine future investment profile and technologies	Determine future investment profile and technologies	Determine future investment profile and technologies (Commenced)	Approval and Implement strategy Climate Change Commission review – zero fleet emission Tranche 1 Dec 2022 and decision Dec 2023		Yes
Govt Emissions Reduction Plan opportunity analysis	Review ERP and Budget 2022 to understand investment opportunities	IN PROGRESS Investigate details and engagement process				Budget and ERP announced Investigate scope & how to engage (IN PROGRESS)	Investigate & engage		Yes
Infrastructure Strategy	Investigate future approach to Infrastructure delivery	IN PROGRESS			Scoping and investigation	Scoping and investigation (IN PROGRESS)			Yes
PTOM Review	Engage and participate with MoT in industry review of PTOM	IN PROGRESS			Participate in/contribute to review discussions and options development	Participate in/contribute to review discussions and options development (IN PROGRESS)	Participate in/contribute to review discussions and options development		Yes
PT – Customer Delivery									
COVID-19 response	Review the COVID-19 response to underwrite reduced fares and the provision of enhanced bus cleaning services in 2021/22 due to COVID-19	ON GOING COVID impacting on Resourcing now. Service disruptions occurring	Ongoing monitoring	Review enhanced cleaning and funding for COVID patronage shortfall (ahead of Annual Plan) (IN PROGRESS)	Plan for service disruptions from resource shortages	Plan for service disruptions from resource shortages. Enhanced cleaning funding removed by Waka Kotahi from July	Review funding for COVID patronage shortfall		No
Electric ferry service	Investigate the feasibility of an electric ferry and place order if a decision is made to proceed	EV DEFERRED TO NEXT LTP	Investigate options	Investigate options and agree decision by December 2021. Consider alignment with PT Futures Route 17/28 new schedule/consultation. (IN PROGRESS)	Order of diesel vessel – note 18mth lead time so funding does not commence yet.	Supply chain delays to vessel manufacture	Implement new vessel, possibly by December 2022	Investigate EV Ferry for inclusion in LTP	Yes
Fare Stimulus Package	Support the Fare Review process by conducting a trial to understand community response to pricing to inform longer term fare policy considerations (subject to mandatory face mask situation)	FOLDED INTO FARE REVIEW	Folded into Fare Review Project	Folded into Fare Review Project	Consult via Annual Plan	Annual Plan Adopted	Implement as per Annual Plan	Implement if directed by Council	Yes

Initiative Name	Initiative Description	Status	Milestone Q1	Milestone Q2	Milestone Q3	Milestone Q4	Milestone 2022/23	Milestone 2023/24	Support Climate Change?
Metro services review	Undertake a review of the Metro Agency network, Metroinfo call centre, counter, and online services (Metro cards) and design systems and processes ahead of implementing the National Ticketing System	IN PROGRESS CRM project initiated	Start systems and process review ahead of National Ticketing	Undertake systems and process review ahead of National Ticketing (IN PROGRESS)	Undertake systems and process review ahead of National Ticketing (IN PROGRESS)	Complete systems and process review ahead of National Ticketing (IN PROGRESS. COVID resource disruption)	Implement new CRM solution		No
Provision of bus services for Greater Christchurch	Provide bus services and enhancements for Christchurch, Waimakariri and Selwyn districts	Resource capacity – defer targeted express	Plan service and order vehicle for targeted express. (DEFERED) Implement Leeston changes. (COMPLETE) Embed new contract partnership model with Operators including business plans and reporting on delivery (IN PROGRESS)	Review Waimakariri express service after 6 months (COMPLETE)	Review Waimakariri express service (after operating for 1 year) (COMPLETE)	Implement targeted express (DEFERED in AP) Investigate Cass Bay options. (Cass Bay solution incorporated in Annual Plan. Delivery in July)	Review Waimakariri express service (after operating for 2 years) Identify and implement next targeted express service		Yes
Provision of bus services for South Canterbury (Including My Way)	Provide bus services and enhancements for Timaru and Temuka, including My Way on-demand bus services in Timaru	NLTF funding confirmed to extend trial to 2024	Confirm NZTA funding support (IN PROGRESS)	Tender My Way contracts for service and technology (ON HOLD)	Finalise new contracts and commence as BAU March 2022 (TRIAL EXTENDED)	Implement new contracts (TRIAL EXTENDED) Plan Link Consultation	Q1 Consult on Link Service – 18 July	Review Trial to inform LTP and NLTF	Yes
Public Transport Futures implementation	Implement progressive service improvement initiatives identified in the Public Transport business case, supported and co-ordinated across multiple partners	Service Review complete. Finalising business case and funding	Complete detailed route plans for 17&28. Develop Service Review (COMPLETE)	Complete Service Review for Routes 17 & 28 (COMPLETE)	Confirm funding support for EVs or low emission diesel. Complete Single Stage Business Case for 17&28. Order vehicles. (IN PROGRESS)	Develop final solution and customer collateral (17/28 Single Stage Business Case approved by Waka Kotahi)	Complete Contract Variations. Plan and implement route improvements	Implement route improvements	Yes
Public transport support for large-scale community events	Provide event support for the Matariki celebrations, and the SailGP event to be held in Lyttleton in January 2022	Resource constraint	Implement Matariki support and plan Sail GP event support (COMPLETE)	Sparks in the Park; Vaccination support (COMPLETE)		Unable to support Matariki due driver shortage		Planning for SailGP	No
U19 Child Fares	Implement a child fare rate for under 19s in Canterbury as agreed in the Long-Term Plan 2021-31	COMPLETE	Council approvals post NLTF outcome (COMPLETE)	Implement new fare structure by February 2022 ready for the school year (COMPLETE)	(IMPLEMENTED)				Yes
Vehicle Trust Expansion	Provide support to community groups to establish new Community Vehicle Trusts (CVTs)	IN PROGRESS	Support the Ashburton trial service and proposed Hanmer Springs CVT	Support the Ashburton trial service and proposed Hanmer Springs CVT	Support the Ashburton trial service and proposed Hanmer Springs CVT	Support the Ashburton trial service and proposed Hanmer Springs CVT. Support Temuka Trust development. Approved in Annual Plan	Support Temuka Trust Delivery		No
Zero emissions fleet replacement	Order and implement new zero emissions vehicles for the fleet to reduce the emissions profile	IN PROGRESS – potential supply chain impacts on delivery dates	Confirm Government funding support and vehicle mix – EV/hydrogen/low-emission diesel	Confirm fleet approach direction from Council. Finalise route assignments. (COMPLETE) 25 new vehicles in operation	Order Vehicles. Build charging infrastructure 16 Vehicles ordered (IN PROGRESS)	Order Vehicles. Build charging infrastructure Communicate fleet improvements (IN PROGRESS)	Order Vehicles. Build charging infrastructure Implement. Order vehicles.		Yes
Tertiary Concession	Develop and delivery Fare Concession for Tertiary Students	IN PROGRESS			Develop systems, processes and delivery. Recruit Resources (IN PROGRESS)	Develop systems, processes and delivery. Recruit Resources (IN PROGRESS. Ready to implement)	Implement Tertiary Concession		Yes

Initiative Name	Initiative Description	Status	Milestone Q1	Milestone Q2	Milestone Q3	Milestone Q4	Milestone 2022/23	Milestone 2023/24	Support Climate Change?
CANDO Cards	Facilitate creation of new CANDO cards for 2022 school year	COMPLETE	School student registrations (COMPLETE)	Schools order cards from Supplier (COMPLETE)	Cards Delivered to Schools by supplier and imported into Ticketing System by ECAN (IN PROGRESS)	(COMPLETE)			No
	Review purpose, value and effectiveness of CANDO card facility post Fare Review						Review purpose and value of CANDO facility to determine on-going value		No
PT – Business Support									
Business Intelligence and reporting review	Further refine and develop the Public Transport reporting suite including RTI, Project NEXT and service analysis capabilities	IN PROGRESS	Plan for National Ticketing; Integrate new RTI; use Balanced Scorecard	Plan for National Ticketing; Integrate new RTI; use for Balanced Scorecard (IN PROGRESS)	Plan for National Ticketing; Integrate new RTI; use for Balanced Scorecard (IN PROGRESS)	Plan for National Ticketing; Integrate new RTI; use for Balanced Scorecard LoS Dashboard development	Integrate with National Ticketing		No
Total Mobility RideWise 2	Investigate a ticketing solution with industry for future Total Mobility services	PAUSED Solution under review	Explore ticketing solution for future TM services with industry (IN PROGRESS)	Explore ticketing solution for future TM services with industry (IN PROGRESS)	Explore ticketing solution for future TM services with industry (PAUSED)	Evaluate investment options (PAUSED)	Implement new system by December 2022	Implement	No
Total Mobility Services and review	Review the Total Mobility contracts and framework for delivery and provision of Total Mobility services	Resource capacity. DELAYED		Commence review of contracts framework and delivery (DELAYED)	Contract review and engagement (DELAYED)	Implementation of review (DELAYED)	Implementation of review		No
Operator partnership agreements	Partner with the Operators to identify service delivery enhancements	COMPLETE	Undertake Operator Health and Safety audit; Schedule Operator forums; investigate current driver training (IN PROGRESS)	Develop annual business plans with the Operators; identify opportunities to improve driver training (COMPLETE)	Identify and implement further service enhancements	Identify and implement further service enhancements	Identify and implement further service enhancements	Identify and implement further service enhancements	No
Living Wage Response	Investigate options for applying a living wage for bus drivers with Operators and implement agreed changes	LIVING WAGE COMPLETE. FURTHER REVIEW IN PROGRESS	Investigate options, obtain Council decision, and begin Operator discussions (COMPLETE)	Complete Operator discussions and implement changes (COMPLETE)	Continue to review potential further changes regarding wage inflation adjustments and implementation. (IN PROGRESS)	Continue to review potential further changes regarding wage inflation adjustments and implementation. (IN PROGRESS)			No
Advertising	Increase advertising opportunities to generate revenue	ON TRACK	Pursue advertising opportunities to generate revenue	Pursue advertising opportunities to generate revenue	Pursue advertising opportunities to generate revenue	Pursue advertising opportunities to generate revenue			No
Customer feedback database and responses review	Develop new customer feedback database and processes	IN PROGRESS New CRM solution initiative commenced		Review current systems and processes (linked to National Ticketing) (IN PROGRESS)	Review current systems and processes (linked to National Ticketing) (IN PROGRESS)	Design new solution (IN PROGRESS)	Implement in the first half of the year		No
Driver Shortages	Develop and Manage response to Driver Shortages	Normal timetables resumed for all services except the Orbiter		Develop short term mitigation with Operator and work on medium/long term solutions (IN PROGRESS)	Develop short term mitigation with Operator and work on medium/long term solutions (IN PROGRESS)	Develop short term mitigation with Operator and work on medium/long term solutions (IN PROGRESS) Missed trips varying between 3-5%			No

Initiative Name	Initiative Description	Status	Milestone Q1	Milestone Q2	Milestone Q3	Milestone Q4	Milestone 2022/23	Milestone 2023/24	Support Climate Change?
Customer research and surveys	Undertake annual surveys to determine passenger/customer satisfaction ratings and other customer research to understand the customer perspective as an input to strategy and service design development	IN PROGRESS	Tender contracts for Metro Users Survey, Total Mobility Survey and Mystery Shopper	Undertake surveys and research (SURVEYS COMPLETE)	Receive final reports from surveys and research and analyse (COMPLETE)	Report to Council on Metro User Survey (COMPLETE) Develop Interchange research (IN PROGRESS)			No
National Ticketing System (Project NEXT)	Implement the National Ticketing System (Project NEXT) and Dynamics 365 as part of this project	COVID disruption to procurement process	Procure and plan project; complete detailed transition planning including scheduling system	Procure and plan project; complete detailed transition planning including scheduling system (IN PROGRESS)	Procure and plan project; complete detailed transition planning including scheduling system (IN PROGRESS)	Procure and plan project; complete detailed transition planning including scheduling system (IN PROGRESS)	Develop and plan for Implementation of National Ticketing	Implement National Ticketing System	Yes
Real Time Information (RTI) System	RTI Phase 1: Implement on street devices RTI Phase 2: Implement bus interchange and new RTI backend management system RTI Phase 3: Implement in-bus driver display units RTI Phase 4: Implement intersection priority RTI Phase 5: Implement in-vehicle displays and next stop announcements	PHASES 1 – 2 COMPLETE IN PROGRESS COVID disruptions	Test and implement Phases 1 and 2. (COMPLETE)	Settle in Phase 1 & 2 new service and develop Phases 3 (COMPLETE)	Implement phases 3 Develop Intersection Priority with CCC and new Metro app (IN PROGRESS)	Develop Intersection Priority with CCC and new Metro app (IN PROGRESS)	Develop Intersection Priority with CCC and new Metro app	Implement intersection priority progressively.	No
Government 50% Fare reduction initiative	Develop and implement Govt 50% fare reduction initiative	IN PROGRESS			Confirm scope and funding arrangements with Govt. Develop Solution (IN PROGRESS)	Implement 1 April – 30 June Extended to 31 August (IN PROGRESS)			Yes
Government Community Connect Concession.	50% concession on Adult MetroCard Fare for Community Services Card Holders from 1 September	IN PROGRESS				Investigating how to implement and meet Govt Requirements. Technology development required Manual interim solution for Nov launch (IN PROGRESS)			Yes
Customer Engagement & Safety Exploration	Explore opportunities to improve customer engagement and safety across network	IN PROGRESS				Stakeholder engagement to identify opportunities Develop Options (IN PROGRESS)	Develop Options Implement options		No
Timetable Management System (TMS)	Implement and transition to new TMS	IN PROGRESS				Install new TMS & complete training and plan transition (IN PROGRESS)	Transition to new TMS		

8.3. Integrating Urban Land Use and Regional Transport Work Programmes Report

Air Quality, Transport and Urban Development Committee report

Date of meeting	Wednesday, 27 July 2022
Author	Jesse Burgess, Senior Strategy Manager
Responsible Director	Katherine Trought, Director Strategy and Planning

Purpose

1. To update the Committee on the progress of the work programme for the Integrating Urban Land Use and Regional Transport programme.

Recommendations

That the Air Quality, Transport and Urban Development Committee:

1. **Receives the Integrating Urban Land Use and Regional Transport work programme report.**

Background

2. On 17 June 2021, the Council adopted its Long-Term Plan 2021-31 (LTP).
3. The LTP established the Integrating Urban Land Use and Regional Transport programme as part of the Air Quality, Transport and Urban Development portfolio. The LTP outlined that through this programme “*we are integrating land use, regional transport and hazards planning; and facilitating prioritised and integrated investment in Canterbury’s regional transport network*”.
4. A significant amount of work undertaken through this programme involves a collaborative approach to developing and delivering work programmes that contribute to improved transport and urban development outcomes across Canterbury. This includes work through the Canterbury Regional Transport Committee, the South Island Regional Transport Committee Chairs Group, the Greater Christchurch Partnership and the recently established Whakawhanake Kāinga Committee¹.
5. The Committee has been provided updates on this work programme at its previous meetings. This work programme update builds on these previous reports.

¹ The Whakawhanake Kāinga Committee is the name gifted to the Greater Christchurch Urban Growth Partnership Committee.

Key updates to the work programme

6. The following sections highlight some of the key initiatives being progressed through the programme. The full work programme report is provided as Attachment A.

New Zealand freight and supply chain issues paper

7. The Ministry of Transport is leading the development of the New Zealand freight and supply chain strategy, which will identify what is needed to optimise the freight and supply chain system in New Zealand over the next 30 plus years. The key drivers of change that the strategy will seek to address include emissions reduction, resilience, productivity and innovation, and equity and safety.
8. The Ministry developed an issues paper that sets out the strategic context for changing the approach to the freight and supply chain system in New Zealand, and highlights the most important areas of focus for the strategy. Public consultation on the issues paper was held between 20 April and 3 June 2022.
9. The South Island Regional Transport Committee Chairs Group provided a submission as part of this consultation. The submission was overall very supportive of the proposed issues, outcomes and focus areas included in the issues paper. The feedback outlined in the submission included a clear position on the role and value of regional governance in the freight sector, the value and importance of freight movements in the South Island, and a view about what might be required to deliver on the strategy. The submission is provided as Attachment B.

Canterbury Regional Land Transport Plan review

10. The Canterbury Regional Land Transport Plan (RLTP) is due for a mid-term review by mid-2024. The usual process for a mid-term review is to retain the ten year objectives, targets and priorities, and to change and update the ranked regionally significant investments against those same objectives, targets and priorities.
11. The Canterbury Regional Transport Committee recently agreed to a more comprehensive mid-term review of the RLTP to ensure the ten year objectives, targets and priorities are suitable in the context of the urgency to address emissions reduction. To help plan for the upcoming work, staff workshopped with the Canterbury Regional Transport Committee where the emphasis of the work should be in terms of the pace and scale of change. The guidance provided was for the review to focus on:
 - partnership with Mana Whenua about the future of land transport in the region
 - seeking to invest in transport activities that reduce emissions from areas in the region where the most gains can be made
 - acknowledging maintenance and resilience as a continued priority for the region
 - acknowledging the significant funding constraints and a need to look beyond the National Land Transport Fund to other sources of funding for the region through the RLTP process.

12. Staff will fold this feedback into the project planning for the RLTP mid-term review. The high level project plan, including timeframes, milestones and deliverables, will be tabled at the next Canterbury Regional Transport Committee meeting for approval.

Speed management planning

13. Staff are working with Waka Kotahi and the Regional Road Safety Working Group to investigate an approach to the implementation of the updated Speed Management Rule, which came into effect on 19 May 2022. The rule creates a new role in speed management for regional transport committees and regional councils.
14. Waka Kotahi is currently testing an approach to implementing the rule in Canterbury by holding 'proof of concept' workshops over the next 6 months with a sub-group of the Regional Road Safety Working Group. This sub-group will look at how to achieve a regionally consistent approach to speed management (which is the overall intent of the rule), how an approach that is suitable for the Canterbury context would align with the rule, and a practical approach to its implementation.
15. The workshops will help inform guidance being developed by Waka Kotahi for regional councils about how to implement the rule. In the absence of fit-for-purpose guidance, there are significant risks if an unnecessarily complicated and duplicative process is suggested. The Canterbury Regional Transport Committee has asked for a report on the new rule to be provided at their next meeting.

Greater Christchurch Spatial Plan

16. On 13 May 2022, the Whakawhanake Kāinga Committee accepted the Foundation Report and the Ngā Kaupapa Report as the context for the development of the Greater Christchurch Spatial Plan. The Committee also agreed to the strategic framework and next steps for the Spatial Plan. The key milestones for the work on the Spatial Plan are:
 - complete the urban form options analysis and advice by quarter three of 2022
 - draft Spatial Plan agreed in early 2023 for the purposes of public consultation
 - final Spatial Plan adopted in the mid-2023.
17. The current focus of the Spatial Plan work programme is evaluating different urban form scenarios for Greater Christchurch. This involves the consideration of three high-level urban form scenarios – compact, consolidated and dispersed. These scenarios are also being tested against different transport packages for Greater Christchurch. This options analysis will inform advice on the urban form direction that will be presented to the Whakawhanake Kāinga Committee in quarter three of this year, which will in turn inform the development of the draft Spatial Plan.

Cost, compliance and communication

Financial implications

18. The funding required to deliver the work programme for the Integrating Urban Land Use and Regional Transport programme was incorporated into the LTP. Any significant changes to the funding required to deliver the work programme will be the consideration of Council through annual plan processes.

Risk assessment and legal compliance

19. Environment Canterbury's Portfolio performance: Third quarter report (1 July 2021 to 31 March 2022) identified the critical risks and their mitigation for the Air Quality, Transport and Urban Development portfolio. This report can be found [here](#). The relevant risks for the Integrating Urban Land Use and Regional Transport programme included the following:

- If Environment Canterbury receives insufficient funding from the National Land Transport Fund to match the local share then we will be unable to progress all the initiatives identified in the LTP.
- If the high rate of legislative reviews and changes continues then this will have a significant impact on the ability to deliver the work programme, funding sources and service delivery. This includes initiatives around national ticketing, national fleet management and a national decarbonisation strategy.

Engagement, Significance and Māori Participation

20. The majority of the work being undertaken through the Integrating Urban Land Use and Regional Transport programme is through partnership arrangements. This includes through the work of the Canterbury Regional Transport Committee², the South Island Regional Transport Committee Chairs Group³, the Greater Christchurch Partnership⁴ and the Whakawhanake Kāinga Committee⁵, as well as a Memorandum of Understanding with almost all territorial authorities in Canterbury to deliver Healthier Homes Canterbury⁶.

² The territorial authorities with membership on the Canterbury Regional Transport Committee include Ashburton District Council, Christchurch City Council, Hurunui District Council, Kaikoura District Council, Mackenzie District Council, Selwyn District Council, Timaru District Council, Waimakariri District Council and Waimate District Council.

³ The South Island Regional Transport Committee Chairs Group includes the Committee Chairs from Canterbury, Otago, Southland, Tasman, Nelson, Marlborough and the West Coast.

⁴ The partners of the Greater Christchurch Partnership include Environment Canterbury, Christchurch City Council, Selwyn District Council, Waimakariri District Council, Mana Whenua (Te Ngāi Tūāhuriri and Ngāti Wheke), Te Whatu Ora – Health New Zealand, and Waka Kotahi.

⁵ The Whakawhanake Kāinga Committee includes members of the Greater Christchurch Partnership plus the addition of the Minister of Housing and Minister of Local Government on behalf of the Crown.

Climate Change Impacts

21. Several initiatives being undertaken through this programme are considering how Canterbury should respond to and address the effects of climate change, both in terms of adaptation and mitigation. This includes, for example, a theme of the Canterbury Regional Transport Committee's work programme relating to transport emissions reduction, and the spatial planning work being progressed by the Whakawhanake Kāinga Committee considering options for future proofing Greater Christchurch's urban form in the context of climate change.
22. The full work programme report provided as Attachment A highlights those initiatives that contribute to the response to climate change.

Next steps

23. Staff will continue to deliver the work programme and provide the Council and/or the Committee with regular updates on the progress made.

Attachments

1. Attachment A - Integrating Urban Land Use and Regional Transport Work Programme Report [8.3.1 - 1 page]
2. Attachment B - South Island RTC Chairs Group submission on the New Zealand freight and supply chain issues paper [8.3.2 - 8 pages]

Legal review	
Peer reviewers	Sam Bellamy, Team Leader – Air Quality, Transport and Urban Development Clare Pattison, Principal Strategy Advisor

⁶ Waitaki District Council is not participating in the scheme as the cost to implement out weighed the local benefit. Mackenzie District Council has not signed the Memorandum of Understanding, but are collecting rates for applications.

Integrating Urban Land Use and Regional Transport Work Programme, July 2021 - June 2024

Initiative	Level of Service Target	Status (Green = On track, Orange = At risk)	Milestones						Does it contribute to our climate change response?
			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	
Healthier Homes Canterbury									
Healthier Homes Canterbury administration	30.4	Administration has been put on hold pending the results of the Healthier Homes Canterbury review.	Scheme on hold pending the Healthier Homes Canterbury review.						No
Healthier Homes Canterbury review		While the review has taken longer than anticipated - putting processing of applications on hold longer than expected - the work is progressing in line with the Audit, Finance and Risk Committee decision making.	Undertake the review.				Decision from the Audit, Finance and Risk Committee on outcome of the review.	No	
Preparation of a new product to be introduced in Year 4 (2024/25) of the Long-Term Plan		Not started.	Await outcome of the Healthier Homes Canterbury review.				Investigate potential objectives and options. Develop business case and pre-project planning.	Implement the new product - tenders, process development. Year 4 (2024/25). Go live.	Yes
Canterbury Urban Development and Regional Transport									
Regional spatial planning	30.3		Consider the potential strategic approach to regional spatial planning in Canterbury.				Consider the implications of the Strategic Planning Act and investigate the preparation of a regional spatial strategy.	Consider issues and options, and commence initial engagement on a regional spatial strategy.	Yes
Canterbury Regional Transport Committee									
Canterbury Regional Transport Committee secretariat	30.1a		Secretariat support for 19 August RTC meeting.	Secretariat support for 18 November RTC meeting.	Secretariat support for 17 February RTC meeting.	Secretariat support for 26 May RTC meeting.	Four meetings annually.		Yes
Canterbury Regional Transport Committee work programme	30.1b	The initial work items progressed in the RTC's forward work programme are now almost complete. An update will be reported to the RTC at their August meeting.	Develop forward work programme.	Agree and scope the work programme actions, and contracting of services.	Undertake work. Provide advice on work programme items.				Yes
Canterbury Regional Land Transport Plan	30.1c	The RTC agreed to a broader scope for the RLTP mid-term review. A high-level project plan for this work will be provided to the RTC at their August meeting.	Lessons learned for RLTP Review. Close off with stakeholders.	Variations to the RLTP.			Project planning for RLTP Review.	Start RLTP Review.	Yes
Canterbury Transport Officers Group secretariat	30.1a		Secretariat support for 22 July meeting.	Secretariat support for 21 October meeting.	Secretariat support for 20 January meeting.	Secretariat support for 21 April meeting.	Four meetings annually.		Yes
Regional Road Safety Working Group secretariat	30.1a		Secretariat support for 22 July meeting.	Secretariat support for 21 October meeting.	Secretariat support for 20 January meeting.	Secretariat support for 12 May meeting.	Four meetings annually.		No
Investigate regional transport opportunities (e.g. regional rail and decarbonising transport in Canterbury).		The RTC agreed on 26 May to begin a process to further investigate passenger rail in Canterbury in Year 3 (2023/24), with the scoping of this work to begin in Year 2 (2022/23).					Scope a process to further investigate passenger rail	Commence a process to further investigate passenger rail	Yes
South Island Regional Transport Committee Chairs Group									
South Island Regional Transport Committee Chairs Group secretariat				Convene six-monthly meetings of the SI RTC Chairs Group.			Ongoing secretariat support (twice yearly).	Ongoing secretariat support (twice yearly).	Yes
South Island Regional Transport Committee Chairs Group work programme		The RTC Chairs met twice in May 2022 to debrief on the recent South Island Freight Summit and develop a shared submission on MoT's New Zealand freight and supply chain issues paper. The RTC Chairs have sought advice from officers on next steps for the freight workstream.	Develop forward work programme.			Support better multi-modal freight options for the Canterbury RTC, the SI RTC Chairs Group and the Canterbury Mayoral Forum.			Yes
Greater Christchurch Partnership									
Greater Christchurch 2050	30.2	The strategic framework and plan are being refined and finalised.	Develop the draft strategic framework and plan.		Refine and finalise the strategic framework and plan.		Approval of the strategic framework and plan by Partners and begin to implement the plan.	Implement the plan.	Yes
Greater Christchurch Spatial Plan	30.2	The Whakawhanake Kāinga Committee agreed to the strategic framework and next steps for the spatial plan on 13 May. The current focus of the project is the evaluation of different urban form scenarios for Greater Christchurch, which includes compact, consolidated and dispersed urban form scenarios.	Develop the evidence base and strategic context.		Develop and evaluate potential future urban form options, and other strategic policy and planning responses.		Develop the plan (including public consultation).	Implement the plan.	Yes
Greater Christchurch Transport Plan and Transport Investment Programme	30.2	The GCP Committee received a high level scope for preparing the transport plan and investment programme on 8 April. Partner staff have commenced work on the project.				Develop the scope for the plan and investment programme.	Develop the plan and investment programme.	Implement the plan and investment programme.	Yes
Greater Christchurch Urban Growth Partnership	30.2	The inaugural meeting of the Whakawhanake Kāinga Committee was held on 13 May.	Develop the terms of the partnership.	Approval of the terms of the partnership by Partners.			Progress work on a joint work programme (including the Greater Christchurch Spatial Plan and the Mass Rapid Transit Indicative Business Case).		Yes
Greater Christchurch transport models	30.2		Maintain and update the Greater Christchurch transport models (as required).						No
Travel demand management programme	30.2	Delivery of the programme has been highly constrained due to the impacts of the COVID-19 pandemic, especially in terms of the disruptions to workplaces and the shift towards more people working from home.	Meet with the Programme Leads from ECan and CCC, and draft a delivery plan.	Attend coordination group meeting.	Oversight of delivery.				Yes

3 June 2022

Supply Chain
Te Manatū Waka Ministry of Transport
PO Box 3175
Wellington 6140

By email: supply.chain@transport.govt.nz



Feedback of South Island Regional Transport Committee Chairs on Te rautaki ueā me te rautaki whakawhiwhinga o Aotearoa

The New Zealand Freight and Supply Chain Issues Paper

The South Island Regional Transport Committee Chairs Group (“the Chairs”) welcome the opportunity to provide feedback on the freight and supply chain issues paper.

We would also like to thank Ministry officials who attended and contributed to the recent South Island freight summit event on 28 March 2022.

Mo mātou - about us

The South Island Regional Transport Committee Chairs Group was established in 2016 with the purpose of significantly improving transport outcomes in the South Island through collaboration and integration.

Membership comprises the Chairs of all South Island Regional Transport Committees, alongside a representative from Waka Kotahi. That is: Southland, Otago, Canterbury, West Coast, Nelson, Marlborough and Tasman.

The Chairs have had a long-standing interest in both freight and visitor journeys across the South Island, and previously commissioned a study into opportunities for freight mode shift.¹

¹ The 2019 freight mode shift study is available online- <https://www.ecan.govt.nz/your-region/living-here/transport/regional-transport-planning/south-island-regional-transport-committee-group/>

Key points summary

- A better understanding of (and emphasis on) the volumes of freight moved within regions is required, as opposed to between regions and internationally.
- The value of strong, early government-led direction-setting in supporting private sector investment confidence cannot be under-emphasised.
- We seek wholesale adoption of zero-emissions heavy vehicles, as opposed to a steadier shift toward more efficient heavy vehicles.
- The potential resilience benefits of a shift toward rail and coastal shipping are under-recognised.
- We support the need to shift toward a hub and spoke model over time, and long-term investment in port and other infrastructure needs to support this.
- We need to reduce the cost of modal transfers to make these more competitive over shorter distances.
- We consider that population growth and densification is not a major strategic priority, however, the availability of large, flat, accessible sites for land-extensive industries is.

Overall feedback

1. We commend Te Manatū Waka and central government for its initiative and leadership in releasing the freight and supply chain issues paper. The disruption caused to global supply chains by COVID lockdowns and the need to both mitigate and adapt to climate change have highlighted the vulnerabilities and inadequacies of our existing freight and supply chain systems and our distance from major markets.
2. Our recent South Island freight summit event marked a key step in developing relationships and understanding of the freight sector at a South Island regional governance level. We see our key role in freight as being both leaders and facilitators of change, supporting greater collaboration across the sector and effective advocacy.
3. The South Island has a big interest in freight. The South Island is 23 per cent of Aotearoa by population but approximately 30 per cent of NZ exports (by value) and up to half of primary exports. Over the next 30 years freight demand in the South Island is expected to grow by approximately 70 per cent.
4. The South Island has some unique challenges compared to the north, namely its low population base, relative isolation and challenging geography. It also has many issues in common, namely a heterogeneous supply chain, the predominance of small to medium enterprises and an over-reliance on road freight.
5. We agree that change is required. Our road freight sector is efficient, reliable and relatively low cost and will remain the dominant mode for moving goods into the future, but it is also emissions-intensive and lacks resilience. For most freight tasks, shifting to

other modes (rail or coastal shipping) will require a road transport connection at one or both ends of the trip. The costs of these modal transfers means that rail or coastal shipping is typically only economically viable for longer trips. We need a better understanding of economic drivers across the system to move toward the outcomes we want and to do so in a way that supports the competitiveness of regional economies.

6. Our current approach is no longer sustainable. Our road transport system is not paying for itself. The amount charged to end users is not enough cover the costs of maintaining our existing networks. If we want change we will need the funding, resources and regulatory frameworks to deliver. We seek to ensure that this is targeted in the right place, at the right time to be most effective for the South Island and for NZ inc.

Questions in the paper

1. *Do you agree with the outlined description of the freight and supply chain system?*

We broadly agree with the outlined description of the freight and supply chain system. However, we consider that the draft paper has little recognition of how much freight (by tonnage) moves within each region, as opposed to inter-regionally. Most freight movement is short distance, usually to/from the nearest port and producers, processing/manufacturing sites or end consumers. There is very little information on the intra-regional freight task within each NZ region and a national freight and supply chain strategy should (in our view) seek to address this.

2. *Do you have any views on the outlined role of government in the freight and supply chain system?*

We agree that greater government intervention is required in the freight and supply chain system to achieve better outcomes. We also broadly agree with how the interests of Māori in the system are articulated in the paper. We would like to emphasise the value of strong, early government-led direction-setting in supporting private sector confidence to invest in change. However, while the paper acknowledges government's role as regulator, this section could place greater emphasis on the role of government as a major investor in the infrastructure and entities that support freight movement.

3. *Do you agree with the outlined strategic context and key opportunities and challenges?*

We agree that decarbonising road freight is central to meeting committed GHG reduction targets. We consider that with the right supporting infrastructure and incentives the decarbonisation of heavy vehicles could get underway relatively quickly. We are less confident in the opportunities to maximise efficiencies from the current fleet. As highlighted in the *Green Freight 2020* paper, we consider that a wholesale shift to zero-emissions (battery electric or hydrogen) heavy vehicles is the right approach, as opposed to more efficient vehicles.

More fuel-efficient heavy vehicles can help to reduce the amount of emissions produced, but the weight they carry and distance they travel limits their overall impact on emissions. We would likely oppose any move toward higher heavy vehicle weight limits on our road networks without being able to pass more of the increased road maintenance costs onto benefiting users.

4. *Are there any trends missing that we should consider?*

We agree with the outlined value proposition for rail and coastal shipping, and the acknowledgement in the paper of the co-benefits of freight mode shift to rail and coastal shipping (road safety, road maintenance, air quality etc.). The South Island freight mode shift study¹ quantified the 2019 externality benefits of an 8% mode shift of the South Island freight task to rail and coastal shipping as being conservatively in the range of \$12-18 million per annum.

However, the resilience benefits of a shift toward rail and coastal shipping warrant greater mention in this section. Our South Island road networks are highly vulnerable to disruption from a range of natural hazards and our current over-reliance on road freight and just-in-time logistics is currently exacerbating the impacts of these disruptions on our communities. There is a trade-off between resilience and productivity for the sector and we would like to explore ways to minimise the impact of disruptive events on some essential commodities.

Waka Kotahi's National Resilience Programme Business Case identifies that for state highways; Top of the South, West Coast, Canterbury and Otago are four of the top five at-risk regions in New Zealand by number of natural hazard risks, and the top four regions by criticality (the number of risks with a major or critical risk rating)². When the Rangitata river flooded in 2019 and the Ashburton in 2021, in both instances closing state highway one, lower South Island supermarkets ran out of bread within three days. An alpine fault earthquake could render the West Coast and Nelson/Tasman regions inaccessible by road or rail for months. Climate change is increasing the frequency and duration of disruptions caused by natural hazards, predominantly landslips and flooding.

5. *Which of the opportunities and challenges do you believe will be most important in shaping the future of the freight and supply chain system and why?*

We consider transitioning to a low emissions freight system to be the single most important issue for the sector. Stakeholders we heard from at the summit emphasised that for their business to maintain social licence and be competitive they need to start moving their goods with as little carbon as possible, as quickly as possible. While we believe private sector investment will go a long way toward achieving this, the sector will need support and direction from government (both central and local) to invest in the enabling infrastructure and services to make those options more widely available and facilitate the transition.

² See Appendix F (pages 7-8) of the National Resilience Programme Business Case [here](#).

We share the vision of shifting toward a hub and spoke model for our freight and supply chain systems. We understand the case for change. We agree that long-term investment in our ports to accommodate larger ships needs to be better coordinated to avoid over-investment in potentially underutilised or stranded assets. We agree that this will also have implications for land-based road and rail infrastructure connecting to ports. We agree that we need to explore changes to support both shipping and airfreight capacity. We are willing and able to participate in and help lead these conversations across the sector and within our communities.

We recognise the opportunities and challenges of increasing population and densification for freight in our major urban areas (Auckland, Tauranga, Wellington, and Christchurch). These issues are also evident on a smaller scale in areas such as Nelson and Timaru. However, we consider place-based approaches as the most effective means to address these issues. With a greater political willingness and stronger direction to Waka Kotahi to prioritise freight and other road users over single-occupant vehicles they can be overcome.

In many cases the options available (greater availability of dedicated freight, cycle and HOV lanes on key strategic routes, investment in rail capacity, all-of-network congestion pricing and other demand management measures) can deliver on multiple outcomes and facilitate more efficient freight movement. For these reasons we do not consider this a strategic priority or major focus area for the freight system.

We do consider that the increasing demands for land are a strategic issue for the freight sector. The transport and logistics sector is a land-extensive industry, requiring large-lot, inexpensive, flat land that is highly accessible to strategic transport networks yet buffered from incompatible land uses (e.g. residential). Sites that meet all these criteria are often scarce and competition is often intense, particularly for well-located sites.

This imperfect competition is imposing greater costs on land-extensive occupiers such as the freight sector. The issue is compounded by residential-zoned greenfield land on the fringes of our towns and cities often being of higher value than commercial or industrial zoned land, which results in difficulty retaining identified future business land through planning and urban development processes. Greater use of inland freight hubs such as inland ports can also defer the need for land reclamation at seaports. We suggest this could be (in part) addressed through resource management reform and regional spatial planning.

6. *Do you agree with the outlined vulnerabilities of the current system?*

We agree with the difficulty in shifting between freight modes and impacts of disruption on just-in-time supply chains. We agree that New Zealand's port settings may not be optimal and that better cooperation and specialisation of ports is required. We agree that a lack of data is hindering decision-making, particularly information on intra-regional freight movements. We note that better information on tonnages moved across road networks would also be a very useful input into the asset management

plans of road controlling authorities. We acknowledge the difficulties faced by the sector in accessing labour, and we also sympathise with the lack of priority efficient movement of freight seems to have in transport planning and investment. We agree with the issue of a lack of viable alternative corridors for land-based movement.

7. *Do you agree with the proposed outcomes?*

We agree with the proposed outcomes and the priority given to each; low emissions highest priority, then resilience, and thirdly productivity and innovation. However, we consider that equity and safety might be better framed as principles in how we work toward achieving the first three outcomes. For example, a principle that sector stakeholders look to develop skills, improve safety and manage disproportionate impacts in making the transition to a lower emissions, more resilient and more productive freight and supply chain system.

9. *Do you agree with the potential areas of focus? Which would be most important to prioritise (Q10)?*

Our highest-priority focus areas under the outcomes would be:

- a. **Enabling the shift to zero and low emissions heavy vehicles;** both hydrogen and electric through stronger incentives, regulation and co-investment in supporting infrastructure (e.g. charging stations) to support this transition to occur at pace.
- b. **Improving modal options.** We need greater investment in rail and coastal shipping to make it easier and more efficient to shift between modes. Improving the efficiency and reducing the cost of modal transfers will make shorter distance freight movements by rail and coastal shipping more economically viable. We also need a fuller understanding of the value proposition of rail and coastal shipping in supporting both lower emissions and other long-term outcomes, such as resilience.
- c. **Improving resilience across the freight and supply chain system.** Which we see as being addressed through a mode shift to rail and coastal shipping and greater funding for, and investment in resilience projects. We will continue to advocate for resilience to be included as a priority area in the Government Policy Statement on Land Transport.
- d. **Improving freight data access and collection,** particularly the availability of data on intra-regional freight trips and tonnages carried. We have recently considered developing a strategic economic network model of South Island land transport networks to address this data gap. The South Island is overrepresented in high-value, low-volume routes whereas transport system funding outcomes are more often dictated by volume (not value).
- e. **Assessing and addressing port settings.** Our submission has earlier addressed our desire to shift more toward a hub and spoke model for South

Island freight and supply chains. We recognise that this means greater collaboration and cooperation across the sector (including competing port companies), and planning and investing for longer-term outcomes, as opposed to short-term commercial gain.

- f. **All other focus areas**, such as equity, safety, urban access, and labour/skills challenges. We empathise with the labour challenges faced by the industry and consider that a shift to zero emissions heavy vehicles might assist in attracting and retaining workers and positioning the sector as a future-focused industry. We support the safety focus area and efforts to improve both workplace and system safety. We also support the effort afforded to equity and in particular ensuring that SMEs in smaller regions and those with high Māori participation in the workforce aren't unfairly disadvantaged in transitioning to a low-emissions, productive and resilient freight and supply chain system.

12. What would successful stakeholder engagement look like?

We would support a strong understanding of business needs, particularly those of smaller freight operators in more rural and provincial areas. We support taking an evidence-based approach that involves working with regional and local communities to help them to understand why change is necessary and what the longer-term benefits are, e.g. international competitiveness, efficiency, productivity. We suggest early engagement with Local Government New Zealand zone committees as a key local government forum. We would support early and open engagement with mana whenua stakeholders and with port and airport companies.

13. How could we best engage with Māori?

We suggest liaising with Māori on the basis that economic success is tribal success, and freight is an enabler of economic success. For example; international competitiveness and seafood. We also suggest taking care to distinguish between iwi interests at a governance level and commercial interests.

Other feedback

- 7. The summary of early stakeholder engagement identifies that some freight operators wanted to see more roads suitable for HPMV, including bridges. Our experience in dealing directly with road controlling authorities is that unfortunately widespread non-compliance with existing restrictions (overweight, over-dimension loads etc.) has reduced councils' willingness to consider removing or reducing restrictions.

Thank you

8. We would like to thank the Ministry of Transport for the opportunity to provide feedback on this issues paper. We look forward to potential engagement with Ministry staff and other freight and supply chain stakeholders as the strategy develops and the opportunities that a nationally led strategy presents for the sector.
9. The South Island RTC Chairs officers group and secretariat are available to provide any further information or answer any questions about this joint submission. Contact details are: Luke Carey, Senior Advisor, Transport, Environment Canterbury
luke.carey@ecan.govt.nz, 027 280 6318.

Ngā mihi

A handwritten signature in black ink, reading "Stuart Bryant". The signature is written in a cursive, flowing style.

Stuart Bryant
Deputy Mayor, Tasman District Council
Chair, South Island Regional Transport Committee Chairs Group

8.4. Clean Air Work Programme Update Including 2022 Winter Work Programme

Air Quality, Transport and Urban Development Committee report

Date of meeting	Wednesday, 27 July 2022
Author	Vanessa Scott, Principal Consents Planner
Responsible Director	Katherine Harbrow, Director Operations

Purpose

1. To update the Committee on the progress of the Clean Air programme.

Recommendations

That the Air Quality, Transport and Urban Development Committee:

1. Notes the exceedances of the National Environmental Standards for Air Quality largely due to winter home heating in five of the eight gazetted airsheds.
2. Notes the exceedances of the National Environmental Standards for Air Quality largely due to industrial activity in Washdyke gazetted airshed.
3. Receives the Clean Air work programme report.

Key points

- The winter pollution season has started with pollutant concentrations exceeding limits in several airsheds in recent months.
- Briefings on the Clean air work programme were given to Waimate District Council and Timaru District Council.
- Air quality A3 information posters were sent to each Canterbury Territorial Authorities with polluted airsheds, that is Waimakariri District Council, Christchurch City Council, Ashburton District Council, Timaru District Council, and Waimate District Council.
- The Health and Air Pollution in New Zealand (HAPINZ 3.0) study was published on Wednesday 6th July.

Background

2. On 17 June 2021, the Council adopted its Long-Term Plan 2021-31 (LTP).
3. The LTP created the Clean Air programme as part of the Air Quality, Transport and Urban Development portfolio. The LTP outlines that through this programme:

“We are regulating and supporting initiatives to ensure air quality improves and does not impact on the wellbeing of communities.”

4. Work on this programme has been included in the quarterly reporting. This update provides the Committee with more details regarding key initiatives.
5. This work is relevant to the Air Quality, Transport and Urban Development Committee as it relates to the impact and outcomes of spatial planning, as housing density and housing type strongly correlate with air quality outcomes. The Cleaner Home Heating initiative has impacts on housing stock.

Progress towards improving air quality

6. Air quality is improving across Canterbury, however, there are still days in winter when pollutant concentrations exceed national standards. There are eight Canterbury towns which are gazetted as polluted airsheds through the National Environmental Standards for Air Quality (NESAQ). In these areas the Council is required to monitor and improve air quality to meet the standards.
7. The national standards only allow the daily PM₁₀ concentration to be above 50 µg/m³ on one day per year. The Canterbury Air Regional Plan (CARP) requires that by 2030 all daily PM_{2.5} concentrations must be below 25 µg/m³. PM₁₀ exceedances in Canterbury’s polluted airsheds for this calendar year are shown in Table 1.
8. Home heating is still by far the largest contributor to air quality issues in all areas, except Washdyke. Environment Canterbury’s Clean Air work programme aims to address emissions from home heating. Washdyke exceedances are related to industrial activity.

Table 1: NESAQ Exceedances this calendar year to 13 July 2022

HIGH POLLUTION EVENTS							
ASHBURTON	CHRISTCHURCH	GERALDINE	KAIAPOI	RANGIORA	TIMARU	WAIMATE	WASHDYKE
1	3	0	8	3	2	0	9

These figures represent the number of 24-hr periods this calendar year when the average particle concentrations exceeded national standards in each airshed. The target is one or fewer high pollution events per calendar year.

Clean air programme

9. The Clean Air programme structure is delivered under two work streams in the LTP:
 - Air Quality management:
 - air quality monitoring and investigations
 - air quality strategy and planning

- Canterbury Air Regional Plan compliance and public information
- Cleaner Home Heating:
 - subsidies
 - burner authorisations
 - management of non-compliant burners

Air Quality Management

Air Quality Investigations

10. Air quality investigations are undertaken to better understand air quality and pollution sources in Canterbury, and to prepare for emerging issues. The knowledge gained from these investigations informs and supports planning, strategy, compliance, enforcement and implementation activities done by the council. Our 2022/23 work programme includes efforts to better understand nitrogen dioxide concentrations in Canterbury⁷ and regional sources and emissions that contribute to climate change.
11. Our work programme includes:
 - Pilot nitrogen dioxide (NO₂) tube networks in Timaru and Christchurch – A network of NO₂ tubes (non-regulatory grade monitors) has been established in Timaru to better understand long-term NO₂ concentrations in different urban situations (e.g. peak traffic areas, areas of high congestion and in residential areas). These will also help monitor long-term effectiveness of policies targeting transport. A similar pilot will be established for Christchurch (supplementing measurements being made by Waka Kotahi and Christchurch City Council (CCC) in July/August.
 - Canterbury air pollution risk report –this supplements work done in 2021/22 and will be completed in July/August 2022.
 - Winter emission inventories – home heating emissions for Canterbury airsheds will be available by end September, and transport and industrial emissions will be reported in the full winter inventories due end December 2022.
 - Real-life emissions study of single chamber ultra-low emission wood burners (ULEB)– this winter 2023 study will help us better quantify emissions and potential levels of improvement achieved by this class of burner.
 - Annual greenhouse gas and traditional air pollutants inventory for Canterbury – these baseline emissions will be used to track change in emissions over time, help inform mitigation strategies, and identify the main sources contributing to annual traditional air pollutant emissions across the region. The inventory will be prepared during 2022/23 and submitted by end June 2023.

⁷ More stringent concentration limits in the 2021 World Health Guidelines may influence future National Environmental Standards for Air Quality, and the findings of the Health and Air Pollution in New Zealand study indicate greater health impacts and social costs associated with nitrogen dioxide than with PM.

Air Quality Monitoring

12. The air quality monitoring and advice initiative monitors and reports ambient air quality in the Canterbury region. The focus is on pollutants that exceed or may exceed National Environmental Standards for Air Quality, targets in the Canterbury Air Regional Plan and pollutants identified in Environment Canterbury's Long-Term Plan 2021-31. Planned network improvements include the introduction of carbon analysers (allow better real-time differentiation between natural and combustion sources), and two new real-time nitrogen dioxide monitors (provide regulatory-grade concentrations for comparison with guidelines and standards outside of Christchurch) into the network. We will also be trialling some cheaper sensors to use in short-term investigations, for incident response and to determine where monitoring sites should be located within areas of concern.

Health and Air Pollution in New Zealand (HAPINZ 3.0)

13. *He rangi hauora he iwi ora Health and Air Pollution in New Zealand 3.0* was released to the public on Wednesday 6th July. The report is published by the Ministry for the Environment, Waka Kotahi New Zealand Transport Agency, Te Manatū Waka Ministry of Transport, and Manatū Hauora Ministry of Health.
14. The report presents the health impacts and social costs associated with air pollution in New Zealand for 2016. The study was carried out by New Zealand experts in air quality, health, and economics, and peer reviewed by international air quality experts.
15. The report assessed the impacts of particulate matter less than 2.5 µm (PM_{2.5}) and nitrogen dioxide (NO₂). PM_{2.5} and NO₂ together contribute to most air pollution health effects in Canterbury from home heating and transport emissions. The 2012 report was PM₁₀ only. The current report shows the mortality impact of transport emissions is an order of magnitude higher than from road crashes.
16. The release includes excel spreadsheets with the regional breakdowns, and templates and guidance for communicating the findings.

Cleaner Home Heating

17. The Cleaner Home Heating workstream is focussed on reducing domestic emissions. The best way to reduce emissions from home heating is to improve:
 - Solid Fuel Burner Types (Low emitting burners (LEB) and Ultra-low emitting burners (ULEB))
 - Fuel used
 - Burning Technique
18. Some households will need advice and financial assistance to achieve this. Community and Public Health advisors worked with staff in the design of this workstream, which is informed by a Health Impact Assessment of the Canterbury Air Regional Plan. We need to ensure our work programme focusses on improving air quality while ensuring that people can stay warm.

19. The resourcing in the workstream is largely education and support to households to burn better and have no visible smoke from compliant forms of home heating.
20. Staff also work with retailers and Territorial Authority building consents teams to ensure that they are aware of the rules for burner replacements and that only compliant burners are installed.
21. There have been limited proactive campaigns to tackle expired and expiring burners in recent years since the major deadlines in the Canterbury Air Regional Plan have passed. However, numbers of expiring burners will increase in 2024, particularly in Christchurch, as the new expiry timeframes in the Plan start to take effect.
22. Resourcing of the programme was reduced once the major deadlines were implemented. However, the current LTP includes an increase in resourcing to acknowledge the increasing volumes of expiring burners and associated work to deliver this because of the expiry timeframes in the Plan.

Winter 2022 activity

23. The 2022 Winter activity includes addressing:
 - *Swapping expiring burners*: we undertook a pro-active campaign in Timaru due to the high numbers of expired burners that remain and the high number of air quality exceedances. The campaign informed homeowners with the oldest expired burners of their obligations to replace their burners.
 - *Good Burning Technique*: We are promoting efficient and clean home heating through the Warmer Cheaper communications campaign. Warmer Cheaper operates region-wide and directs the public to the ECan website for advice on better burning technique and using the right fuels. For 2022 we focussed social media and print media messaging in the Timaru area.
 - *Good Fuel Use*: We are promoting dry fuel through the Trusted Good Wood branded merchants across Canterbury. This year we have had two additional requests from wood merchants who want to be included in this scheme. Staff audits of Good Wood merchants this winter have found that due to a wet summer, some providers are struggling to maintain a good supply of dry firewood. Staff are also investigating opportunities to address the quality of other forms of wood selling e.g. roadside trailers, online. Initial focus will be to work with Territorial Authorities to use bylaws or other tools to reduce the sales of poor-quality firewood for example road-side trailer sales.
 - *Smokey Chimneys*: We are responding to complaints from the public relating to smoky chimneys – providing education on better burning and advice on replacing burners if the source is found to be an expired burner. We now have three staff based in Timaru and Christchurch to carry out this work.
24. With increased resourcing this financial year and into 2024, there will be increased community engagement and pro-active campaigns to reduce the impacts on home heating on air quality in our most polluted airsheds.

Financial Assistance

25. Replacing wood burners may be financially challenging for some households. Low-income financial assistance is available in the form of Council funded subsidies (funded by targeted rates and reserves) and the Warmer Kiwi Homes scheme funded through EECA. Home heating advice and access to subsidy schemes is delivered by Energy Smart in Timaru and by Community Energy Action in Greater Christchurch.
26. We also manage a temporary waiver scheme to provide leniency for the elderly or households with significant health issues.
27. Uptake of subsidies has been extremely low in recent years, resulting in subsidies being underspent for the last three financial years. This may be due to other financial assistance being available, and/or the design of the scheme.
28. The legal review of the Healthier Homes Canterbury scheme is progressing. Once this is complete, we have it in our work programme to review and update our approach to financial assistance.

Delivering the outcomes from the Long-Term Plan

29. The following table identifies our commitments for air quality under the Air Quality, Transport and Urban Development portfolio as stated in the LTP, and how the Clean Air programme is broadly contributing to these outcomes.

In the next 10 years we will:	We are working towards this by:
reduce emissions of greenhouse gases and other pollutants from our region's transport network and urban environments	<p>Providing up-to-date information, advice, tools and resources which enable the community to understand air quality issues and take action</p> <p>Providing air quality monitoring and investigation services</p> <p>Providing assistance to low-income households in Clean Air Zones with expiring burners to transition to cleaner forms of home heating</p>

Cost, compliance and communication

Financial implications

30. The funding required to deliver the work programme for the Clean Air programme was incorporated into the LTP. Any significant changes to the funding required to deliver the work programme will be considered by Council during the development of the next annual plan.

Risk assessment and legal compliance

31. Environment Canterbury's Portfolio performance: Third quarter report (1 July 2021 to 31 March 2022) identified the critical risks and their mitigation for the Air Quality, Transport and Urban Development portfolio. This report can be found [here](#). The key risks related to the Clean Air programme include the following:
- If there is a shortage of staff to deliver the Clean Air programme then this will impact the ability to deliver the initiatives identified in the LTP 2021-31 and lead to declining outcomes for the community.

Engagement, Significance and Māori Participation

32. The relationship with our Territorial Authorities is key as they issue building consents for domestic woodburners. They ensure only burners that comply with the Canterbury Air Regional Plan rules are installed. Our solid fuel burner database uses information from the territorial authorities in Clean Air Zones, and informs science, strategy, planning and implementation.
33. We have responded to local council requests for briefings.

Climate Change Impacts

34. Programmes to address climate change may have air quality co-benefits. Much of the work being undertaken to address greenhouse gas (GHG) emissions reduction has co-benefits for air quality. Air Quality Management staff are contributing to or participating in climate change initiatives, both in terms of adaptation and mitigation. Air Quality monitoring and investigations may also provide additional information for better understanding and managing GHG emissions e.g. NO₂ monitoring. Consideration of GHG emissions was legally out of scope when burner transition timeframes were set in the Canterbury Air Regional Plan.

Next steps

35. Staff will continue to deliver the work programme and provide the Council and/or the Committee with regular updates on the progress made.

Attachments

Nil

File reference	[SharePoint link for this paper]
Legal review	
Peer reviewers	[Names of two peer reviewers who have reviewed this paper]

9. Next Meeting

The next meeting of the Air Quality, Transport and Urban Development Committee is scheduled to be held on Wednesday, 7 September 2022 at 1.00pm. Any changes to this time will be publicly advertised and updated on the Environment Canterbury website.

10. Mihi / Karakia Whakamutunga - Closing

The meeting will conclude with a karakia by a member of the Air Quality, Transport and Urban Development Committee.