

Agenda 2023

Canterbury Regional Transport Committee

Date: Thursday, 1 June 2023
Time: 4.15 PM
Venue: Council Chamber
Environment Canterbury
200 Tuam Street, Christchurch



Canterbury Regional Transport Committee

Membership

Chair	Chair Peter Scott, Environment Canterbury
Deputy Chair	Councillor Grant Edge, Environment Canterbury
Ashburton District Council	Mayor Neil Brown
Christchurch City Council	Mayor Phil Mauer
Hurunui District Council	Mayor Marie Black
Kaikōura District Council	Mayor Craig Mackle
Mackenzie District Council	Mayor Anne Munro
Selwyn District Council	Mayor Sam Broughton
Timaru District Council	Mayor Nigel Bowen
Waimakariri District Council	Mayor Dan Gordon
Waimate District Council	Mayor Craig Rowley
Waka Kotahi NZTA	James Caygill

CANTERBURY REGIONAL TRANSPORT COMMITTEE

TERMS OF REFERENCE 2023

Version 1.3 Adopted by the Canterbury Regional Council on 22 March 2023

ESTABLISHMENT

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

PURPOSE AND FUNCTIONS

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

- to prepare for approval by the Regional Council a Regional Land Transport Plan or any variation to the Plan
- to provide the Regional Council with any advice and assistance it may request in relation to its transport responsibilities
- to adopt a policy that determines significance in respect of variations to the Regional Land Transport Plan and activities included in the Regional Land Transport Plan.

Under the Land Transport Rule Setting of Speed Limits 2022, the functions of the Canterbury Regional Transport Committee are:

- to develop a long-term 10-year vision for speed management in the region, consistent with government road safety strategy or an explanation of the whole-of-network approach to speed management
- to prepare a draft Regional Speed Management Plan, using information sourced from Canterbury Territorial Authorities, and consult on the plan
- to determine if there is any inconsistency in the speeds set by road controlling authorities and make recommendations back to the relevant road controlling authorities
- once the Regional Speed Management Plan has been finalised, provide this to the Director of Land Transport at Waka Kotahi NZ Transport Agency for certification.

In addition, the Canterbury Regional Transport Committee will also:

- develop a strategic work programme, having regard to direction provided by the Canterbury Mayoral Forum
- engage directly with Ministers and central government to influence national policy.

STATUTORY OBJECTIVES

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

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

Under the Land Transport Rule Setting of Speed Limits 2022, the Canterbury Regional Transport Committee must:

- create a Regional Speed Management Plan
- undertake a review of the Regional Speed Management plan that align with Waka Kotahi NZ Transport Agency timeframes.

OTHER OBJECTIVES

The Canterbury Regional Transport Committee will also

- promote the Regional Land Transport Plan within the region and monitor the progress of its implementation
- report and make recommendations to the Regional Council, territorial authorities and other organisations, where appropriate, on the Canterbury Regional Transport Committee's legal responsibilities, objectives and delegated powers
- establish and support suitable working groups to help guide the development and implementation, and review of the Regional Land Transport Plan (including any associated documents)
- support the Chair of the Canterbury Regional Transport Committee to take part in the South Island Regional Transport Committee Chairs Group, in order to collaborate with other regions to achieve better outcomes across the South Island
- provide the Canterbury Regional Council with advice and assistance
- develop and implement a strategic work programme that aligns with direction provided by the Canterbury Mayoral Forum.

MEMBERSHIP

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

For avoidance of doubt, alternates cannot be appointed.

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

QUORUM

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

MEETINGS

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

VOTING

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

SUPPORT

The Canterbury Regional Transport Committee will be supported at a strategic level by the Chief Executives Forum and the Regional Transport Forum.

The Canterbury Regional Transport Committee will establish appropriate technical support groups, one of which will be the Transport Officers Group.

Environment Canterbury will provide secretariat services for meetings, including administrative support and policy advice.

Document history and version control

Version	Date adopted	Adopted by	Brief description
1.0	25 September 2008	Council	New Committee Terms of Reference
1.1	16 March 2017	Council	Updated Terms of Reference
1.2	18 June 2020	Council	Updated Terms of Reference
1.3	22 March 2023	Council	Updated Terms of Reference

Common Transport Acronyms

CEF	Chief Executives Forum
CPF	Canterbury Policy Forum
CREDS	Canterbury Regional Economic Development Strategy
FAR	Funding Assistance Rate
FED	Fuel Excise Duty
GPS	Government Policy Statement on Land Transport
IDMF	Investment Decision Making Framework
LTMA	Land Transport Management Act
NLTF	National Land Transport Fund
NLTP	National land Transport Programme
ONRC	One Network Road Classification
PGF	Provincial Growth Fund
REG	Road Efficiency Group
RFT	Regional Fuel Tax
RLTP	Regional Land Transport Plan
RPS	Regional Policy Statement
RPTP	Regional Public Transport Plan
RRSWG	Regional Road Safety Working Group
RTC	Regional Transport Committee
RUC	Road User Charges
SNP	Safe Network Programme
TEFAR	Targeted Enhanced Funding Assistance Rate
TSIG	Transport Special Interest Group
TOG	Transport Officers Group
TUDAQC	Transport, Urban Development and Air Quality Committee

Canterbury Regional Transport 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 Canterbury Regional Transport 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 Canterbury Regional Transport 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 Canterbury Regional Transport Committee.

Minor Matters relating to the General Business of the Canterbury Regional Transport 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 - Canterbury Regional Transport Committee - 23 February 2023

Canterbury Regional Transport Committee

Date of meeting	Thursday, 1 June 2023
Author	Petrea Downey, Committee Advisor
Endorsed by	Catherine McMillan, General Manager Governance

Purpose

1. The previously circulated minutes from the Canterbury Regional Transport Committee on 23 February 2023 are to be confirmed.

Recommendations

That the Canterbury Regional Transport Committee:

1. Confirms the minutes from the Canterbury Regional Transport Committee meeting held on 23 February 2023.

Attachments

1. Canterbury Regional Transport Unconfirmed Minutes 23 February 2023 [7.1.1 - 19 pages]

Minutes of the Canterbury Regional Transport Committee, held at Environment Canterbury, Council Chamber, 200 Tuam Street, Christchurch on Thursday 23 February 2023 at 4.15pm.

Present

Committee Chair Peter Scott (Environment Canterbury), Deputy Chair Grant Edge (Environment Canterbury), Mayor Neil Brown (Ashburton District Council), Mayor Phil Mauger (Christchurch City Council), Mayor Marie Black (Hurunui District Council), Mayor Anne Munro (Mackenzie District Council), Mayor Sam Broughton (Selwyn District Council), Mayor Nigel Bowen (Timaru District Council), Mayor Dan Gordon (Waimakariri District Council), Mayor Craig Rowley (Waimate District Council) and James Caygill (Waka Kotahi NZTA).

In attendance: Mark Heissenbuttel (KiwiRail).

1. Mihi/Karakia Timatanga - Opening

Chair Scott opened the meeting with a mihi whakatau, followed by a karakia.

Chair Scott welcomed Mark Heissenbuttel from KiwiRail to the meeting.

2. Apologies

An apology for absence was received from Mayor Craig Mackle (Kaikōura District Council).

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 an urgent business verbal report from Mayor Black regarding State Highway 1. The reason this report was not on the agenda was due to the timing of the preparation of the agenda and as this involved many Canterbury towns and Waka Kotahi NZ Transport Agency who were all present, it was an appropriate time to discuss, prior to any update of the Regional Land Transport Plan (RLTP). The reason why the discussion of the item cannot be delay until a subsequent meeting was due to the need to initiate a conversation in time to feed into the RLTP and waiting for a further meeting would not meet the needs of the District Council's.

Resolved CRTC/2023/001

That the Canterbury Regional Transport Committee:

1. Resolve to accept the urgent business verbal report from Mayor Black.

Chair Scott/Deputy Chair Edge
CARRIED

This report was taken after item 8.9.

6. Notices of Motion

There were no notices of motion.

7. Minutes

Refer page 11-33 of the agenda.

7.1. Confirmed Minutes - Canterbury Regional Transport Committee - 25 August 2022

Refer page 12-33 of the agenda.

Resolved CRTC/2023/002

Staff recommendations adopted without change.

That the Canterbury Regional Transport Committee:

1. Receives the confirmed minutes from the Canterbury Regional Transport Committee meeting held on 25 August 2022.

Mayor Bowen/Mayor Black
CARRIED

8. Report Items

Refer pages 34-170 of the agenda.

8.1. Canterbury Regional Transport Committee Resolutions Status Report - February 2023

Refer pages 34-42 of the agenda.

Staff provided visibility on the status of resolutions made by the Committee.

Resolved CRTC/2023/003

Staff recommendations adopted without change.

That the Canterbury Regional Transport Committee:

1. Notes the status of previous resolutions provided in the Status of Canterbury Regional Transport Committee Resolutions report August 2022.

Mayor Broughton/Mayor Gordon

CARRIED

8.2. Briefing for the Incoming Canterbury Regional Transport Committee and updated Terms of Reference

Refer pages 43-68 of the agenda.

Staff provided the Committee with background information about the Committee, sought approval for an updated Terms of Reference and sought endorsement for a member of the Committee to be Chair to the Regional Road Safety Working Group for this triennium.

Mayor Bowen, seconded by Mayor Rowley nominated Mayor Gordon to chair the Regional Road Safety Working Group.

1. Appoints Mayor Gordon, as a member of the Canterbury Regional Transport Committee to chair the Regional Road Safety Working Group during this triennium.

Mayor Bowen/Mayor Rowley

Resolved CRTC/2023/004

That the Canterbury Regional Transport Committee:

1. Receives the briefing pack setting out relevant background information about the Canterbury Regional Transport Committee, included in Attachment 8.2.1.

2. Agrees to update the Canterbury Regional Transport Committee Terms of Reference to reflect the Canterbury Regional Transport Committee's new responsibilities from the Land Transport Rule: Setting of Speed Limits 2022.
3. Approves the updated Terms of Reference for the Canterbury Regional Transport Committee, included in Attachment 8.2.2.
4. Recommends that the Canterbury Regional Council adopts the updated Terms of Reference for the Canterbury Regional Transport Committee.
5. Appoints Mayor Gordon, as a member of the Canterbury Regional Transport Committee to chair the Regional Road Safety Working Group during this triennium.

Mayor Bowen/Mayor Rowley
CARRIED

8.3. Approach to a Regional Speed Management Plan

Refer pages 69-78 of the agenda.

Staff sought the Committee's agreement to an approach to developing a Regional Speed Management Plan (PSMP) for Canterbury.

Resolved CRTC/2023/005

Staff recommendations adopted without change.

That the Canterbury Regional Transport Committee:

1. Notes that the Canterbury Regional Transport Committee has responsibilities under the Land Transport Rule: Setting of Speed Limits 2022 in developing a Regional Speed Management Plan that focuses on ensuring regional consistency.
2. Notes that the responsibility for setting speed limits remains with the road controlling authorities.
3. Agrees to the proposed 'light touch' approach to developing a Regional Speed Management Plan for Canterbury in 2023.

Mayor Rowley/Mayor Broughton
CARRIED

8.4. Regional Public Transport Plan Update to the Committee

Refer pages 79-82 of the agenda.

Staff updated the Committee on the process for refreshing the Canterbury Regional Public Transport Plan 2018-2028 (RPTP).

Resolved CRTC/2023/006

Staff recommendations adopted without change.

That the Canterbury Regional Transport Committee:

1. Note that the plan development process for the Regional Public Transport Plan will be closely aligned with the review of the Regional Land Transport Plan during 2023.
2. Note that territorial authorities throughout the region have an opportunity to participate in the development of the Regional Public Transport Plan and particularly in considering what form of public transport provision (activity) may be needed in their areas.
3. Note that public transport funding conversations may be held as part of the processes of developing both the Regional Public Transport Plan and the Regional Land Transport Plan.

Mayor Black/Mayor Bowen
CARRIED

8.5. Regional Land Transport Plan Review - Updated Strategic Framework

Refer pages 83-93 of the agenda.

Staff sought approval for the strategic framework for the Regional Land Transport Plan 2024-2034 (RLTP) review and informed the Committee of the next steps.

Resolved CRTC/2023/007

Updated Staff recommendations adopted without change.

That the Canterbury Regional Transport Committee:

1. Agrees to the proposed amended vision, being:
 - 1.1 an innovative, resilient, low emissions transport system that helps Canterbury thrive for generations.
2. Notes that it has considered alternative objectives and their feasibility and affordability.

3. Agrees to proceed with Option 3 which expands the strategic framework regarding emissions reduction, freight, growth, and maintenance.
4. Delegates to staff the ability to make minor amendments to the objectives, targets and policies which improve readability and language alignment with other strategic documents, such as the Government Policy Statement on Land Transport.

Mayor Broughton/Mayor Munro
CARRIED

8.6. Innovative Transport Funding and Finance Options

Refer pages 94-129 of the agenda.

Staff provided the Committee with the Innovative Transport Funding & Finance Options report and provided a presentation (attached).

Resolved CRTC/2023/008

Staff recommendations adopted without change.

That the Canterbury Regional Transport Committee:

1. Receives the Innovative Transport Funding & Finance Options report undertaken by Gemelli Consulting, included as Attachment 8.6.1.
2. Provides direction to staff about whether to progress any further detailed investigations of any of the funding options identified in the Innovative Transport Funding & Finance Options report.
 - a. The following options are suggested for further detailed investigations; rates funding, debt, grants, green bonds, social impact bonds, payment for outcomes contracts, public private partnerships, land value capture tax, congestion charging and value for money assessments.

Mayor Black/Mayor Gordon
CARRIED

8.7. 2024 Government Policy Statement on Land Transport

Refer pages 130-133 of the agenda.

Staff sought delegated authority for the Chair of the Committee to finalise and approve a submission the draft 2024 Government Policy Statement on land transport (GPS).

Resolved CRTC/2023/009

Staff recommendations adopted without change.

That the Canterbury Regional Transport Committee:

1. Delegates authority to the Chair of the Canterbury Regional Transport Committee to approve a submission on the draft 2024 Government Policy Statement on land transport on the Committee's behalf, prior to the submission closing date.
2. Agrees that (at a minimum) any draft submission will be circulated via email to all Canterbury Regional Transport Committee members for feedback and input, with a minimum of five working days to provide feedback.
3. Notes that the submission will be progressed as a combined Canterbury Regional Transport Committee and Canterbury Mayoral Forum submission, and that the respective Chairs will retain final discretion over any sought changes to the submission.

Mayor Black/Mayor Rowley
CARRIED

8.8. Waka Kotahi NZ Transport Agency Update

Refer pages 134-143 of the agenda.

Waka Kotahi New Zealand Transport Agency spoke to the Committee on critical matters and updates for the Canterbury region.

Resolved CRTC/2023/010

Staff recommendations adopted without change.

That the Canterbury Regional Transport Committee:

1. Receives the update from the Waka Kotahi NZ Transport Agency representative on the Canterbury Regional Transport Committee.

Mayor Bowen/Mayor Munro
CARRIED

8.9. Regional Land Transport Plan Annual Monitoring Report 2021-2022

Refer pages 144-170 of the agenda.

Staff provided the annual report on the Canterbury Regional Land Transport Plan 2021-2031 Monitoring Indicator framework for the 2021-22 financial year.

Resolved CRTC/2023/011

Staff recommendations adopted without change.

That the Canterbury Regional Transport Committee:

1. Receives the annual report on the Canterbury Regional Land Transport Plan 2021 - 2031 Monitoring Indicator Framework for the 2021 - 2022 financial year, included as Attachment 8.9.1.

Mayor Broughton/Mayor Brown
CARRIED

5. Extraordinary and Urgent Business (Cont'd)

Mayor Black advised that State Highway 1 dissects the urban boundary and crossing the State Highway with the daily movements is becoming increasingly more concerning to the community. The meeting was advised that various other towns had also put their concerns forward to this. As build towards the update of the RLTP, one of the processes that Waka Kotahi NZ Transport Agency will go through is the State Highway Improvement Programme which will look at all the State Highway crossings.

The Committee discussed doing this as a Canterbury package. A report will be brought back to the Committee at its next meeting.

9. Next Meeting

The next meeting will be held on 1 June 2023 at 4.15pm.

10. Mihi/Karakia Whakamutunga - Closing

A karakia was provided by Chair Scott.

Meeting concluded at 6.02pm.

CONFIRMED 1 JUNE 2023

Chair Peter Scott
Environment Canterbury

Canterbury Regional Transport Committee

Innovative Transport Funding and Finance Options Summary

For discussion only – not Council policy

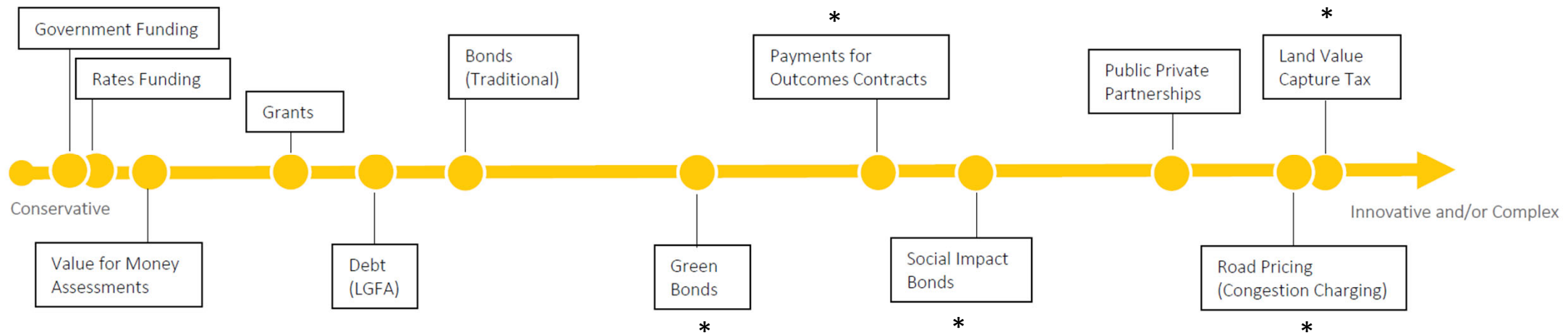
February 2023

The Problem

- \$1b required over the next decade to support this* change.
- Unlikely to be sustainable from regional rates or taxes.
- What other ways can capital be raised to drive change?

Options explored:

- Additional government funding
- Additional rates
- Debt
- Grants
- Traditional bonds
- Green bonds
- Social Impact Bonds
- Payment for Outcomes Contracts
- Public Private Partnerships
- Land Value Capture Tax
- Road pricing
- Value for Money assessments



Green Bonds

Same as Traditional Bonds but sourced from a different market of investors.

- dual 'dividends' sought
- discounted returns and/or
- a greater tolerance of project risk)

- potentially lower cost than traditional debt/bonds
- Auckland Council : \$1b green bonds issued since 2018

- generally funds large-scale projects with revenue streams
- decarbonising
- public transport fleet,
- shared bike fleet,
- hydrogen freight truck fleet,
- Concessionary finance for office developments that encourage non-single occupancy ICE vehicles.

Social Impact Bonds (SIBs)

- contract between a third-party and the public sector
 - lower interest rates in exchange for better outcomes
 - investors have strong incentives to focus on results and performance (that they can influence)
-
- Relatively new financial instrument in New Zealand
 - Two examples in Justice and Health
-
- Loans to bus owners/operators (for fleet capex) with interest rates tied to increased public transport patronage rates

Payment for Outcomes Contracts

- Similar to Social Impact Bonds but for operating costs not capital costs (that require debt).
- Simple and efficient way of focussing contracts on achieving outcomes rather than outputs.
- Incentivises innovation and new approaches to delivery.
- Requires clearly specified and measurable outcomes,
 - Public transport
 - Car share schemes

Land Value Capture Tax

- A tax on the (private sector) uplift due to (public sector) investment
- Widely used overseas to fund public transport
 - Public transport access points increase demand/prices of property
 - Annual tax on the uplift associated with this investment
- No New Zealand examples as yet
- Central government has indicated Auckland's light rail are likely to face value capture tax
- Suited to projects where land value can be defined and measured, e.g. light rail and/or shared/ mass rapid transport.
- Would require considerable consultation with public and coordination with other councils in the region.

Road Pricing

- Road users pay directly for the use of roads
 - toll roads,
 - congestion charging
- Useful to recoup capital costs equitably – user pays
- Useful to encourage road users to change behaviours
 - Off peak travel to avoid congestion / GHGs and additional network investment
- Toll roads already well implemented (at a state highway level)
- No NZ examples of congestion charging – being considered for Auckland

Next Steps

1. Recommended that the following are all explored in more detail to assess their suitability for the Council:

- Green Bonds,
- Social Impact Bonds,
- Payment for Outcomes Contracting,
- Land Value Capture Tax,
- Congestion Charging
- Value for Money Assessments

2. Recommended scope for further exploration includes:

- Potential quantum of revenue likely to be obtained
- Implementation considerations:
 - cost,
 - timing,
 - legislative requirements,
 - internal policy amendment
- Case studies from overseas experience
 - lessons learned
 - applicability to New Zealand context.

3. That Regional Transport Committee consider innovative funding options in conjunction with work currently in progress to explore the types of transport projects/innovations that could drive transformational change in transport, and its appetite to progress any options identified.

8. Report Items

8.1. Canterbury Regional Transport Committee Resolutions Status Report - June 2022

Canterbury Regional Transport Committee report

Date of meeting	Thursday, 1 June 2023
Author	Petrea Downey, Committee Advisor
Responsible Director	Katherine Trought, Director Strategy and Planning

Purpose

1. To provide visibility on the status of resolutions made by Canterbury Regional Transport Committee.

Recommendations

That the Canterbury Regional Transport Committee:

1. **Notes the status of previous resolutions provided in the Status of Canterbury Regional Transport Committee Resolutions report June 2022.**

Status Reporting

2. The status of resolutions is reported at each ordinary Committee meeting. The report includes all resolutions from the previous meeting plus any 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 24 August 2023 meeting of the Canterbury Regional Transport Committee.

Attachments

1. CRTC Resolutions Status Report Last Meeting June 2023 [8.1.1 - 4 pages]
2. CRTC Outstanding Resolutions June 2023 [8.1.2 - 1 page]

Canterbury Regional Transport Committee Resolution Status Report (Last Meeting) - June 2023

Meeting Date	Item No.	Resolution No.	Resolution	Status
Canterbury Regional Transport Committee 2023-02-23	5 Extraordinary and Urgent Business	CRTC/2023/001	That the Canterbury Regional Transport Committee: 1. Resolve to accept the urgent business verbal report from Mayor Black.	Complete
Canterbury Regional Transport Committee 2023-02-23	7.1 Confirmed Minutes - Canterbury Regional Transport Committee – 25 August 2022	CRTC/2023/02	That the Canterbury Regional Transport Committee: 1. Receives the confirmed minutes from the Canterbury Regional Transport Committee meeting held on 25 August 2022.	Complete
Canterbury Regional Transport Committee 2023-02-23	8.1 Canterbury Regional Transport Committee Resolutions Status Report - February 2023	CRTC/2023/03	That the Canterbury Regional Transport Committee: 1. Notes the status of previous resolutions provided in the Status of Canterbury Regional Transport Committee Resolutions report August 2022.	Complete
Canterbury Regional Transport Committee 2023-02-23	8.2 Briefing for the Incoming Canterbury Regional Transport Committee and Updated Terms of Reference	CRTC/2023/04	That the Canterbury Regional Transport Committee: 1. Receives the briefing pack setting out relevant background information about the Canterbury Regional Transport Committee, included in Attachment 8.2.1. 2. Agrees to update the Canterbury Regional Transport Committee Terms of Reference to reflect the Canterbury Regional Transport Committee's new responsibilities from the Land Transport Rule: Setting of Speed Limits 2022. 3. Approves the updated Terms of Reference for the Canterbury Regional Transport Committee, included in Attachment 8.2.2.	Complete

Meeting Date	Item No.	Resolution No.	Resolution	Status
			<ol style="list-style-type: none"> 4. Recommends that the Canterbury Regional Council adopts the updated Terms of Reference for the Canterbury Regional Transport Committee. 5. Appoints Mayor Gordon, as a member of the Canterbury Regional Transport Committee to chair the Regional Road Safety Working Group during this triennium. 	
Canterbury Regional Transport Committee 2023-02-23	8.3 Approach to a Regional Speed Management Plan	CRTC/2023/05	<p>That the Canterbury Regional Transport Committee:</p> <ol style="list-style-type: none"> 1. Notes that the Canterbury Regional Transport Committee has responsibilities under the Land Transport Rule: Setting of Speed Limits 2022 in developing a Regional Speed Management Plan that focuses on ensuring regional consistency. 2. Notes that the responsibility for setting speed limits remains with the road controlling authorities. 3. Agrees to the proposed 'light touch' approach to developing a Regional Speed Management Plan for Canterbury in 2023. 	Complete
Canterbury Regional Transport Committee 2023-02-23	8.4 Regional Public Transport Plan Update to the Committee	CRTC/2023/06	<p>That the Canterbury Regional Transport Committee:</p> <ol style="list-style-type: none"> 1. Note that the plan development process for the Regional Public Transport Plan will be closely aligned with the review of the Regional Land Transport Plan during 2023. 2. Note that territorial authorities throughout the region have an opportunity to participate in the development of the Regional Public Transport Plan and particularly in considering what form of public transport provision (activity) may be needed in their areas. 3. Note that public transport funding conversations may be held as part of the processes of developing both the Regional Public Transport Plan and the Regional Land Transport Plan 	Complete

Meeting Date	Item No.	Resolution No.	Resolution	Status
Canterbury Regional Transport Committee 2023-02-23	8.5 Regional Land Transport Plan Review – Updated Strategic Framework	CRTC/2023/07	<p>That the Canterbury Regional Transport Committee:</p> <ol style="list-style-type: none"> Agrees to the proposed amended vision, being: <ol style="list-style-type: none"> An innovative, resilient, low emissions transport system that helps Canterbury thrive for generations. Notes that it has considered alternative objectives and their feasibility and affordability. Agrees to proceed with Option 3 which expands the strategic framework regarding emissions reduction, freight, growth, and maintenance. Delegates to staff the ability to make minor amendments to the objectives, targets and policies which improve readability and language alignment with other strategic documents, such as the Government Policy Statement on Land Transport. 	Complete
Canterbury Regional Transport Committee 2023-02-23	8.6 Innovative Transport Funding and Finance Options	CRTC/2023/08	<p>That the Canterbury Regional Transport Committee:</p> <ol style="list-style-type: none"> Receives the Innovative Transport Funding & Finance Options report undertaken by Gemelli Consulting, included as Attachment 8.6.1. Provides direction to staff about whether to progress any further detailed investigations of any of the funding options identified in the Innovative Transport Funding & Financing report. <ol style="list-style-type: none"> The following options are suggested for further detailed investigations; rates funding, debt, grants, green bonds, social impact bonds, payment for outcomes contracts, public private partnerships, land value capture tax, congestion charging and value for money assessments. 	Complete

Meeting Date	Item No.	Resolution No.	Resolution	Status
Canterbury Regional Transport Committee 2023-02-23	8.7 2024 Government Policy Statement on Land Transport	CRTC/2023/09	<p>That the Canterbury Regional Transport Committee:</p> <ol style="list-style-type: none"> Delegates authority to the Chair of the Canterbury Regional Transport Committee to approve a submission on the draft 2024 Government Policy Statement on land transport on the Committee's behalf, prior to the submission closing date. Agrees that (at a minimum) any draft submission will be circulated via email to all Canterbury Regional Transport Committee members for feedback and input, with a minimum of five working days to provide feedback. Notes that the submission will be progressed as a combined Canterbury Regional Transport Committee and Canterbury Mayoral Forum submission, and that the respective Chairs will retain final discretion over any sought changes to the submission. 	Complete
Canterbury Regional Transport Committee 2023-02-23	8.8 Waka Kotahi NZ Transport Agency Update	CRTC/2023/010	<p>That the Canterbury Regional Transport Committee:</p> <ol style="list-style-type: none"> Receives the update from the Waka Kotahi NZ Transport Agency representative on the Canterbury Regional Transport Committee. 	Complete
Canterbury Regional Transport Committee 2023-02-23	8.9 Regional Land Transport Plan Annual Monitoring Report 2021-2022	CRTC/2023/011	<p>That the Canterbury Regional Transport Committee:</p> <ol style="list-style-type: none"> Receives the annual report on the Canterbury Regional Land Transport Plan 2021 – 2031 Monitoring Indicator Framework for the 2021 – 2022 financial year, included as Attachment 8.9.1. 	Complete

Canterbury Regional Transport Committee- Outstanding Resolutions Status Report - June 2023

Committee Date	Item No.	Resolution No.	Resolution	Status
Canterbury Regional Transport Committee 2022-08-25	8.6 Update on the setting of Speeds Rule 2022	CRTC/2022/25	That the Canterbury Regional Transport Committee: 1. Notes the Committee has a new responsibility in speed management planning that focuses on ensuring consistency and coordination in the region via a regional speed management plan. 2. Notes that the responsibility for deciding speeds still sits with the Road Controlling Authorities. 3. Agrees that the Regional Road Safety Working Group prepare advice on a fit for purpose approach to implementing the rule in Canterbury.	Complete
Canterbury Regional Transport Committee 2022-08-25	8.8 Canterbury RLTP 2021-31 Mid-Term Review	CRTC/2022/27	That the Canterbury Regional Transport Committee: 1. Notes that maintenance, resilience, safety, freight, and population growth remain important considerations for the planning process. 2. Agrees the focus areas for the RLTP 2024-2034 review project will be: <ul style="list-style-type: none"> understanding funding options, including a broader range of revenue streams, earlier in the process; working with mana whenua as a partner and improving the effectiveness of the plan for Māori; and clarify the contribution across the region to transport emissions reduction targets. 3. Notes that to maintain the feasibility and affordability of the plan, largely incremental innovation will be sought from most authorized organisations.	Complete

8.2. Regional Speed Management Plan - Policies

Canterbury Regional Transport Committee report

Date of meeting	Thursday, 1 June 2023
Author	Tiara Thorby, Strategy Advisor
Responsible Director	Katherine Trought, Director Strategy and Planning

Purpose

1. This report seeks agreement from the Canterbury Regional Transport Committee to the proposed 10-year policies for the draft Canterbury Regional Speed Management Plan, as required under the Land Transport Rule: Setting of Speed Limits 2022 (the Rule).

Recommendations

That the Canterbury Regional Transport Committee:

1. **Agrees to the proposed 10-year policies for the draft Canterbury Regional Speed Management Plan.**
2. **Notes that the Waka Kotahi Director of Land Transport has announced default deadlines of 5 October 2023 for the publication of any consultation draft Speed Management Plan and 29 March 2024 for submitting final draft Speed Management Plans for certification.**

Background

2. At the February 2023 meeting, the Canterbury Regional Transport Committee (CRTC) agreed to proceed with taking a 'light touch' approach to developing the Canterbury Regional Speed Management Plan (RSMP). This approach meets the requirements of the Land Transport Rule: Setting of Speed Limits 2022 (the Rule), with consistency of speeds across the region achieved gradually.
3. Under section 3.8(1) of the Rule a RSMP must:
 - 3.1. set out the objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan;
 - 3.2. include an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and
 - 3.3. include a general explanation of how a whole-of-network approach was taken to changing speed limits, safety cameras and safety infrastructure, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit.

4. As the CRTC is responsible for preparing the draft RSMP, the Committee must agree to policies that satisfy the requirements of the Rule.

Proposed speed management policies for Canterbury

5. In order to ensure regional consistency and meet the requirements of section 3.8(1)(a) of the Rule, transport officers and kaimahi working on speed management in Canterbury have developed the following proposed speed management policies:
 - 5.1. Survivable speeds, ensuring safety for all.
 - 5.2. Safe speeds to support health, wellbeing and liveable places for all.
 - 5.3. Safe speeds that contribute to emissions reduction, including having streets where people feel safe to walk, ride, cycle, scoot and access public transport.
 - 5.4. Safe speeds that support land use changes as growth occurs.
 - 5.5. Consistent speed limits across the Canterbury region.
 - 5.6. We will build and honour relationships with Rūnanga to achieve safe speeds, especially around locations of significance.
6. These proposed speed management policies align to the Waka Kotahi safe speed principles and the state highway speed management plan.
7. The Transport Officers Group and the speed management working group have received these proposed speed management policies for Canterbury. Territorial Authorities are beginning to include them in the development of their interim Speed Management Plans (SMPs).
8. Alongside the proposed speed management policies, the objectives and measures for managing speed in Canterbury also need to be set to meet the requirements of section 3.8(1)(a) of the Rule. The proposed approach for the draft RSMP is to align these with the relevant objective and measures in the draft Canterbury Regional Land Transport Plan (RLTP) 2024-34, which will support strategic alignment between these two plans.
9. The CRTC agreed to an updated strategic framework (including objectives) for the draft RLTP 2024-34 at its February 2023 meeting. The Committee is considering updates to the monitoring framework (including measures) for the draft RLTP 2024-34 as part of a separate item on this meeting agenda.
10. The proposed speed management policies as mentioned in paragraph five are also provided in **Attachment 1**.

Territorial authority speed management plans

11. Territorial authorities are continuing to progress with the development of, and public consultation on, their SMPs. Most of the nine Canterbury territorial authorities are developing an interim SMP which ensures the 40 percent target of safer journeys to school and kura will be met by June 2024.

12. Under section 3.5(1)(a) of the Rule, to create a territorial authority SMP a territorial authority must inform the relevant RTC of its intention to prepare a plan.
13. As at the time of preparing this report, the following territorial authorities have provided notice of their intention to prepare a SMP:

Council	Type of plan
Kaikoura	Full Speed Management Plan
Waimakariri	Interim and full Speed Management Plan
Selwyn	Interim Speed Management Plan
Christchurch City	Interim Speed Management Plan
Ashburton	Interim Speen Management Plan waiting for approval
Timaru	Interim Speed Management Plan
Mackenzie	Full Speed Management Plan
Waimate	Interim and full Speed Management Plan

14. The one territorial authority (Hurunui) not included in the table above may be preparing interim or full SMPs however, they have not formally notified the CRTC via Canterbury Regional Council staff channels.

Engagement and consultation

Rūnanga and community engagement

15. Due to the large number of project engagements planned for the year, the Canterbury Regional Council will be undertaking joined up, themed engagements with Papatipu Rūnanga and the community during 2023. The benefits of having themed engagements will be reduced workload, costs, confusion for the public and ensure communications across projects is consistent.
16. The RSMP will be included in an engagement campaign focused on *Resilient transport networks connecting Waitaha/Canterbury*. This engagement is planned for mid-July to mid-September 2023.
17. The purpose of the public engagement is to test the value of the proposed speed management policies, recognising the co-benefits of the other transport plans.
18. The public engagement will also cover the work on reviewing the Regional Land Transport Plan (RLTP) and the Canterbury Regional Public Transport Plan (RPTP).
19. The purpose of the conversations with Rūnanga is to understand their level of priority for speed management planning in Canterbury and to inform future RSMPs and Māori engagement. It would be beneficial to understand how Rūnanga and iwi value the transport shifts being proposed through a suite of other central and local government changes.

20. This engagement with Rūnanga will assist in establishing a process for Māori to contribute to the preparation of future RSMPs, as required by section 3.10 of the Rule.

Public consultation

21. In April 2023, the Waka Kotahi Director of Land Transport announced default deadlines for the publication of any consultation draft SMP (5 October 2023) and for submitting final draft SMPs for certification (29 March 2024). These dates apply to both RSMPs and territorial authority SMPs.
22. At an officer level, it has been agreed with territorial authorities that each SMP will have its own public consultation. To avoid triggering the process set out in section 3.5(2) of the Rule, the proposed approach is to publish a consultation draft of the RSMP after the territorial authorities have completed consultation on their own SMPs.
23. Staff are proposing to undertake public consultation on the draft RSMP at the same time as the draft RLTP. Public consultation is tentatively scheduled for February 2024.
24. As this date is after the consultation draft deadline set by the Waka Kotahi Director of Land Transport for publication, a request to extend this deadline will be required.
25. The 29 March 2024 deadline for a final draft RSMP for certification will be met.

Cost, compliance and communication

Financial implications

26. Work is being undertaken internally at the Canterbury Regional Council to ensure large project milestones, such as public document development, communications, and public engagement and consultation efforts, are being wrapped up with the RLPT to save on costs.
27. This ensures the RSMP can be undertaken at no extra cost to the Canterbury Regional Council or CRTC.

Risk assessment and legal compliance

28. There is the risk of judicial review if the CRTC and the Canterbury Regional Council are perceived to have a role in the decision making on individual speeds.
29. Work is being done to carefully craft public engagement and consultation material to ensure the audience is adequately informed on the roles and responsibilities of the CRTC and the Canterbury Regional Council.
30. As the Canterbury territorial authorities will have already consulted on their SMPs, which will include the regional speed management policies, it is planned that public consultation on the RSMP will be a short online survey. Any submissions on individual roads or speeds will be forwarded on to the responsible Road Controlling Authority. This meets the requirements of the Rule and the Local Government Act 2002.

31. There is some risk in working with a new Rule such as the Land Transport Rule: Setting of Speed Limits 2022, where there is uncertainty and lack of clarity in the Rule. We are working closely with our local Waka Kotahi Area Programme Manager and seeking internal legal advice as each stage of the project progresses.

Next steps

32. Canterbury Regional Council staff will continue to progress work on the RSMP, taking a 'light touch' approach as agreed at the 23 February 2023 meeting. At this stage of the process, this entails drafting up the RSMP using policies agreed to at this meeting, receiving completed SMP's and preparing an interim RSMP and undertake consultation.
33. Staff will update the CRTC on progress at the next meeting.

Attachments

1. Attachment 1- Proposed regional speed management policies [8.2.1 - 1 page]

Legal review	
Peer reviewers	Sam Bellamy, Team Leader - Strategy and Planning Tammy Phillips, Senior Strategy Advisor

Waka Kotahi Speed Management Principles are presented on the left and Canterbury Speed Management policies on the right.

Attachment 8.2.1



- Survivable speeds, ensuring safety for all.
- Safe speeds to support health, wellbeing and livable places for all.
- Safe speeds that contribute to emissions reduction including having streets where people feel safe to walk, ride, cycle, scoot, and access public transport.
- Safe speeds that support land use changes as growth occurs.
- Consistent speed limits across the Canterbury region.
- We will build and honor relationships with Rūnanga to achieve safe speeds around locations of significance.

8.3. Regional Land Transport Plan Review – Monitoring Framework, Significance Criteria and Significance Policy

Canterbury Regional Transport Committee report

Date of meeting	Thursday, 1 June 2023
Author	Clare Pattison, Principal Strategy Advisor Tiara Thorby, Strategy Advisor
Responsible Director	Katherine Trought, Director Strategy and Planning

Purpose

1. This paper seeks agreement from the Canterbury Regional Transport Committee to proposed changes to the Regional Land Transport Plan monitoring framework indicators, criteria for regionally significant activities, and significance policy which determines if variations to the plan require notification after the approval of the plan.

Recommendations

That the Canterbury Regional Transport Committee:

1. **Agrees to the proposed updates to the Regional Land Transport Plan monitoring framework indicators based on the following priorities from the updated strategic framework for the plan, agreed by the Committee on 23 February 2023:**
 - 1.1 **Create a well-maintained network.**
 - 1.2 **Implementing safer systems (Road 2 Zero).**
 - 1.3 **Support and develop freight systems connecting to air, rail, and sea.**
 - 1.4 **Support and develop connected public transport and active transport networks.**
 - 1.5 **Manage risk of exposure to extreme events.**
2. **Agrees to the proposed amendments to the Regional Land Transport Plan significance criteria to include a focus on the impact of the activity, not just its cost and sequencing.**
3. **Agrees to the proposed amendments to the Regional Land Transport Plan significance policy to remove the need to consult on a variation to undertake significant activities that are already in the plan as activities ‘On the Horizon’, as this inclusion indicates they are already sought by the Committee.**
4. **Notes that the proposed updates to the monitoring framework, significance criteria and significance policy will be consulted on as part of the draft 2024**

Regional Land Transport Plan and will be subject to change based on submissions and decisions made in deliberations.

- 5. Agrees to the proposed amendments to the significance policy in the 2021 Regional Land Transport Plan effective immediately with the same wording.**

Background

2. Section 16(3)(f) of the Land Transport Management Act 2003 (LTMA) requires the Regional Land Transport Plan (RLTP) to include measures for monitoring the performance of transport activities in the RLTP and a description of how monitoring will be undertaken to assess implementation of the RLTP.
3. Section 106(2) of the LTMA requires that the Canterbury Regional Transport Committee (CRTC) must adopt a policy that determines significance in respect of:
 - variations made to regional land transport plans under section 18D; and
 - the activities that are included in the RLTP under section 16.
4. Canterbury Regional Council staff have been working with the Transport Special Interest Group to develop a set of agreed RLTP monitoring indicators. The benefits of this include standardisation of RLTP's and to enable meaningful comparison across regions.
5. The proposed updates to the RLTP monitoring framework indicators, significance criteria and significance policy have been discussed and refined with the Transport Officers Group.

Proposed monitoring framework

6. At the February 2023 meeting, the CRTC agreed to updated RLTP priorities aligning with the updated vision and for work to progress to update the monitoring framework.
7. The current RLTP 2021-31 has five priority areas and 15 measures:
 - Safer systems implemented (Road to Zero) (three measures).
 - Manage demand sustainability (five).
 - Invest in a sustainable transport network that is integrated with land use (four).
 - Manage risk of exposure to extreme events (one).
 - Advocacy for investment in Canterbury transport network (two).
8. The proposed monitoring framework (**attached as Appendix 1**) seeks to streamline the measures and align them with the updated RLTP strategic framework approved by the CRTC in February 2023.
9. The proposed monitoring framework has five priority areas and 12 measures:
 - Create a well-maintained network (three measures).

- Implementing safer systems - Road to Zero (three).
- Support and develop freight systems connecting to air, rail and sea (two).
- Manage the risk of exposure to extreme events (one).
- Support and develop connected public transport and active transport networks (three).

Proposed significance criteria

10. The RLTP significance criteria determine which proposed activities are regionally significant and should be considered for ranking. The significance criteria separate business as usual or minor changes from activities that have a wider impact.
11. The proposed significance criteria (**attached as Appendix 2**) aim to broaden the criteria from cost and timing, to include alignment with the regional strategic direction set in the RLTP, and broader social, economic, cultural, and environmental outcomes.

Proposed significance policy

12. The significance policy is different from the significance criteria. The significance policy applies to proposed activities arising after the RLTP is approved and determines if a variation to the plan is required, and if that variation needs to be consulted on.
13. The proposed significance policy (**attached as Appendix 3**) removes the requirement for the Committee to consult on undertaking activities that are already signalled in the RLTP in the 'Significant activities on the horizon' section. This section is for activities that have not been proposed by an authorised organisation and have not been ranked but are sought by the Committee.
14. This change to the significance policy enables authorised organisations to obtain funding and undertake the work by a variation tabled with the CRTC.
15. Given the changing context for transport, it is recommended that staff amend the 2021 RLTP with this significance policy, effective immediately. As this is considered a minor amendment to the 2021 RLTP, no consultation is required once the CRTC agree to the policy.
16. This change will enable projects signalled in the 2021 RLTP which have significantly progressed, (e.g., implementation of the Ashburton Second Bridge and Mass Rapid Transit Indicative Business Case) to be funded if any NLTF funding became available by 30 June 2024.

Cost, compliance and communication

Risk assessment and legal compliance

17. There is no risk from these proposed RLTP updates. Staff have ensured the proposed measures fit with the Ministry of Transport's Transport Outcomes framework, align with the Waka Kotahi Arataki strategy and the Road to Zero strategy.
18. There are some small risks to accessing the proposed data sources as some are owned by individual territorial authorities. To mitigate this and ensure the monitoring framework has clearly established, high quality data sources, staff are continuing to establish relationships with Transport Officer Group members who have access to individual council data sources.

Engagement, Significance and Māori Participation

19. Due to the large number of project engagements planned for the year, the Canterbury Regional Council will be undertaking joined up, themed engagements with Papatipu Rūnanga and the community during 2023.
20. The benefits of having themed engagements will be reduced workload, costs, confusion for the public and ensure communications across projects is consistent.
21. Engagement with Papatipu Rūnanga and the public on the larger context of Canterbury's transport system is scheduled for mid-July – September 2023.
22. Public consultation on the full draft RLTP is tentatively scheduled for February 2024.

Next steps

23. Staff will action any feedback from the Committee on the proposed RLTP monitoring framework, significance criteria and significance policy, and following that, will include them in the draft RLTP 2024-2034.
24. Staff will amend the 2021 RLTP significance policy.

Attachments

1. Appendix 1 – RLTP monitoring framework [8.3.1 - 1 page]
2. Appendix 2 – RLTP significance criteria [8.3.2 - 1 page]
3. Appendix 3 – RLTP significance policy [8.3.3 - 1 page]

Legal review	
Peer reviewers	Sam Bellamy, Team Leader – Strategy and Planning Laura Dance, Strategy Advisor

Appendix 1 – Proposed 2024-2027 Regional Land Transport Plan monitoring framework

Create a well-maintained network			
Measure	Annual proportion of vehicle kilometres travelled on 'smooth' sealed roads	Percent of maintenance bid by Waka Kotahi funded by RCA	Percent of maintenance funded by RCA
Data sources	Condition – smooth travel exposure (REG PMRT)		
Desired trend	Increase		
Implementing safer systems (Road to Zero)			
Measure	40% reduction of deaths and serious injuries by 2030	Annual injuries per million kilometres travelled	Annual crashes involving trucks
Data sources	Road run offs (CAS)	Crashes at intersections (CAS)	
Desired trend	Decrease		
Support and develop freight systems connecting to air, rail and sea			
Measure	Freight to and from Canterbury ports by rail	Rail movements to, from and within Canterbury	
Data sources	Freight to and from Canterbury ports by rail (AADT counts and FIGS)		
Desired trend	Increase		
Manage the risk of exposure to extreme events			
Measure	Number of unplanned disruptions to state highways		
Data sources	Resilience – unplanned closures arising from natural hazards (TREIS)		
Desired trend	Decrease		
Support and develop connected public transport and active transport networks			
Measure	Kilometres of active transport network (walking and cycling)	Reliability of public transport services in Greater Christchurch	Public transport boarding
Data sources	Kilometres of active transport network (walking and cycling) council data	Public transport punctuality	Public transport patronage
Desired trend	Increase		

Appendix 2 – Criteria for Regionally Significant Activities

This section outlines the activities classed as ‘regionally significant’ activities as required by section 16(3)(d).

An activity is considered to be regionally significant if it:

- Directly contributes to achieving the vision identified in this plan; and
- Is fundamental to achieving one or more priorities identified in this plan; and
- Enables or contributes to social, environmental, cultural, or economic benefits of the wider Canterbury region, such as:
 - The more people affected the more significance it will have.
 - The extent to which the matter under consideration is of an interest within the community.
 - The greater the cost implications, the more significance it should be treated with.
 - The greater the social, environmental, or cultural implications, the greater the significance of the decision.

Appendix 3 – Significance Policy - Variations

Each regional transport committee must, in accordance with section 106(2) of the Act, adopt a policy that determines “significance” of activities in respect of whether variations to the RLTP, provided for by section 18D of the Act, shall be notified.

If good reason exists to do so, a regional transport committee may prepare a variation to its Plan during the period to which it applies. A variation may be prepared by a regional transport committee:

1. at the request of an approved organisation or the transport agency
2. on the regional transport committee’s own motion.

Consultation is only required for those activities deemed to be significant. Where a variation to the Plan is required, the significance of that variation will be determined on a case-by-case basis.

In general, if an activity meets one or more of the following it is likely to be deemed significant:

- Whether the improvement activity has a value of more than \$5 million; or
- Whether the activity has a significant effect on not achieving the objectives in the Plan; or
- Whether the activity impacts on the overall affordability of the Plan; or
- Whether the activity has significant network, economic or land use implications or impacts on Canterbury and/or other regions; or
- The extent to which, and the manner in which, the matter has already been or needs to be consulted upon;

And

- has not previously been identified or consulted on as a “regionally significant activity on the horizon” or through other identification/activity in RLTP planning documents.

8.4. Appointment to the Regional Road Safety Working Group

Canterbury Regional Transport Committee report

Date of meeting	Thursday, 1 June 2023
Author	Luke Carey, Senior Strategy Advisor
Responsible Director	Katherine Trought, Director Strategy and Planning

Purpose

1. The purpose of this report is to appoint Mayor Marie Black as chair of the Regional Road Safety Working Group.

Recommendations

That the Canterbury Regional Transport Committee:

1. **Revoke resolution CRTC/2023/004 appointing Mayor Dan Gordon as chair of the Canterbury Regional Road Safety Working Group.**
2. **Resolve to appoint Mayor Marie Black as chair of the Canterbury Regional Road Safety Working Group for the 2023 triennium.**

Discussion

2. The Canterbury Regional Road Safety Working Group (RRSWG) is one of two staff-level working groups that provide advice to the Canterbury Regional Transport Committee (CRTC).
3. At the 23, February 2023 meeting, the CRTC resolved to appoint Mayor Dan Gordon as chair of the RRSWG. The recommendation from staff was for CRTC to nominate one of its members to chair the group, and in discussion on the item, Mayor Gordon was the only nomination put forward.
4. Since the last meeting, Mayor Gordon has found himself unable to commit the time required and Mayor Marie Black has expressed an interest in the role.
5. A change in the CRTC's nomination will be of no significance to RRSWG members as the group did not hold their usual meeting last quarter. Staff are therefore seeking that the CRTC amend the nomination.
6. This paper accordingly seeks to use standing order 24.6 'Revocation or alteration by recommendation in report' to revoke the previous resolution CRTC/2023/004 appointing Mayor Gordon, and institute a new resolution appointing Mayor Black.

Next steps

7. Subject to the agreement of the CRTC, Mayor Marie Black will chair the next meeting of the RRSWG in July 2023, and remaining RRSWG meetings this triennium.

Legal review	Robyn Fitchett, General Counsel
Peer reviewers	Sam Bellamy, Team Leader – Strategy and Planning Tiara Thorby, Strategy Advisor

8.5. Meeting Minutes - South Island Regional Transport Committee Chairs

Canterbury Regional Transport Committee report

Date of meeting	Thursday, 1 June 2023
Author	Luke Carey, Senior Advisor
Responsible Director	Katherine Trought, Director Strategy and Planning

Purpose

1. The purpose of this report is to provide the Canterbury Regional Transport Committee with the unconfirmed minutes of the last meeting of the South Island Regional Transport Committee Chairs Group, held 13 March 2023.

Recommendations

That the Canterbury Regional Transport Committee:

1. **Receives the unconfirmed minutes of the 13 March 2023 meeting of the South Island Regional Transport Committee Chairs Group.**

Discussion

2. The first meeting of the incoming South Island Regional Transport Committee (SI RTC) Chairs Group for this triennium was held on 13 March 2023. The meeting was held in-person at the Novotel Christchurch Airport. A copy of the meeting minutes is provided as **Attachment 8.5.1**.
3. There has been some changes in group membership from the last triennium. Nelson, Tasman and Marlborough each sent one representative, with Nelson-Tasman having recently established a combined RTC. Councillor Kate Wilson (Otago) was elected Chair and Councillor Stuart Bryant (Tasman) Deputy Chair of the group.
4. The incoming chairs received a briefing from staff on the role and value of the group, and the work undertaken last triennium (**Attachment 8.5.2**).
5. Guest attendees included:
 - Bryn Gandy, Deputy Chief Executive at Te Manatū Waka, Ministry of Transport
 - Emma Speight, Director Regional Relationships, Wellington & Top of the South at Waka Kotahi
 - Gary Ikin, South Island Infrastructure Manager at Kiwirail.
6. The guest attendees each spoke to their organisations' key priorities and forward work programme for the coming 2-3 years. A memo was requested of Kiwirail on the IReX project (**Attachment 8.5.3**).

7. There was a high level of engagement in the discussion and members have signalled an intent to meet more regularly over the next 12 months, preferably quarterly. Preparations are underway for a meeting in July 2023.

Attachments

1. Minutes South Island RTC Chairs 13 March 2023 [8.5.1 - 3 pages]
2. Item 5. Briefing to the incoming Chairs [8.5.2 - 4 pages]
3. Memo i Rex 28.03.23 [8.5.3 - 2 pages]

Legal review	
Peer reviewers	Sam Bellamy, Team Leader – Strategy and Planning

Minutes - South Island Regional Transport Committee Chairs

Venue: Manapouri 2 Room (top floor) Novotel Christchurch Airport, 30 Durey Road, Christchurch Airport

Date: Monday 13 March 2023, 9:00am – 12noon



In Attendance:

Otago Regional Council
Cr Kate Wilson (South Island
RTC Group Chair)
Cr Alexa Forbes

Southland Regional Council
Cr Jeremy McPhail
Cr Phil Morrison

Marlborough District Council
Cr Brian Dawson

Nelson City Council
Mayor Nick Smith (arrived
11:40am)

Canterbury Regional Council
Chair Peter Scott
Cr Grant Edge

West Coast Regional Council
Cr Peter Ewen

Tasman District Council
Deputy Mayor Stuart Bryant
(arrived 9:40am)

Waka Kotahi NZTA
Emma Speight

Member Apologies: Cr Peter Haddock, WCRC

James Caygill, WK

Transport Officers Attendees:

Canterbury Regional Council
Jesse Burgess
Clare Pattison
Luke Carey
Nicole Ball

Southland Regional Council
Russell Hawkes

Marlborough District Council
Laura Skilton

Otago Regional Council
Lorraine Cheyne

West Coast Regional Council
Nichola Costley (online)

Tasman District Council
Dwayne Fletcher

Nelson City Council
Drew Bryant

Welcome and Apologies, Introductions

Chair Peter Scott, as Chair of Canterbury Regional Transport Committee, opened the meeting with a welcome and karakia. Each attendee shared an opening introduction and update on topical issues in their region.

3. Nomination of Chair

There was a call for nominations for Chair of the South Island Regional Transport Committee Chairs Group. Only one nomination was received for Chair. After further discussion it was subsequently agreed to call for nominations for a Deputy Chair also.

A motion was moved to nominate Councillor Kate Wilson as Chair of the South Island Regional Transport Committee Chairs Group.

Moved / Seconded

Councillor McPhail / Councillor Forbes
CARRIED (unanimous)

A subsequent motion was moved to nominate Councillor Stuart Bryant, Tasman District Council, as Deputy Chair.

Moved / Seconded

Councillor Scott / Councillor Forbes
CARRIED (unanimous)

4. Regional Updates

Each member had an opportunity to speak to top of mind issues in their respective regions. Maintenance of low volume roads was a key topic raised by multiple members. Discussion centred around prioritising maintenance on core routes and needing to have future-focused conversations with communities about levels of service for low volume roads in a changing climate.

5. Briefing: South Island RTC Chairs Group

Luke Carey and Clare Pattison provided a briefing on the role and value of the South Island Regional Chairs Committee forum and work undertaken in the last term. Clare Pattison gave a presentation on climate mitigation and adaption and the shift sought for the transport sector.

Chair Peter Scott, in discussion on the item expressed support for working collaboratively to engage with central government on South Island transport issues and highlighted the success of the freight summit.

6. Partner Updates

The group heard from Bryn Gandy, Deputy Chief Executive at Te Manatū Waka on the Ministry's key priorities and forward work programme for the coming 2-3 years.

Emma Speight (Waka Kotahi) gave an update on the Government Policy Statement Land Transport (GPS), the current National Land Transport Programme position and the overall Regional Land Transport funding situation. Emma stressed the importance of having a programme of activities in Regional Land Transport Plans (RLTP's) that is resilient to short term changes in government direction and the importance of providing feedback on the draft GPS.

Gary Ikin, South Island Infrastructure Manager (KiwiRail) spoke to the upcoming work programme and priorities in 2023 – 2025 and the issues they face. Better funding through the Rail Network Investment Programme (RNIP) has allowed KiwiRail to do their work more economically. Kiwirail are now having monthly meetings with Christchurch City Council and Waka Kotahi on their work programmes. Upcoming priorities include a new Fairton freight hub and 57 new locomotives coming to the South Island, which will be more fuel efficient and environmentally friendly. A national resilience programme business case for rail is being progressed.

7. Review RLTP Joint Statement

Russel Hawkes spoke to this item. The Chairs were broadly comfortable with the content of the joint statement, but sought to amend the priorities to reflect changing government priorities. To add climate mitigation/reducing transport sector emissions to the list of priorities. Staff advised they will come back to the group with drafted amendments for the next meeting.

8. Revisit Collaboration Charter

There was insufficient time to discuss this item in any detail although agreement that the Collaboration Charter needed to be updated to reflect the revised joint statement..

9. Summary and Wrap-up

Councillor Grant Edge closed the meeting with a karakia.

5. Briefing to the incoming South Island Regional Transport Committee Chairs

Purpose

To brief the incoming South Island Regional Transport Committee Chairs on the role and value of this forum, and its previous work.

Recommendations

1. That the incoming Chairs receive the briefing on the role and value of the South Island RTC Chairs Group.

Background

1. The South Island Regional Transport Committee Chairs Group was first established in 2016 with the purpose of significantly improving transport outcomes in the South Island through greater collaboration and integration. The Chairs have had a long-standing interest in both freight and visitor journeys across the South Island.
2. Membership comprises the Chair and Deputy Chairs of all South Island Regional Transport Committees, Southland, Otago, Canterbury, West Coast, Nelson, Tasman and Marlborough. Waka Kotahi representatives are also members with the two Directors of Regional Relationships whose regions span the South Island. Canterbury Regional Council currently provides secretariat support services for the group, in addition to being a member.
3. The group is a collaborative forum, governed by a shared collaboration charter (attachment 1). The collaboration charter is a living document that can be updated at any point in time. The charter was last updated at the start of the previous local government triennium in 2019. It is primarily a record of the groups priority focus areas and agreed ways of working. The current agreed priority areas are as follows:
 - Advocacy for transportation in the South Island
 - Resilience of the transport network
 - Freight journeys across the South Island
 - Tourism journey improvements across the South Island
 - An enabling funding approach for innovative multi-modal (road, rail, air, sea) solutions
 - Explore opportunities for inter-regional public transport.
4. Meetings are to be held at least once per annum and quorum is unanimous, meaning each member must send at least one governance representative to every meeting for there to be quorum. This was agreed in recognition of the strong collaborative basis for the group. Because it is a collaborative forum however, continued participation from partners is ultimately voluntary.

5. The group has no statutory roles or responsibilities. The group is supported by a fairly informal group of transport officers and staff from partner organisations, which currently meets as and when required around meetings.
6. There is a shared budget/cost centre administered by Environment Canterbury on behalf of the forum. The budget currently has unspent reserves funding of \$48,735. There is a cost share agreement in place across partner councils, with Waka Kotahi providing Funding Assistance Rate contribution as appropriate. The agreed share is as follows:
 - Canterbury: 30%
 - Otago: 20%
 - All other partner regions: 10% share each (50% in total).
7. Environment Canterbury has begun publishing copies of South Island RTC Chairs Group meeting agendas and minutes on their website. Available [here](#) (see 'South Island RTC Chairs Group', 'key group documents').

Recent work

8. In its last term, the South Island Regional Transport Committee Chairs met on an 'as required' basis. Between November 2021 and May 2022, the group were very active, meeting four times, and successfully holding an in-person meeting (despite being in the midst of a pandemic) in November 2021.
9. While the group were briefed by staff on a range of transport issues, including people and freight movement, emissions and resilience, the groups' focus over this period was freight. While the focus on freight was initially driven by Canterbury beginning to have freight discussions within their region, it was quickly picked up through the Chairs forum and elevated to a South Island discussion. The Chairs had already commissioned a 2019 study into opportunities for freight mode shift implementation¹.
10. The freight work culminated in the group hosting an online South Island Freight Summit in March 2022, which was attended by key industry representatives, namely:
 - Ministry of Transport
 - Lyttelton Port Company
 - Pacifica Shipping
 - Kiwirail
 - Ngai Tahu Holdings Ltd
 - Wareing Group
 - Sorted Logistics
 - Hiringa Energy.
11. The event was well-received, having developed some key relationships across the sector, facilitated some future-focused discussions and furthered a regional understanding of the South Island freight sector.

¹ Available at: <https://www.ecan.govt.nz/your-region/living-here/transport/regional-transport-planning/south-island-transport-challenges/> (see 'research commissioned')

12. An early output of this work was a submission from the South Island RTC Chairs group on the Ministry of Transport's draft Freight and Supply Chain Strategy on 30 May 2022 (attachment 1) which outlined several key position statements on freight and supply chains:

- 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.

13. The chairs saw their role in freight as being both leaders and facilitators of change, facilitating greater collaboration across the sector, advocating effectively to central government and advancing future-focused decision-making.

14. In their last term, the Chairs also advocated strongly for resilience to have greater prominence in the Government Policy Statement on Land Transport (GPS). Resilience is now an emerging priority for the draft 2024 GPS and looks to feature strongly.

Role and value of the Chairs' forum

15. The primary role of Regional Transport Committees is to prepare and (where necessary) amend their region's Regional Land Transport Plan (RLTP). RLTP's are the primary means for identifying regional transport investment needs and attracting funding from multiple sources.

16. However, there is also an opportunity for regional transport committees to play a broader role in improving transport outcomes. For example, this can include advocacy for legislative and policy changes at the national level, facilitating collaborative discussions across the sector, and/or developing/commissioning pieces of work to further shared outcomes. It is primarily a forum for RTC Chairs to agree areas of shared advocacy, as opposed to overseeing work progressed by the secretariat.

17. The South Island is a significant proportion of Aotearoa New Zealand. The Chairs forum is an opportunity to come together as a collective to represent and progress shared interests. On the basis that we are more effective working together than individually.

Priorities for this term

18. This is a governance-level forum, and it is up to elected members to agree and set the direction and focus for the group this term.

19. There was some momentum built progressing freight issues in the last term, that would make it quicker and somewhat easier to pick the freight topic up again this term and progress it further. But there are other competing issues also, such as people movement and resilience of the transport networks.
20. The partner updates session is aimed at providing an understanding of what the priorities and areas of focus are for Te Manatū Waka – the Ministry of Transport, Waka Kotahi NZ Transport Agency and Kiwirail over the next three years. The direction-setting workshop is the space to explore these competing issues in greater detail, agree any shared positioning on and/or identify further work to advance as Chairs.

Attachments

Attachment 1: South Island RTC Chairs Collaboration Charter

Attachment 2: Submission of South Island RTC Chairs on MoT Freight and Supply Chain Issues Paper, 3 June 2022

Memo

Date	28 March 2023
Subject	iRex Project
Prepared by	Laura Skilton, Marlborough Roads
Reviewed by	Diane Livingston, KiwiRail

Purpose

To brief the South Island Regional Transport Committee (SI RTC) Chairs on the iRex project and its broader impacts on the South Island.

This is in response to a request from the SI RTC Chairs at their 13 March meeting for further information on the project.

Project Overview

The Interislander ferry fleet is nearing the end of its serviceable life. The iRex project replaces the existing four vessels with two new, larger ferries. Both will have roll-on, roll-off rail compatibility, meaning that rail freight can reach key South Island destinations quicker.

The project requires the rebuild of both Wellington and Picton ferry terminals. Physical construction works are due to start this year (2023) and be largely complete for the first new ferry arrival in 2025.

In Picton this work will require approximately 350 construction workers for a 2–3-year period. This could make it more difficult to secure contractor expertise to progress other infrastructure improvement projects in the South Island in the short-term.

Increase in Capacity

The existing ferry fleet is known to have insufficient capacity for light passenger vehicles at peak travel times, and Kiwirail anticipate continued growth in demand over coming decades.

While the average sailing carries around 100 to 120 light passenger vehicles, the new ferries will have capacity for twice as many passengers and private vehicles as the existing ferries to accommodate these seasonal fluctuations in demand. The maximum number of private vehicles that can be accommodated on each vessel will increase from 350 to over 600.

The new ferries will have three times as much rail capacity as the existing ferries. Presently, half a standard-length freight train can be accommodated on each ferry sailing, requiring shunting to Spring Creek (Blenheim) and up to 24hrs delay for the remaining rail wagons to make the crossing. The new ferries can accommodate a full-length freight train on each sailing. This not only increases rail capacity on the ferries but reduces the transit time for inter-island rail freight.

Proposed Timetable

The proposed timetable will be the same as existing and is based on driving times for truck drivers from major locations to Wellington and Picton. But with no spare ferry to ease the turnaround, the new ferries must be emptied and reloaded within a one hour turn around.

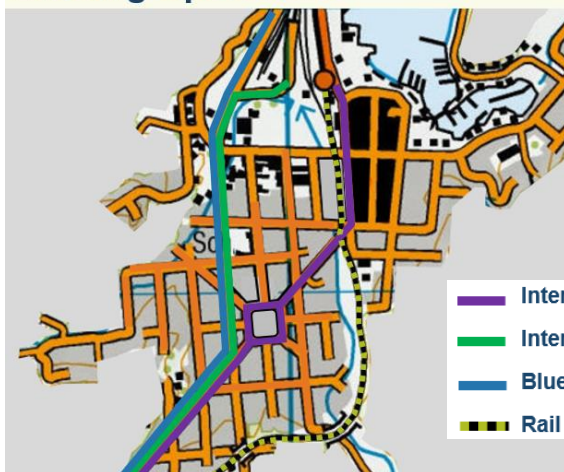
Waitohi / Picton Impacts

Within Picton, the marshal yard will relocate in late March 2023 so that all vehicles on the ferry will access the road network at the same location as the Bluebridge Ferry, on Kent Street.

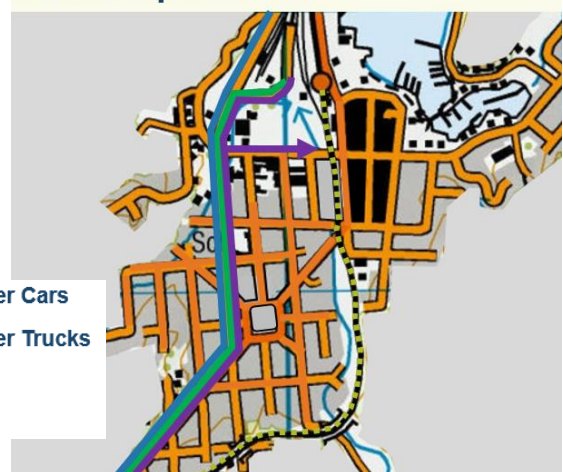
There are several local road network changes as part of the project:

- The level crossing on Dublin Street will be grade separated (upgraded to a bridge) to ensure the longer freight trains do not block this crossing. Dublin Street will be closed for 18 months for construction from around June 2023 to November 2024.
- Intersection improvements are needed at the Kent/Wairau intersection due to the increased traffic that will arrive at the priority approach and long queues anticipated here.
- Intersection improvements are required at the Kent/Queen Charlotte Drive/Lagoon/Dublin roundabout as there will be long queues on the northern approach at peak periods which (if left unresolved) will interfere with the Interislander ferry turnaround time.
- SH1 will relocate from Auckland Street to Kent Street.

Existing Operations



Future Operations



Wider Impacts

Over the peak periods there will be much longer platoons of vehicles leaving the ferry and travelling through Blenheim and on to Nelson and other South Island destinations. They will disperse with distance from Picton, but will be noticeable within Marlborough.

The full impact of this on the wider network has not been determined. There are no plans to upgrade other parts of the state highway network as a consequence of the project at this point in time.

Further information

For further information, contact Diane Livingston (details below) or visit the iRex webpage:
<https://www.irex.co.nz/>

Diane Livingston | Principal Advisor Communications and Engagement iRex

MOB: +64 272825708

Level 1, 2 Bunny Street, Wellington 6011 | PO Box 593, Wellington 6140, New Zealand



9. Next Meeting

The next meeting of the Canterbury Regional Transport Committee is scheduled to be held on Thursday, 24 August 2023 at 4.15pm. 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 Canterbury Regional Transport Committee.