

Agenda 2023

Transport, Urban Development, and Air Quality Committee

Date: Wednesday, 11 October 2023
Time: 10.30AM
Venue: Council Chamber
Environment Canterbury
200 Tuam Street, Christchurch



Transport, Urban Development and Air Quality Committee

Membership

Committee Chair: Chair Peter Scott

Committee Deputy Chair: Councillor Vicky Southworth

Committee Members:

- Councillor Greg Byrnes
- Councillor Iaeen Cranwell
- Councillor Joe Davies
- Councillor Paul Dietsche
- Councillor David East
- Councillor Grant Edge
- Councillor Tutehounuku Korako
- Councillor Ian Mackenzie
- Councillor Claire McKay
- Councillor Craig Pauling
- Councillor Genevieve Robinson
- Councillor John Sunckell
- Councillor Deon Swiggs
- Councillor Nick Ward

TRANSPORT, URBAN DEVELOPMENT, AND AIR QUALITY COMMITTEE

TERMS OF REFERENCE

Adopted by Council 14 December 2022

REPORTING TO:	Council
MEMBERSHIP:	All members of Council
QUORUM:	Eight (8)
MEETING FREQUENCY:	Six meetings per annum
CHAIR:	One Chair One Deputy Chair

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 below, 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.
1.2	14 December 2022	Council	Changed name of committee Removed references to Tumu Taiao Updated meeting frequency Changed from Co-chairs to Chair and Deputy Chair

Common Transport, Urban Development and Air Quality 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	Canterbury Regional Transport Committee
RUC	Road User Charges
SI RTC Chairs	South Island Regional Transport Committee Chairs Group
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

Transport, Urban Development and Air Quality Committee Table of Contents

1. Karakia/Mihi Timatanga - Opening	7
2. Apologies.....	7
3. Conflicts of Interest	7
4. Public Forum, Deputations, and Petitions.....	7
5. Extraordinary and Urgent Business.....	8
6. Notices of Motion	8
7. Minutes	9
7.1. Unconfirmed Minutes - Transport, Urban Development and Air Quality Committee - 9 August 2023	9
8. Report Items	15
8.1. Transport, Urban Development and Air Quality Committee Resolutions Status Report - October 2023	15
8.2. Clean Air Work Programme Update 2023	19
8.3. Air Quality, Transport and Urban Development Key Achievements and Issues	29
8.4. Report from the Chair	34
9. Resolution to go into Public Excluded	54
10. Next Meeting.....	56
11. Karakia Whakamutunga - Closing.....	56

1. Karakia/Mihi Timatanga - Opening

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

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 a 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 Transport, Urban Development and Air Quality 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.

Items not on the agenda may be brought before the meeting through a report from either the chief executive or the Chairperson.

The item may be allowed onto the agenda by resolution of the Transport, Urban Development and Air Quality Committee.

Minor Matters relating to the General Business of the Transport, Urban Development and Air Quality 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 - Transport, Urban Development and Air Quality Committee - 9 August 2023

Transport, Urban Development and Air Quality Committee

Date of meeting	Wednesday, 11 October 2023
Author	Oliver Neal, Committee Advisor
Endorsed by	Petrea Downey, Team Leader Governance

Purpose

1. The previously circulated minutes from the Transport, Urban Development and Air Quality Committee on 9 August 2023 are to be confirmed.

Recommendations

That the Transport, Urban Development and Air Quality Committee:

1. Confirms the minutes from the Transport, Urban Development and Air Quality Committee meeting held on 9 August 2023.

Attachments

1. 2023-08-09 UNCONFIRMED Transport, Urban Development and Air Quality Committee Minutes 9 August 2023 [7.1.1 - 5 pages]

Minutes of the Transport, Urban Development and Air Quality Committee held at Environment Canterbury, Council Chamber, 200 Tuam Street, Christchurch, on Wednesday, 9 August 2023 at 10.30am.

Present

Chair Peter Scott, Deputy Committee Chair Vicky Southworth, Councillors Greg Byrnes, Iaeen Cranwell, Joe Davies, Paul Dietsche*, Grant Edge, Tutehounuku Korako, Claire McKay, Craig Pauling, Genevieve Robinson, Deon Swiggs, John Sunckell, and Nick Ward.

*via audio/visual link

1. Karakia/Mihi Timatanga - Opening

Cr Korako opened the meeting with a karakia and mihi whakatau. He also acknowledged the recent passing of the former All Blacks captain Rangitane (Tane) Norton.

The meeting did not go into the public excluded session (agenda item 9.0). The Chair informed the Committee that the items requiring approval in the public excluded session could be addressed within the context of the open meeting.

2. Apologies

An apology for absence was received from Cr David East who was on Council business, and apologies for absence were received from Cr Ian Mackenzie.

3. Conflicts of Interest

There were no conflicts of interest reported.

4. Public Forum, Deputations, and Petitions

There were no requests for public forums, deputations, or 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

7.1 Unconfirmed Minutes - Transport, Urban Development, and Air Quality - 14 June 2023

Refer to pages 9-14 of the agenda.

The open and public excluded minutes were taken at this time.

Resolved TUDAQ/2023/21

An updated staff recommendation was provided.

That the Transport, Urban Development and Air Quality Committee:

1. Confirms the minutes from the Transport, Urban Development and Air Quality Committee meeting held on 14 June 2023.
2. Confirms the public excluded minutes from the Transport, Urban Development and Air Quality Committee meeting held on 14 June 2023.

Cr McKay/Cr Byrnes
CARRIED

8. Report Items

Refer to pages 15-34 of the agenda.

8.1 Transport, Urban Development and Air Quality Committee Resolutions Status Report - August 2023

Refer to pages 15-18 of the agenda.

Staff provided visibility on the status of resolutions made by the Transport, Urban Development and Air Quality Committee from open and public excluded meetings.

Resolved TUDAQ/2023/22

An updated staff recommendation was provided.

That the Transport, Urban Development and Air Quality Committee:

1. Notes the status of previous resolutions provided in the Transport, Urban Development and Air Quality Committee Resolutions Status report August 2023.
2. Notes the status of public excluded resolutions provided in the Transport, Urban Development and Air Quality Committee Resolutions Status Report Public Excluded August 2023.

Cr Southworth/Cr Robinson
CARRIED

Cr Korako left the meeting at 10.50am and returned at 10.55am during the discussion on agenda item 8.2.

8.2 Portfolio Work Programme Update Including PT Performance and Clean Air Winter Programme

Refer to pages 19-31 of the agenda.

Staff updated the Committee on the progress of the Air Quality, Transport and Urban Development portfolio.

Secretarial note: The Chair requested the following be noted:

- MyWay Fare Trial – Timaru
A committee member commented on the success of the ongoing Timaru MyWay Fare Trial, noting that nearly 230,000 trips were undertaken during the 2022/23 financial year. Attention was also drawn to MyWay's public transport satisfaction score of 95%, with ratings of 4.7 out of 5.0. It was acknowledged that the level of patronage in Timaru is the highest annual patronage since the 2004/05 financial year. Staff were commended for the success of the trial.
It was emphasised that there was a need for a substantive discussion concerning Waka Kotahi in relation to MyWay, aiming to facilitate its evolution from a trial phase. The importance of addressing this matter was underscored as a critical consideration.

Resolved TUDAQ/2023/23

Staff recommendation adopted without change.

That the Transport, Urban Development and Air Quality Committee:

1. Receives the work programme report for quarter four 2022/23 for the Air Quality, Transport and Urban Development portfolio.

Cr Davies/Cr Ward

CARRIED

Cr Dietsche joined the meeting online at 11.02am during the discussion of agenda item 8.3.

8.3 Report from the Chair

Refer to pages 32-34 of the agenda.

Chair Scott raised matters of current interest to the Air Quality, Transport and Urban Development portfolio.

Secretarial note: The Chair requested the following be noted:

- Report on Dust Mitigation and Monitoring Initiatives
 - An update was given regarding Councillors engagement in advancing progress on dust issues in the Yaldhurst/Hornby area. There was an expectation of a forthcoming report stemming from a comprehensive literature review, aimed at identifying global best practices for dust mitigation, with a projected release in mid-October 2023.
 - Ongoing actions were being taken to engage Te Whatu Ora Health NZ in leveraging their expertise, concerning optimal approaches and possible aspects to enhancements to health. Council funding allowed an increased staff presence for proactive compliance activities. A supplier provided Council field staff with their latest monitor model, which they were utilising. The supplier was covering the monitor costs.

Resolved TUDAQ/2023/24

Staff recommendation adopted without change.

That the Transport, Urban Development and Air Quality Committee:

1. Receives the Chair's report for the Air Quality, Transport and Urban Development portfolio.

Cr Swiggs/Cr Pauling

CARRIED

10. Next Meeting

The next meeting will be held on Wednesday, 11 October 2023.

11. Karakia/Whakamutunga - Closing

A karakia was provided later in the day.

The meeting concluded at 11.07am

CONFIRMED 11 OCTOBER 2023

Chair Peter Scott
Environment Canterbury

8. Report Items

8.1. Transport, Urban Development and Air Quality Committee Resolutions Status Report - October 2023

Transport, Urban Development and Air Quality Committee report

Date of meeting	Wednesday, 11 October 2023
Author	Oliver Neal, Committee Advisor
Responsible Director	Katherine Trought, Director Strategy and Planning

Purpose

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

Recommendations

That the Transport, Urban Development and Air Quality Committee:

1. **Notes the status of previous resolutions provided in the Transport, Urban Development and Air Quality Committee Resolutions Status Report October 2023.**

Status Reporting

2. The status of resolutions is reported at each ordinary Transport, Urban Development and Air Quality 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 6 December 2023 meeting of the Transport, Urban Development and Air Quality Committee.

Attachments

1. TUDAQC Resolutions Status Report Last Meeting October 2023 [8.1.1 - 1 page]
2. TUDAQC Resolutions Status Report Outstanding and In Progress October 2023 [8.1.2 - 1 page]

Transport, Urban Development and Air Quality Committee Resolutions Status Report - Last Meeting (9 August 2023) - October 2023

Meeting Name	Report	Resolution Number	Resolution	Status
Transport, Urban Development and Air Quality Committee 2023-08-09	7.1 Unconfirmed Minutes – Transport, Urban Development and Air Quality Committee – 9 August 2023	TUDABC/2023/21	That the Transport, Urban Development and Air Quality Committee: 1. Confirms the minutes from the Transport, Urban Development and Air Quality Committee meeting held on 14 June 2023. 2. Confirms the public excluded minutes from the Transport, Urban Development and Air Quality Committee meeting held on 14 June 2023.	Complete
Transport, Urban Development and Air Quality Committee 2023-08-09	8.1 Transport, Urban Development and Air Quality Committee Resolutions Status Report - August 2023	TUDABC/2023/22	That the Transport, Urban Development and Air Quality Committee: 1. Notes the status of previous resolutions provided in the Transport, Urban Development and Air Quality Committee Resolutions Status report August 2023. 2. Notes the status of public excluded resolutions provided in the Transport, Urban Development and Air Quality Committee Resolutions Status Report Public Excluded August 2023.	Complete
Transport, Urban Development and Air Quality Committee 2023-08-09	8.2 Portfolio Work Programme Update Including PT Performance and Clean Air Winter Programme	TUDABC/2023/23	That the Transport, Urban Development and Air Quality Committee: 1. Receives the work programme report for quarter four 2022/23 for the Air Quality, Transport and Urban Development portfolio.	Complete
Transport, Urban Development and Air Quality Committee 2023-08-09	8.3 Report from the Chair	TUDABC/2023/24	That the Transport, Urban Development and Air Quality Committee: 1. Receives the Chair's report for the Air Quality, Transport and Urban Development portfolio.	Complete

Transport, Urban Development and Air Quality Committee Resolutions Status Report - Outstanding and In Progress - October 2023

Meeting Date	Item No.	Resolution No.	Resolution	Status
Transport, Urban Development and Air Quality Committee 2023-06-14	8.3 2024 Government Policy Statement on Land Transport	TUDAQC/2023/15	<p>That the Transport, Urban Development and Air Quality Committee:</p> <ol style="list-style-type: none"> 1. Delegates authority to the Chair of the Transport, Urban Development and Air Quality Committee to approve a submission on the draft 2024 Government Policy Statement on land transport, prior to the submission closing date. 2. Agrees that (at a minimum) any draft submission will be circulated via email to all Committee members for feedback and input, with a minimum of three working days to provide feedback. 3. Notes that the Chair will retain final discretion over any sought changes to the draft submission 	Complete

8.2. Clean Air Work Programme Update 2023

Transport, Urban Development and Air Quality Committee report

Date of meeting	Wednesday, 11 October 2023
Author	Paul Hopwood, Principal Implementation Advisor
Responsible Director	Katherine Trought, Director Strategy and Planning

Purpose

1. To update the committee on progress of the Clean Air Work Programme.

Recommendations

That the Transport, Urban Development and Air Quality 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 the Washdyke airshed and proposed work programme to address this.
3. Notes the gazettal of the National Environmental Standard for Greenhouse Gas Emissions from Industrial process Heat 2023 and work programme in development to implement this legislation.
4. Receives the Clean Air Work Programme report.
5. Endorses staff continuing to progress the Clean Air programme as part of the Air Quality, Transport and Urban Development Work Portfolio, noting that ongoing updates will be provided as necessary.

Key Points

2. Winter 2023 has seen exceedances of air quality pollutant standards in several airsheds.
3. Over the last decade, air quality has improved considerably. Poor air quality typically occurs in winter due to home heating emissions.
4. Air quality education campaigns through winter and into Spring 2023 highlight air quality health impacts and encourage the public to reduce their contribution to air pollution through better burning and using compliant woodburners.
5. Replacement of expiring burners by low-income households is supported by a refreshed home heating subsidy scheme.
6. An education and compliance campaign to address dust sources in the Washdyke industrial area is in development.

7. The National Policy Statement and National Environmental Standard for Greenhouse Gas Emissions from Industrial Process Heat 2023 (NPS-IPH and NES-IPH) were gazetted on 27 July 2023. Communications and engagement planning to support the implementation of this legislation is in development.
8. Air quality briefings were offered to all Canterbury Territorial Authorities and a briefing is being scheduled with Timaru District Council.

Background

9. On 17 June 2021, the Council adopted its Long-Term Plan Te Pae Tawhiti 2021-31 (LTP).
10. The LTP created the Clean Air programme as part of the Transport, Urban Development and Air Quality 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.”
11. Work on this programme has been included in quarterly reporting. This update provides the Committee with more details regarding key initiatives.
12. This work is relevant to the Transport, Urban Development and Air Quality 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. Industrial activities also impact on air quality and greenhouse gas emissions.
13. Changes to the Resource Management Act in 2022 allow Regional Councils to assess the effects of greenhouse gas emissions on climate change for the first time. The NES-IPH and NPS-IPH is the first legislation that provides a framework for reducing greenhouse gas emissions.

Progress Towards Improving Air Quality

14. Air quality has improved substantially over the last 20 years. However, pollutant concentrations still exceed national standards at times (usually in winter) and frequently exceed limits set in our regional plan. The rate of improvement in air quality has also slowed down considerably in recent years. Figure 1 shows the changes in number of air quality exceedances across the region since 1999 for PM₁₀ and since 2017 for PM_{2.5}.
15. The National Environmental Standards for Air Quality (NESAQ) set concentration limits for various pollutants including PM₁₀. It requires Regional Councils to identify and gazette polluted airsheds, and to monitor and improve air quality to meet these standards. There are eight gazetted airsheds in Canterbury where PM₁₀ is the primary issue (usually in winter).
16. The PM₁₀ NESAQ standard only allows the daily PM₁₀ concentration in an airshed to be above 50 µg/m³ on one day per year. In 2023 to date, there have been five or fewer days when the daily PM₁₀ concentration was above this limit for most of our airsheds. The exception was Washdyke (industrial airshed) which had 30 days above the NESAQ limit by 14 September. Non-combustion sources contribute more significantly to PM₁₀ concentrations in Washdyke (e.g., dust, sea salt) than at our residential sites.

17. There were no PM₁₀ exceedance days in three of our gazetted airsheds. These airsheds - Waimate, Geraldine and Ashburton – will most likely comply with the PM₁₀ NESAQ over five consecutive years and become “unpolluted” airsheds for NESAQ purposes.
18. The Canterbury Air Regional Plan (CARP) sets concentration limits for PM_{2.5}. It requires that by 2030 all daily PM_{2.5} concentrations are below 25 µg/m³. This limit is exceeded at all sites except Washdyke which is dominated by coarse rather than the fine PM_{2.5} particles. Exceedances are seen in airsheds currently complying with the PM₁₀ NESAQ (Ashburton, Geraldine and Waimate).
19. While we are making good progress towards meeting NESAQ standards for PM₁₀ in some airsheds, there remains a need to continue monitoring as PM_{2.5} targets and outcomes in the CARP are not being met and at some stage in the future PM_{2.5} could be addressed further in updated national air quality standards.
20. The number of PM₁₀ and PM_{2.5} exceedances in Canterbury’s polluted airsheds for this year to 14 September and in the previous four years are shown in Table 1.
21. In most of Canterbury’s airsheds, the main source responsible for poor wintertime air quality is home heating. The burning of wood to heat homes discharges PM_{2.5} into the air. These fine particles impact on human health as they penetrate deeply into the lungs and can get into the bloodstream. People with existing chronic health problems (e.g., asthma), young children and older adults are particularly vulnerable and at a higher risk of experiencing health effects.
22. The CARP addresses health impacts associated with PM_{2.5} by setting concentration limits and rules to manage emissions from wood burners. It also aims to ensure that air quality provides for the health and wellbeing of the people of Canterbury.
23. Environment Canterbury’s Clean Air work programme aims to address emissions from home heating.

Exceedances of National Standards (PM₁₀) and Regional Targets (PM_{2.5})

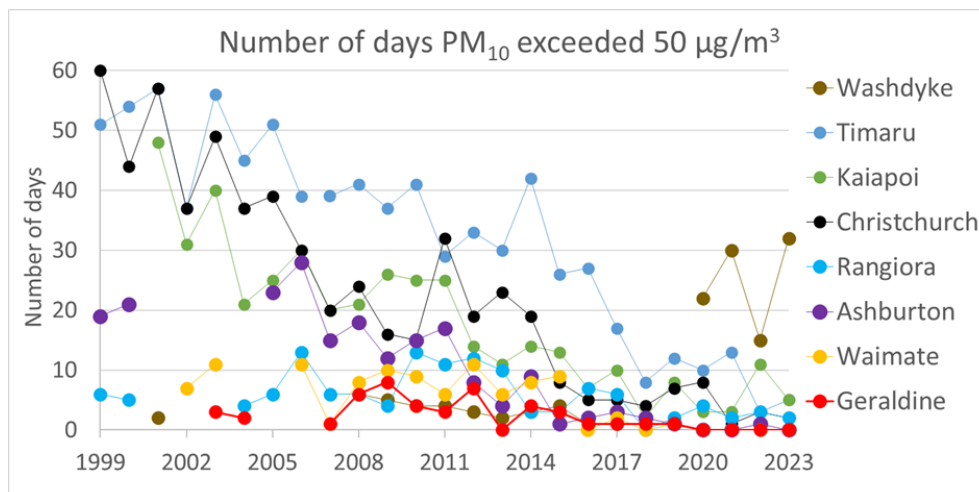


Figure 1: PM₁₀ exceedances in Canterbury Polluted Airsheds

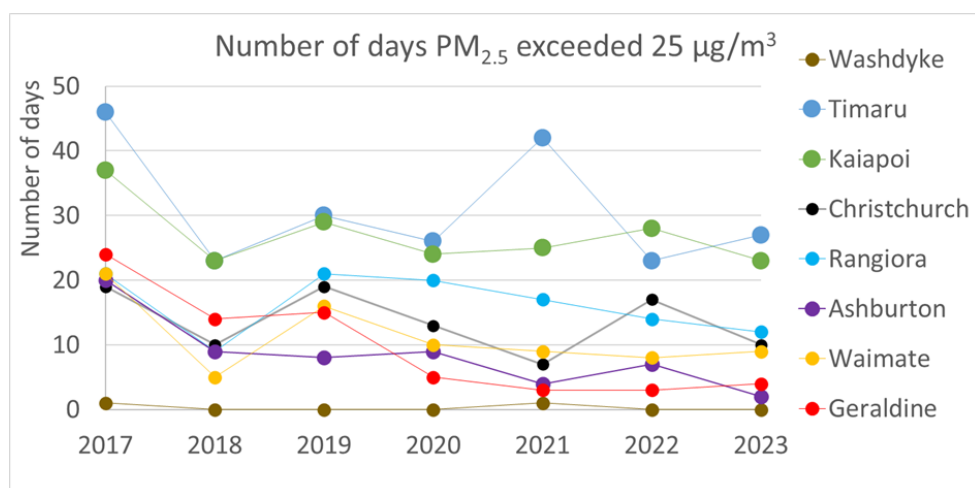


Figure 2: PM_{2.5} exceedances in Canterbury Polluted Airsheds

To 14/9/23 NESAQ: Number of days PM₁₀>50 µg/m³

Airshed	2019	2020	2021	2022	2023
Washdyke		22	30	20	30
Timaru	12	10	13	3	5
Kaiapoi	8	3	3	11	5
Rangiora	2	4	2	3	2
Christchurch	7	8	1	3	2
Waimate	1	0	0	0	0
Geraldine	1	0	0	0	0
Ashburton	1	0	0	1	0

CARP: Number of days PM_{2.5}>25 µg/m³

2019	2020	2021	2022	2023
0	0	1	0	0
30	26	42	23	27
29	24	25	28	23
21	20	17	14	12
19	13	7	17	10
16	10	9	8	9
15	5	3	3	4
8	9	4	7	2

Compliant Non compliant

Table 1: Exceedances of National Standards (PM₁₀) and Regional Targets (PM_{2.5}) from 2019 to 14 September 2023

24. The above figure shows the number of daily exceedances of NESAQ standard for PM10 and CARP target for PM2.5. Boxes highlighted in red show where the annual exceedances do not comply with the standard or target.

Clean Air Programme

25. The Clean Air Programme 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 and Monitoring

26. 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 NESAQ targets in the CARP and pollutants identified in Environment Canterbury's Long-Term Plan Te Pae Tawhiti 2021-31. PM₁₀ and PM_{2.5} are routinely monitored at all sites.
27. Air quality investigations are undertaken to better understand air quality, pollution sources and emissions in Canterbury, track change over time and prepare for emerging issues like climate change which may impact upon air quality and greenhouse gas emissions, particularly from extreme events. The knowledge gained from these investigations informs and supports planning, strategy, compliance, enforcement and implementation activities done by the council. Key work-streams are greenhouse gas emissions and climate change support, preparation for tighter air quality standards and developing the science needed for future plan reviews.
28. Air investigations and monitoring work completed by end of September includes:
- Improve greenhouse gas and traditional air pollutant emission estimates:
 - Wood burner fuel use study completed. Daily fuel use measured at 36 households during June and July. Additional information collected included room temperature, wood moisture, PM and householder surveys to learn more about wood burning behaviours and motivations. Purpose: to improve emission estimates and inform our implementation programme. Data is being collated and analysed, with a report due late 2023/early 2024.
 - Ultra-low emission wood burner (ULEB) emission study completed. Daily emissions measured from four ULEBs over seven-day periods in June and July. Purpose: to better estimate the likely level of improvement when swapping out older burners for new. Data is being analysed, with a report due November 2023.
 - Methane emissions from wood burners report completed. Reports methane emissions measured during laboratory testing of wood burners. Purpose: to

- improve our ability to estimate methane emissions from home heating sources in Canterbury.
 - The greenhouse gas and traditional air pollutant emissions database has been completed for Canterbury. Purpose: to establish baseline greenhouse gas and traditional air pollutant emissions across Canterbury. These will be used to identify the main sources contributing to annual and seasonal emissions, model and inform mitigation measures, and allow change in emissions to be tracked over time. Next step is reporting (see below).
 - Routine monitoring of PM₁₀ and PM_{2.5} and other NESAQ pollutants to determine compliance with guidelines and standards and track change over time.
 - Expanded our real-time measurement of NO₂ to include Timaru and Ashburton as well as Christchurch. This will help us better understand NO₂ concentrations in Canterbury in preparation for potentially tighter NO₂ standards.
 - Continue to measure black carbon and spatial NO₂ in Christchurch and Timaru to help track long-term change associated with policies targeting home heating and transport.
29. Further work to be done in 2023/24 includes:
- Continue to monitor air quality to determine state, compliance with guidelines and standards, and track changes in air quality in response to management strategies over time.
 - Review monitoring site locations where these are no longer representative. This may require finding new sites within each airshed and moving the existing monitoring stations.
 - Spatial monitoring of air quality in Rolleston to determine magnitude of and variation in PM_{2.5} concentrations across the town. Scope potential monitoring site location if eventually required.
 - Science to improve understanding of greenhouse gas emissions and support climate change work:
 - Two emissions inventory reports:
 - Report 1: Annual greenhouse gas emissions in Canterbury - Summary: 2018, 2021. Due November 2023.
 - Report 2: Annual and seasonal greenhouse gas and traditional air pollutant emissions for Canterbury's Clean Air Zones. Due late 2023/early 2024.
 - Establishing a database of industrial sources and their emissions (GHGs and air pollutants) across Canterbury to support implementation of the NES for Industrial Process Heat, calculate likely reductions, and track progress over time.
 - Greenhouse gas emissions from wood burners report – a literature review of likely emissions. Currently overdue.
 - Continue work on the greenhouse gas emission inventory to address information gaps and make enhancements. For example, we are working with others at Environment Canterbury to improve the land use and forestry data.
 - Work towards the development of a tool to evaluate impacts of emission reduction measures on both traditional air pollutants and greenhouse gas emissions in our Canterbury Clean Air Zones.

Cleaner Home Heating

30. The Cleaner Home Heating workstream is focussed on reducing domestic emissions in polluted airsheds. The best way to reduce emissions from home heating is to improve:
 - Solid Fuel Burner Types (approved Low emitting burners (LEB) and Ultra-low emitting burners (ULEB));
 - Fuel used; and
 - Burning Technique.
31. 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.
32. 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.
33. Staff also work with retailers and Territorial Authority (TA) building consents teams to ensure that they are aware of the rules for burner replacements and that only compliant burners are installed. TAs provide data on building consents issued for burner installations which is entered to our Solid Fuel Burner database and used to identify households with expired and expiring burners.
34. If a woodburner is no longer in use, or removed and replaced with a heat pump we will not have a record of that since a building consent is not required. Our figures may therefore over-estimate numbers of expired and expiring burners.
35. Resourcing of the programme was reduced in 2019 once the major deadlines in the Canterbury Air Regional Plan were implemented. There have been limited proactive campaigns to tackle expired and expiring burners in recent years.
36. Numbers of expiring burners will increase in 2024, particularly in Christchurch, as the new expiry timeframes in the Plan start to take effect in each airshed. Low emission woodburners can be used for 20 years from building consent date in Christchurch and 15 years in Timaru, and only Ultra-Low Emissions Burners can be installed.
37. The current LTP includes resourcing to acknowledge the increasing volumes of expiring burners and associated work to deliver CARP requirements.

Winter and Spring 2023 Activity

38. The 2023 Winter and Spring activity includes addressing:
 - Replacing expiring burners: we undertook pro-active campaigns in Timaru, Rangiora and Kaiapoi due to the high numbers of expired burners that remain in those airsheds and the high number of air quality exceedances. The campaign informed homeowners with the oldest expired burners of their obligations to replace their burners.
 - Mailouts to properties with expiring burners in Christchurch, Kaiapoi and Rangiora will start in Spring 2023 (initial 700 mailouts to properties with burners expiring in 2023/24). There will be subsequent quarterly mailouts to properties with expired and expiring burners across the region including Timaru.

- Print and social media campaigns will run from September 2023 to raise awareness of air quality issues, encouraging homeowners to check their burner compliance and promote the low-income subsidy scheme.
- Environment Canterbury staff will host a stand at the October 2023 Home Show in conjunction with subsidy provider BrightR to provide education on urban air quality issues, encourage the public to check the expiry date of their woodburner and promote the Environment Canterbury and EECA subsidy schemes.
- Good Burning Technique: We are promoting efficient and clean home heating through the Warmer Cheaper communications campaign. Warmer Cheaper operates region-wide through winter and directs the public to the Environment Canterbury website for advice on better burning technique and using the right fuels.
- Good Fuel Use: We are promoting dry wood as fuel through Trusted Good Wood branded merchants across Canterbury.
- Smoky 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. Compliance action is available if non-compliance continues. We now have three staff based in Timaru and Christchurch to carry out this work.

Financial Assistance

39. Replacing wood burners is 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 by the Government through the Energy Efficiency and Conservation Authority (EECA).
40. An open tender procurement process in 2023 led to new contracts being awarded for delivering Environment Canterbury's subsidy scheme. Energy Smart were engaged for services in Timaru, Waimate and Geraldine and BrightR for services in Christchurch, Kaiapoi, Rangiora and Ashburton. Subsidies are available for homeowners with a community services card to cover the costs of replacing an expired/ expiring wood burner with a compliant ultra-low emission wood burner or heat pump. This funding can be used in conjunction with EECA funds which are available for insulation and home heating depending on Social Deprivation Index area and to people with community services cards.
41. We also manage a temporary waiver scheme to provide leniency for the elderly or households with significant health issues.
42. We anticipate an increase in uptake of the subsidies scheme with increased promotion of the scheme and publicity around woodburner expiry in Spring 2023. The subsidy scheme has been underspent in recent years and there is approximately \$1.9m total in reserves across the region.
43. With the close of the Healthier Homes Canterbury rates advance scheme, the low-income home heating subsidy scheme is the only financial assistance offered by Environment Canterbury to support cleaner forms of home heating. A review of options for financial support will be undertaken to inform the next Long-Term plan in 3 years' time.

Delivering the Outcomes from the Long-Term Plan

44. 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	Providing up-to-date information, advice, tools and resources which enable the community to understand air quality issues and take action. Providing air quality monitoring and investigation services Providing assistance to low-income households in Clean Air Zones with expiring burners to transition to cleaner forms of home heating

Table 2: Our commitments to Air Quality and how the Clean Air Programme supports these.

Cost, Compliance, and Communication

Financial Implications

45. The funding required to deliver the work programme for the Clean Air programme is provided in 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/ LTP.

Risk Assessment and Legal Compliance

46. Environment Canterbury's Portfolio performance reporting identified the risks for the Air Quality, Transport and Urban Development portfolio. 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 Long-Term Plan Te Pae Tawhiti 2021-31 and lead to declining outcomes for the community.
 - If the Solid Fuel Burner Database (SFBD) is not updated this will impact the delivery of a number of other projects and on air quality outcomes.

Engagement, Significance and Māori Participation

47. 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.
48. We have responded to local council requests for briefings.

Climate Change Impacts

49. 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.

50. Implementation of the NES-IPH will directly address climate change through phasing out fossil fuel use in industrial processes.

Communication

51. A communications and engagement programme is underway to provide education to the public on air quality issues, to promote reduced emissions from home heating and to encourage homeowners to check the compliance status of their woodburner.
52. The approach for engagement with industry in the Washdyke area is in development to address air plan compliance. This will highlight the need for sites to have a dust management plan and/ or a resource consent for discharges of dust to air from unpaved sites.

Next Steps

53. 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

Peer reviewers	Vanessa Scott, Principal Consents Planner
-----------------------	---

8.3. Air Quality, Transport and Urban Development Key Achievements and Issues

Transport, Urban Development and Air Quality Committee report

Date of meeting	Wednesday, 11 October 2023
Author	Pip Moore, Principal Advisor - Portfolio Management
Responsible Director	Katherine Trought, Director Strategy and Planning

Purpose

1. To update the Committee on the key achievements and issues for the Air Quality, Transport and Urban Development portfolio.

Recommendations

That the Transport, Urban Development and Air Quality Committee:

1. **Receives the key achievements and issues report for the Air Quality, Transport and Urban Development portfolio.**
2. **Endorses staff continuing to progress the Air Quality, Transport and Urban Development Work Programme, noting that ongoing updates will be provided as necessary.**

Background

2. On 17 June 2021, the Council adopted its Long-Term Plan Te Pae Tawhiti 2021-31 (LTP) which established the Air Quality, Transport and Urban Development portfolio.
3. Through the Air Quality, Transport and Urban Development portfolio: We are prioritising sustainable and healthy living and working environments; connecting communities with a safe multi-modal transport network; and ensuring this enhances social, cultural, economic, and environmental wellbeing now and in the future. The programmes within this portfolio are:
 - Clean air
 - Transforming public transport
 - Integrating urban land use, and regional transport.
4. The Air quality, Transport and Urban Development portfolio has a total budget of \$118.63 million for the current (2023-24) year. This was established through the LTP and updated where necessary in the Annual Plan 2023-24.

Portfolio Updates

5. Planned improvements to organisational performance reporting were detailed during a briefing on 23 August 2023 to the Audit, Finance and Risk Committee. The new structure for performance reporting means that the portfolio reporting will be prepared and delivered to the Audit Finance and Risk Committee as a complete organisational

performance reporting pack. The committee with responsibility for oversight of portfolio work programmes will receive the relevant portion of the reporting pack at the meeting following the Audit, Finance and Risk Committee meeting.

6. The organisational performance reporting pack will include levels of service, key initiatives and financial information. This allows for a more succinct and integrated organisational performance story and will be prepared for the next Audit, Finance and Risk Committee meeting on 1 November 2023.
7. The Transport, Urban Development and Air Quality Committee will review the quarter one portfolio performance report at its 6 December 2023 meeting.
8. Key achievements and issues for the Air Quality, Transport and Urban Development portfolio to late September are noted below. The purpose of these updates is to report on recent achievements and issues since the last committee meeting in June 2023.

Recent Achievements/Issues

Air Quality, Transport and Urban Development

- In Air Quality, emissions data from the Washdyke site continues to give high readings, predominantly caused by industry in the area. Under NESAQ guidelines, the impacts on local resident health should be prioritised. Staff are considering the implications of moving the site to focus on residential houses in the Washdyke industrial area.
- A public awareness campaign on woodburner expiry will go live in late September 2023, with Press Ads and social media to encourage the public to check their burner expiry date and upgrade their home heating.
- Staff will be at the Home Show in October 2023 along with partner representatives from Brighter to help promote the low-income burner replacement subsidy scheme and encourage homeowners to check their burner's expiry date.
- Communications to households with expiring burners are scheduled to go out in October.
- In public transport, we are monitoring progress of our fares trial following the successful Canterbury-wide launch in July 2023. Feedback from communities has been positive to date, however, sufficient data on concession options is not yet available. We expect to commence a detailed analysis early in 2024.
- Planned launches of service enhancements for Routes 17 and 28 have been positively received by the community to date. Meanwhile safety enhancement plans will commence in October 2023 with resource to progress this work. A request for proposal (RFP) will be sought to service the safety function on our network.
- The Sustainable Public Transport Framework was established in parliament in August 2023. Staff are assessing the implications of this.
- August patronage for Greater Christchurch was very positive reaching 102.8% of the equivalent pre-COVID month. Fiscal year to date, patronage is at 99.05% of pre-COVID levels.
- The Government Policy Statement on Land Transport was released for consultation in August 2023. Staff prepared a submission on behalf of Canterbury Regional Council. Feedback from partner organisations and territorial authorities on Canterbury Regional Council's submission has been

positive to date. Staff also supported preparation of a joint submission from the Canterbury Mayoral Forum and Canterbury Regional Transport Committee. A separate submission was made by the Greater Christchurch Partnership.

- The next phase of work has commenced on the Regional Land Transport Plan (RLTP). Workshops have been held with groups that represent land transport users and land transport suppliers in Districts across Canterbury. The workshops were positive and future focused, and there was strong support to transition the transport system to reduce emissions. Mode shift in urban areas and fuel efficiency for rural areas was supported, along with commercial operators transitioning first. Resilience issues were also raised in the workshops, even though the workshop largely focused on emissions reduction. Feedback from the workshops will be folded into the draft RLTP.
- Work is currently underway to compile the list of Regionally Significant Investments and to rank these against the weighted priorities of the draft RLTP. Provided the Programme is agreed, staff are on track to have a draft RLTP by November 2023. The draft RLTP will be consulted on in February 2024, hearings and deliberations in March 2024 and the final RLTP will be approved in April 2024. This will inform the approval of Council Long-Term Plans and the National Land Transport Plan in June 2024.
- Hearings for the Greater Christchurch Spatial Plan are due to commence at the end of October 2023.

Cost, Compliance and Communication

Financial Implications

9. No decisions concerning funding are sought through this report, and financial portfolio and programme reporting is provided to the Audit, Finance and Risk Committee.

Risk Assessment and Legal Compliance

10. No legal compliance issues have been identified for this progress report.

Engagement, Significance and Māori Participation

11. Engagement with Papatipu Rūnanga, mana whenua and the community is an important aspect of much of the work that occurs in these programmes and is embedded within the programmes.

Consistency With Council Policy

12. The work programmes and initiatives covered in this report are consistent with the Council's Long-Term Plan Te Pae Tawhiti 2021-31.

Climate Change Impacts

13. The work being reported to this committee is central to addressing the impacts of climate change.

Next steps

14. 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. PT Dashboard August 2023 [8.3.1 - 1 page]

Peer reviewers	Paul Hopwood, Principal Implementation Advisor Adrienne Lomax, Senior Strategy Advisor
-----------------------	---

Public Transport Delivery Dashboard – August 2023

Financial

\$000	Aug/23 Year to Date			
FUNDING OF SERVICES - REVENUE	Act	Bud	Var	%
Rates	7,586,894	7,541,894	45,000	1%
Grants	9,313,407	9,230,904	82,503	1%
User pays and other	2,117,417	1,833,831	283,586	15%
Total Revenue	19,017,719	18,606,629	411,089	2%
DELIVERY OF SERVICES - EXPENDITURE	Act	Bud	Var	%
Bus and ferry services	15,036,929	15,093,338	(56,408)	0%
Community transport services	1,847,645	1,253,893	593,752	47%
Supporting services	1,258,500	1,616,786	(358,286)	-22%
National Ticketing System project	225,666	565,500	(339,835)	-60%
PT infrastructure claim	339,239	515,920	(176,680)	-34%
Total Expenditure	18,707,979	19,045,437	(337,457)	-2%
Reserve Accumulation / (Use)	Act	Bud	Var	
Total Surplus / (Deficit)	309,739	(438,807)	748,546	

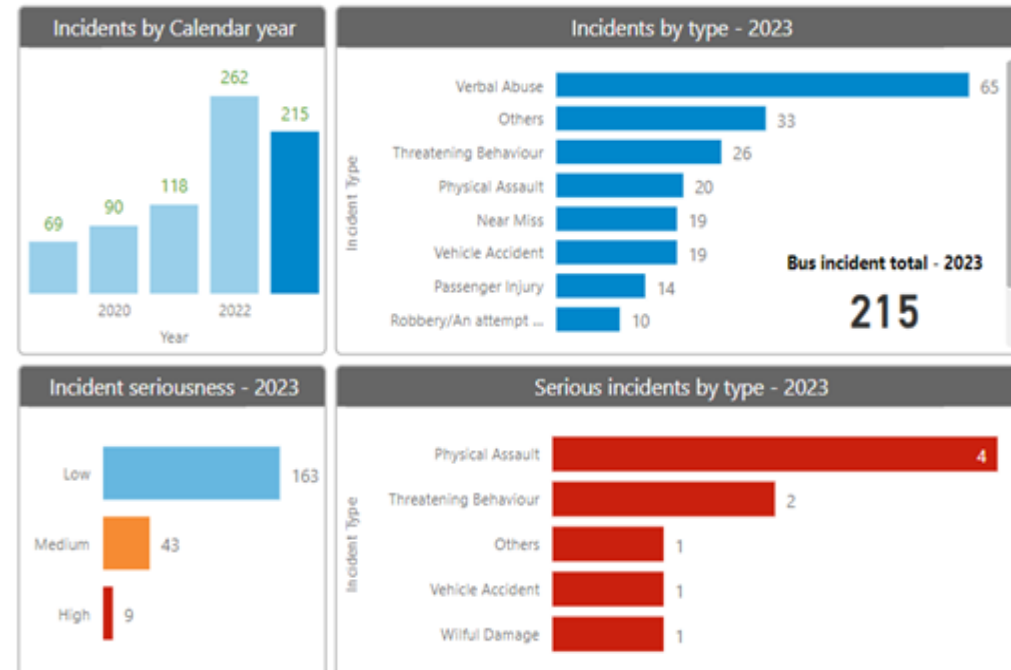
Farebox Recovery

	Jun-Aug 2023	FYTD (2023-24)	FYTD (2022-23)
Farebox Recovery	24.6%	21.2%	25.0%

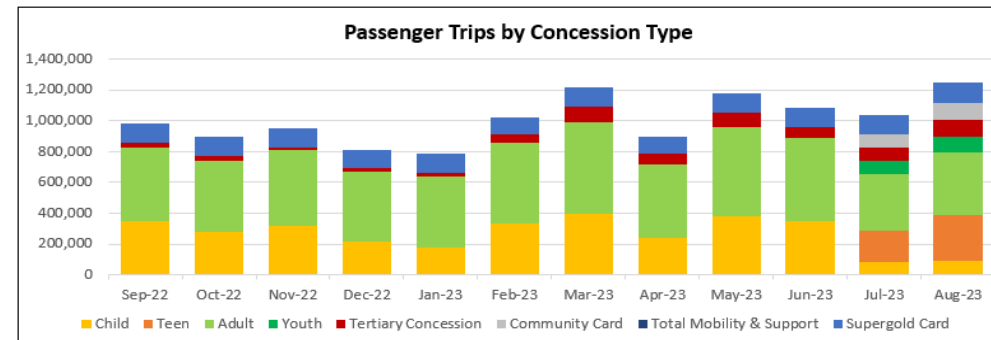
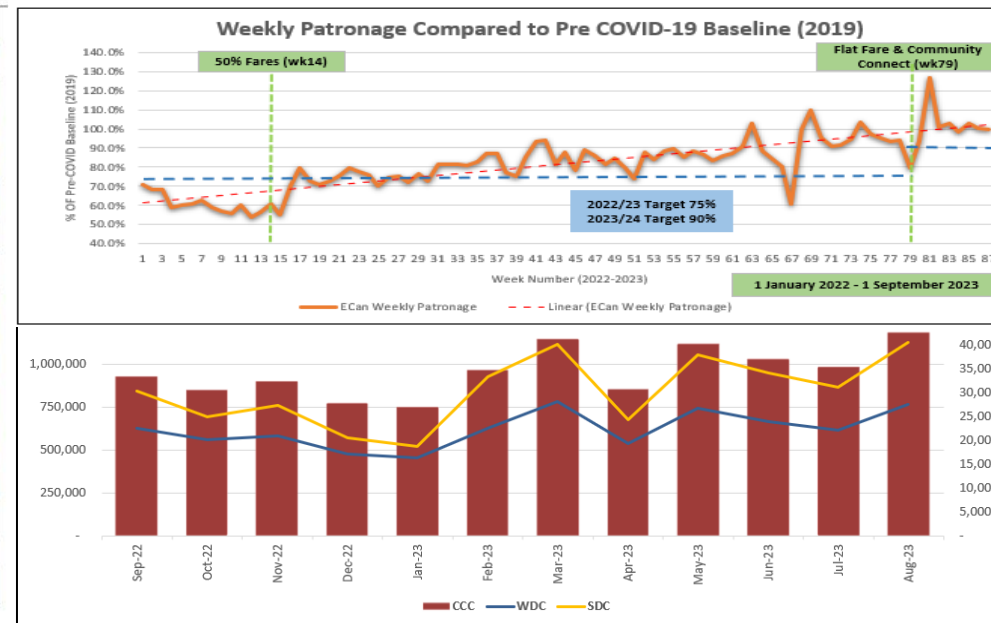
Safety

Bus Incident Trend – Calendar year

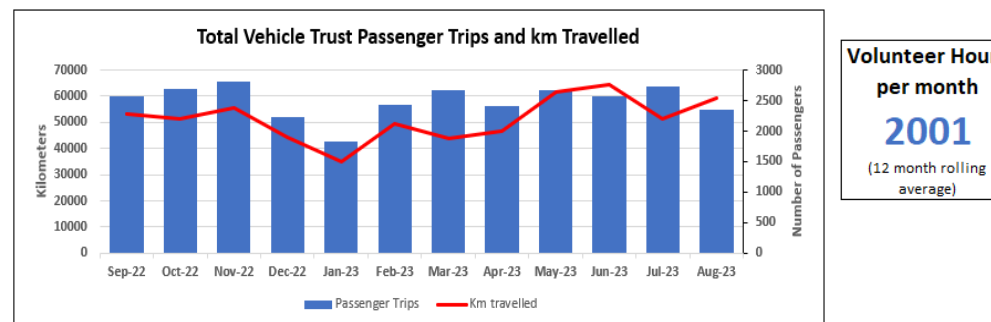
8,460,615
2023 Passenger Trips



Patronage

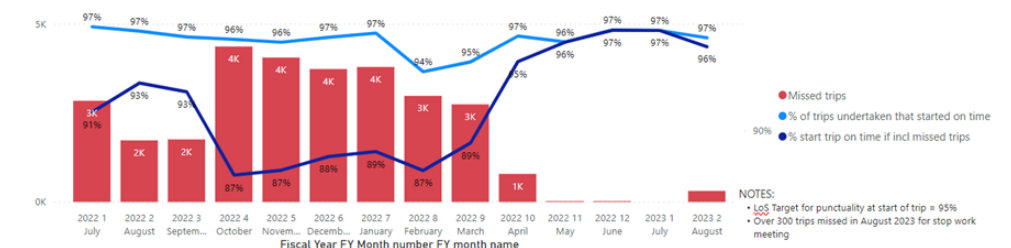
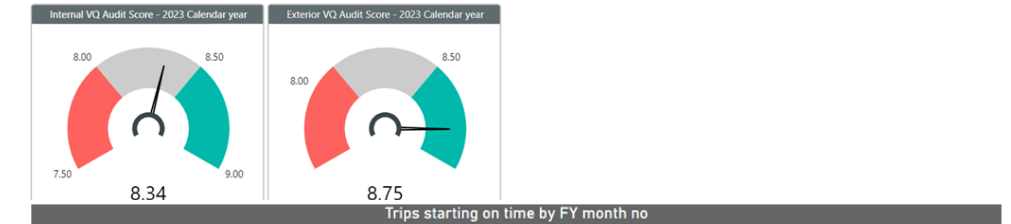


Vehicle Trusts

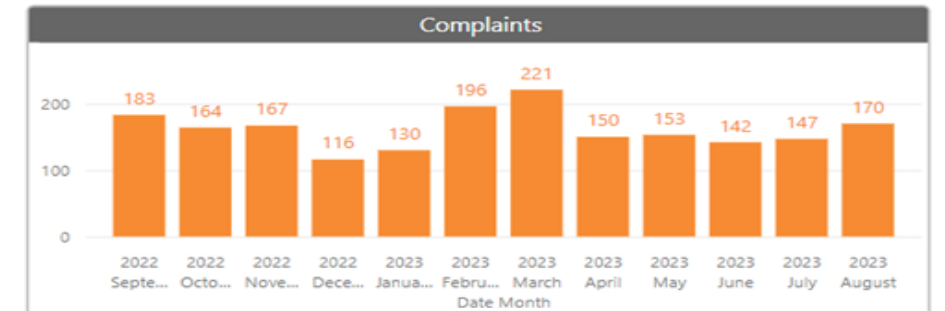


Performance

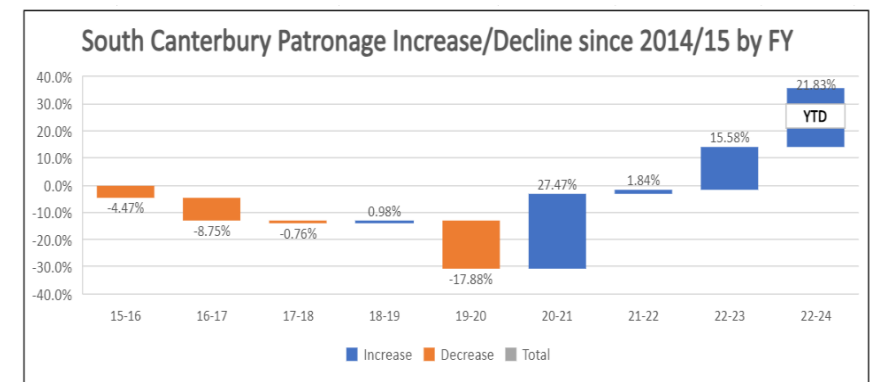
Vehicle Quality Audit Bus Score



Customer Complaints



South Canterbury



Summary

- Patronage continues to trend positively. August reached 102.8% of equivalent pre-COVID month, that being August 2020. FYTD is sitting at 99.05% compared to the equivalent Pre-COVID period
- Trips starting on time was negatively impacted in August due to the driver stop work meeting related to the Fair Pay Agreement that is active at the moment.
- Timaru total patronage continues to see very positive engagement. For the month of August the highest monthly patronage was recorded since FY 1999-2000. FYTD Timaru is sitting at 140.4% compared to the equivalent Pre-COVID period
- Farebox has reduced as expected, as a result of the commencement of the Universal Flat Fare trial and Community Connect concessions.
- Bus incident, reported on a Calendar Year-To-Date basis, are tracking higher than the previous year at an avg of 26.8/mth vs 21.9 for 2022. This reflects a higher rate of reporting, following increased emphasis on safety. We are therefore likely to see a higher number of incidents report for CY2023 than CY2022.
- We have included service delivery information for Vehicle Trust this month. Of note is the quantum of volunteer hours invested by the trusts in delivering this service to our wider region
- Total Mobility consumption/costs continue to be higher than budget as a result of the Government concession contribution

8.4. Report from the Chair

Transport, Urban Development and Air Quality Committee report

Date of meeting	Wednesday, 11 October 2023
Author	Peter Scott, Council Chair

Purpose

1. The purpose of this report is to raise matters of current interest and emerging issues in regard to the Air Quality, Transport and Urban Development portfolio, particularly for the Transforming Public Transport programme.

Recommendations

That the Transport, Urban Development and Air Quality Committee:

1. **Receives the report from the Chair for the Air Quality, Transport and Urban Development portfolio.**

Key points

2. The Chair's report provides the opportunity to give the Committee visibility of matters of current interest and emerging issues in regard to the Air Quality, Transport and Urban Development portfolio.
3. The matters covered in this report include:
 - Draft Government Policy Statement on land transport 2024 submissions
 - New Port to Port (8) and Northwood to Huntsbury (27) bus routes
 - Public transport patronage in Greater Christchurch

Matters of Current Interest and Emerging Issues

Draft Government Policy Statement on Land Transport 2024 Submissions

4. On 17 August 2023, the Government released the Draft Government Policy Statement on land transport (GPS) 2024. The GPS outlines what the Government wants to achieve in land transport over the next ten years and how it expects to see funding allocated between different types of activities (such as local roads, state highways, public transport and road safety). Consultation on the Draft GPS 2024 closed on 15 September 2023.
5. A submission on the Draft GPS 2024 was made by the Council. A joint submission was also made by the Canterbury Regional Transport Committee and Canterbury Mayoral Forum, and a separate submission was made by the Greater Christchurch Partnership.
6. These three submissions are attached to this report as follows:

- Canterbury Regional Council submission on the Draft Government Policy Statement on Land Transport (GPS) – Attachment 8.4.1
 - Canterbury Regional Transport Committee and Canterbury Mayoral Forum joint submission on the Draft GPS on Land Transport (GPS) – Attachment 8.4.2
 - Greater Christchurch Partnership submission on the Draft GPS on Land Transport (GPS) – Attachment 8.4.3
7. The Council's submission expressed support for the Canterbury Regional Transport Committee and Canterbury Mayoral Forum's views on the key transport issues for Canterbury in the GPS, and provided additional comment in relation to the Council's public transport service delivery function.
 8. The key points from the Council's submission include the following:
 - Supports the overall direction of the Draft GPS 2024. This includes the introduction of maintenance and resilience as priorities in this GPS.
 - Seeks the inclusion of the Greater Christchurch Public Transport Futures programme in the Strategic Investment Programme (SIP) for which Waka Kotahi is to have special consideration. This includes the delivery of Mass Rapid Transit for Greater Christchurch.
 - Supports the proposed SH1 Christchurch to Ashburton corridor study in the SIP, but requests that the scope of this study be extended to cover the length of SH1 from Waipara to Timaru.
 - Supports the proposed funding increases put forward in this GPS. However, the drop-off in forecast funding beyond the first three years is evident and the submission notes concern about the medium to long-term land transport funding situation in New Zealand.
 - Supports the proposed funding ranges for public transport, walking and cycling, and strongly supports the proposed 50 percent increase in funding in the public transport services activity class.
 - Seeks central government co-funding for flood protection and river maintenance works, which protects nationally significant crown infrastructure.

New Port to Port (8) and Northwood to Huntsbury (27) Bus Routes

9. New bus routes, Route 8 – Port to Port/Airport to Lyttelton and Route 27 – Northwood to Huntsbury, began operating on 4 September 2023. These new routes replaced the Bryndwr to Huntsbury (17) and Casebrook to Lyttelton (28) routes. The routes increase frequencies and simplify schedules, while still covering all the communities that Routes 17 and 28 previously serviced.
10. The route changes were approved by Council in April 2022 following consultation with the public, including with regular passengers on the existing routes.

Route 8 – Port to Port

11. This route offers frequent trips across the city, connecting Christchurch Airport with the CBD and Lyttelton. On weekdays, the service runs every 15 minutes, making it Metro's sixth core route providing a high frequency service.

Route 27 – Northwood to Huntsbury

12. This route blends the retail destinations of central and north Christchurch with suburbs in the south. The service runs every 20 minutes on weekdays until 6pm, and every 30 minutes in the evenings and on weekends.
13. Initially, we also proposed removing the Christchurch Airport stop from Route 125 (Redwood to Westlake), with the introduction of the new Port to Port route. However, this was amended in response to the community feedback and Route 125 will continue to service Christchurch Airport while capacity allows, in addition to the new Port to Port service.

Public Transport Patronage in Greater Christchurch

14. Public transport patronage in Greater Christchurch in August 2023 achieved 102.8% of pre-COVID levels, while for the financial year-to-date patronage is at 99% of pre-COVID levels. These patronage figures are encouraging and demonstrate that the public transport network is returning to pre-COVID levels, and getting back on to a growth trajectory.
15. The new fares launched in July 2023 have supported public transport services being a cost effective travel choice, while the resolution of recent driver shortages has enabled a return to a more reliable service for our communities.

Cost, Compliance and Communication

Financial Implications

16. This report was compiled using existing staff resources, meaning there were no additional financial implications related to producing the report.
17. No decisions concerning funding are sought through this report. Financial portfolio and programme reporting is provided to the Audit, Finance and Risk Committee.

Risk Assessment and Legal Compliance

18. No legal compliance issues have been identified for this report.
19. The report provides visibility to the Committee of matters of current interest and emerging issues for the Air Quality, Transport and Urban Development portfolio.

Engagement, Significance and Māori Participation

20. Engagement with Papatipu Rūnanga, mana whenua and the community are an important aspect of much of the work that occurs in this portfolio.

Consistency With Council Policy

21. The levels of service, programmes and initiatives outlined in this report are consistent with the Council's Long-Term Plan Te Pae Tawhiti 2021-31.

Climate Change Impacts

22. The work being reported to this Committee is central to addressing the impacts of climate change.

Next steps

23. Staff will continue to deliver the work programmes and provide the Council and/or the Committee with regular updates on matters of current interest and/or emerging issues for the Air Quality, Transport and Urban Development portfolio.

Attachments

1. Canterbury Regional Council submission on the Draft GPS on land transport [8.4.1 - 5 pages]
2. Canterbury Regional Transport Committee and Canterbury Mayoral Forum joint submission on the Draft GPS on land transport [8.4.2 - 8 pages]
3. Greater Christchurch Partnership submission on the Draft GPS on land transport [8.4.3 - 3 pages]

Peer reviewers	Jesse Burgess, Senior Strategy Manager Stewart Gibbon, General Manager Public Transport Sam Bellamy, Team Leader Strategy and Planning
-----------------------	--

12 September 2023

Ministry of Transport
PO Box 3175
Wellington 6140

Customer Services
P. 03 353 9007 or 0800 324 636
200 Tuam Street
PO Box 345
Christchurch 8140
www.ecan.govt.nz/contact

By email: GPS@transport.govt.nz

Tēnā koutou

**Canterbury Regional Council submission on the Draft 2024 Government Policy
Statement on Land Transport**

The Canterbury Regional Council (ECan) thanks the Ministry of Transport for the opportunity to submit on the Draft 2024 Government Policy Statement on Land Transport (GPS).

Canterbury is New Zealand's largest region by area. A region of contrast, containing one of the largest and fastest-growing urban areas in New Zealand, and also some of its least populated districts. We plan, manage and operate fixed-route public transport services in Greater Christchurch, on-demand services in Timaru and fund total mobility schemes and community vehicle trusts in communities across the region.

In our submission, we express support for the Canterbury Regional Transport Committee and Mayoral Forum's views on the key transport issues for Canterbury in this GPS and provide additional comment in relation to our public transport service delivery function.

For any questions or clarification on our submission contact Sam Bellamy, - Team Leader, Strategy and Planning on +64 27 626 3718 or Sam.Bellamy@ecan.govt.nz

Ngā mihi



Peter Scott
Chair, Canterbury Regional Council

Feedback on the Draft 2024 GPS Land Transport by section

1. Do you agree with the strategic priorities and direction that are outlined in GPS 2024?

We support the strategic priorities as outlined.

We support the introduction of *maintaining and operating the system* as a new strategic priority in this GPS. Maintenance is the top investment priority for Canterbury, and this is reflected in both the 2021 and the draft 2024-34 Canterbury Regional Land Transport Plan (RLTP).

We also strongly support the introduction of resilience as a new investment priority in this GPS. Resilience is important to Canterbury and the South Island and greater recognition of our resilience challenges¹ is something we have long advocated for.

2. Do you have any comments on the Strategic Investment Programme?

We seek the inclusion of the Greater Christchurch Public Transport Futures (PT Futures) programme in the Strategic Transport Programme (SIP) for which Waka Kotahi is to have special consideration. This would include the delivery of Mass Rapid Transit (MRT) for Greater Christchurch. While this project does receive mention in the draft GPS alongside projects in Waikato and Tauranga, we don't believe this accurately reflects just how far progressed this project is. Nor its criticality to achieving a more compact urban form and reducing transport emissions in New Zealand's second most populous urban area.

The Greater Christchurch MRT project has an agreed route and a positive benefit cost ratio, and the agreement of all partners to progress it to the Detailed Business Case stage. The PT Futures programme in its entirety would deliver the following benefits for Christchurch (to name just a few):

- A 39% patronage uplift across the entire public transport network
- The bus versus car journey time gap reduced between 16% and 36%
- A 56% increase in access via public transport to the City Centre and key activity centres (such as Riccarton and Papanui)
- 39% more residents within 400m of a bus stop
- A 13.3 million km per annum decrease in vehicle kilometers travelled.

It would be no less transformational for Greater Christchurch than the City Rail Link and North-West Rapid Transit projects are to Auckland. We have a narrowing window of opportunity to deliver the MRT component in Greater Christchurch at a cost that is net positive for government. This requires the commitment of all partners to progress it with some urgency.

¹ The Waka Kotahi National Resilience Programme Business Case (for state highways) identifies the top of the South, West Coast, Canterbury and Otago as 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). See Appendix F (pages 7-8) [here](#).

We support the proposed SH1 Christchurch to Ashburton corridor study in the SIP and request that funding for this study be included in Waka Kotahi's State Highway Improvement Programme. We note that the proposed objectives of this study have potential dependencies with any future intra-regional public transport, and so we request that the scope of this corridor study be broadened to cover the length of SH1 from Waipara to Timaru, so that these two pieces of work might be progressed concurrently, can appropriately inform each other, and inform regional spatial planning for the Canterbury region.

3. Do you agree with the funding increases associated with the GPS 2024?

We welcome and support the proposed funding increases put forward in this GPS. However, the drop-off in forecast funding beyond the first three years of this GPS is evident, and we remain deeply concerned about the medium to long-term land transport funding situation in New Zealand.

The proposed \$3.1b of debt funding this GPS, on top of the \$2b debt funding committed in the 2021 GPS, carries future repayment obligations. The gap between NLTF revenue and funding needs is increasing. This NLTP period started with \$13.1b revenue and \$18.4b of existing commitments. Even with the substantial additional crown funding there is only \$2.4b of new contestable funding available nationally and this is simply not enough to support all our transport outcomes. We suggest that the Future of the Transport Revenue System review needs to be progressed and with some urgency to be in place in time for the 2027-30 NLTP period.

We note that both central and local government continues to spend less per capita on public transport service delivery in Greater Christchurch than in both Wellington and Auckland and we acknowledge we have a lot of work to do to change this. Through our agreed PT Futures programme and other initiatives we are steadily increasing our public transport service delivery.

b. Do you have any comments on how funding has been allocated across the various Activity Classes in GPS 2024?

We support the proposed funding ranges for public transport, walking and cycling, and strongly support the proposed 50 per cent increase in funding in the public transport services activity class. However, we note that available funding in this proposed GPS is still very constrained across other activity classes.

Despite significant cost escalation in public transport service delivery in the last 3 years, the level of central government funding proposed for PT services in this GPS would allow us to press on with delivery of enhanced service frequencies on our core routes alongside other service improvements. These routes service high-growth areas and deliver an enhanced 'turn up and go' frequency that will improve local engagement with public transport and support reduced dependency on private vehicles.

We also support the proposed 46 per cent increase in public transport infrastructure activity class and 79 per cent increase in the walking and cycling activity class. Nearly all journeys via

public transport involve either a walk or cycle leg at one or both ends of the trip. The proposed increase to the walking and cycling activity class will help to deliver planned infrastructure that supports the continued uptake of walking and cycling across Greater Christchurch. It will also support greater uptake of public transport too, through improved mode choice and improved modal integration with public transport.

Continued investment in dedicated public transport infrastructure has the potential to transform people's experience of public transport in Greater Christchurch. We already have an agreed programme of public transport infrastructure improvements in Greater Christchurch that together with Christchurch City Council, we can get on and deliver. Improved travel time competitiveness means improved trip reliability and improved access for the communities we serve, which will make public transport more attractive to more people.

We support the proposed creation of the inter-regional public transport activity class but note the complexity of service delivery across regional boundaries remains a barrier for us.

4. Do you agree with the Ministerial expectations as outlined in GPS 2024?

We support the intent in the statement of Ministerial expectations to Waka Kotahi to 'build back better', exactly how that would translate into Waka Kotahi's emergency works funding policy is unclear.

We strongly support the direction to Waka Kotahi to have greater regard to public transport provision in how it plans for and manages state highways. Given the high share of travel that occurs on state highways and the Emissions Reduction Plan directive to reduce travel, we cannot solely rely on high growth urban councils to deliver sought reductions in travel. In our view, Waka Kotahi needs to look just as closely at its own asset base and regulatory role and lead by example.

Our experience to date of state highway improvement projects in Canterbury is that they continue to have little emphasis on public transport prioritisation and travel demand management approaches.

We also question this GPS's ability to build sector capability when the available funding for investment management is proposed to decrease. This activity class supports building a more robust understanding of the benefits that our planned investment will deliver, which in turn supports more informed decision making. At a time when Te Waihanga and government are calling for a forward pipeline of planned investment, the transport system is decarbonising and the legislation that underpins how we manage land use is also changing we need to ensure the sector is well-resourced to provide investment certainty and confidence.

5. Do you have any other comments on GPS 2024?

We would like to see central government co-funding for flood protection and river maintenance works. River maintenance and flood protection schemes protect nationally significant crown infrastructure that has benefits beyond the communities within flood protection areas. Without

ongoing river maintenance our road networks are at increased risk of disruption, and this is particularly applicable to the Canterbury region, which is characterised by its braided rivers.

We note that given the limited funding levers available to local government, securing local funding share to match the proposed increase in available funding for public transport service delivery will be a major challenge for our council this GPS, as will the capacity of our staff to meet the governments delivery expectations for public transport.

Thank you again for the opportunity to provide comment on this GPS.

CANTERBURY Mayoral Forum

A strong regional economy with resilient, connected communities and a better quality of life, for all.

14 September 2023

Ministry of Transport
PO Box 3175
Wellington

By email: gps@transport.govt.nz

Tēnā koe

Canterbury Regional Transport Committee and Canterbury Mayoral Forum joint submission on the Draft 2024 Government Policy Statement on Land Transport

The Canterbury Regional Transport Committee (RTC) and the Canterbury Mayoral Forum (CMF) thank the Ministry of Transport for the opportunity to make a joint submission on the Draft 2024 Government Policy Statement on Land Transport (draft GPS).

This letter and the attached response to your questions make up our joint submission.

We appreciate that the draft GPS will direct Waka Kotahi in the development of the National Land Transport Programme. Overall, we are supportive of the direction of the draft GPS and support the proposed inclusion of two significant road projects, the Christchurch Northern Link (which includes the Woodend Bypass) and the second Ashburton Bridge, for the Canterbury region. These projects will deliver improved safety, access, resilience and economic benefits for the communities we serve, and we applaud their inclusion.

We note however, our general concern that the overall level of transport investment in Canterbury and the South Island is not commensurate with the contribution that Canterbury and the South Island make to the national economy, and the key role that our primary/agricultural sector plays in the economic wellbeing of the whole of New Zealand.

The Canterbury region represents approximately 12 percent of New Zealand by population but 13 percent of national GDP and over 16 percent of the national roading network by length. However, in the 2021-24 NLTP Canterbury only received approximately 5-8 percent of forecast NLTP

Mayors standing together for Canterbury.

Secretariat, E: secretariat@canterburymayors.org.nz W: www.canterburymayors.org.nz
C/- Environment Canterbury, PO Box 345, Christchurch 8140 T: 03 345 9323

expenditure. Our expectation is that a higher share of the revenue generated from our region is returned to be spent in Canterbury this NLTP period.

Even with the substantial additional crown funding for this GPS there is simply not enough to support all our transport outcomes. This makes the Future for Transport Revenue System review even more urgent, we would seek to actively partner with central government on this review, and that this should be completed in time for the 2027 GPS.

In this submission the RTC and CMF provide comment on the key issues for Canterbury in the draft GPS, and respond directly to the questions posed.

Canterbury Regional Transport Committee

The Canterbury RTC is comprised of one representative from each of the Road Controlling Authorities (RCAs) in the Canterbury Region plus two regional councillors and Waka Kotahi. The committee was established pursuant to s106 of the Land Transport Management Act 2003 (LTMA). The principal responsibilities of the RTC are to:

- develop a Regional Land Transport Plan (RLTP) for the Canterbury Region
- ensure coordination of transport activities across road controlling authorities, and
- represent and advocate for the transport interests of the Canterbury Region.

Canterbury Mayoral Forum

The CMF comprises the Mayors of the ten Canterbury territorial local authorities and the Chair of the Canterbury Regional Council (Environment Canterbury), supported by our Chief Executives.

All Canterbury councils actively participate in the Forum: Kaikōura, Hurunui, Waimakariri, Selwyn, Ashburton, Timaru, Mackenzie, Waimate and Waitaki District Councils, the Christchurch City Council and the Canterbury Regional Council (Environment Canterbury). The purpose of the Forum is to promote collaboration across the region and increase the effectiveness of local government in meeting the needs of Canterbury's communities.

The CMF published the Mayoral Forum's Plan for Canterbury In April 2023¹, which sets out the CMF's three key priority issues in this local government term:

- Sustainable environmental management of our habitats (land, air, water and ecosystems), focusing on land use and freshwater management.
- Shared prosperity for all our communities – focussing on building our economic strengths and developing emerging sectors, growing, attracting and retaining a skilled workforce, improving the transport network and coordinating strategies for housing our communities.
- Climate change mitigation and adaptation – reducing our carbon footprint, working together on climate action planning, building community resilience and making our infrastructure as strong as it can be.

¹ The Plan for Canterbury is available here: [Plan for Canterbury 2023-2025 - Canterbury Mayoral Forum \(canterburymayors.org.nz\)](https://canterburymayors.org.nz)

Of particular relevance to this submission is the CMF action to seek to partner and collaborate with government to develop an integrated approach to transport funding in Canterbury in order to increase the level of funding available for Canterbury transport networks.

Our context

Canterbury is the largest region in New Zealand by land area, extending from north of the Clarence River to south of the Waitaki, and from the main divide of the Southern Alps to the South Pacific Ocean. We comprise some of the largest and fastest-growing urban areas in New Zealand. Greater Christchurch is New Zealand's second most populous urban area and the decentralisation of people and jobs away from Christchurch's central city post-earthquakes has had a substantial impact on our transport networks.

However, outside of these main urban areas, Canterbury is sparsely populated, and our rural communities often need to travel significant distances to access even basic services. This is particularly the case in our least populated districts; Kaikoura, Mackenzie and Waimate, which represent three of the four least populated districts in the country. There is effectively no transport choice in these areas other than private vehicle, which makes these parts of the region almost entirely dependent on improvements in our vehicle fleet to reduce transport sector emissions.

We also have the most extensive road network of any region in New Zealand (16,195 km), and the second-highest tourism spend by region, which brings with it particular challenges. The predominance of low-volume, high-value roads in Canterbury requires greater investment in ongoing maintenance and renewals to ensure our networks can continue to support regional and national social and economic outcomes. It also advances our need to consider new approaches to maintaining levels of service and access for our communities in a changing climate. Put simply, most of our existing roading infrastructure was built for the climate we had 30 to 50 years ago, not the climate we have now or can reasonably expect to have in the near-term future.

In the section on supporting rural and regional communities (page 34), it is noted that the government, through the National Adaptation Plan, expects to develop new funding and asset management tools that better support councils to manage land transport infrastructure in a changing climate. We wholeheartedly support this and seek to collaborate and partner with government in the development of these new funding and asset management tools once the necessary plans and strategies are in place.

Lastly, we applaud Ministry staff for the clarity and readability of this GPS document. Thank you to all those involved in preparing it, and for the opportunity to provide feedback.

While Waka Kotahi is represented on the RTC, this submission does not reflect the views of Waka Kotahi.

The CMF and RTC secretariats are available to further clarify or answer any questions the Ministry may have about this joint submission. If you have any questions please contact either Jesse Burgess, Senior Strategy Manager Environment Canterbury on 027 381 5102, jesse.burgess@ecan.govt.nz or Maree McNeilly, Principal Advisor to the Mayoral Forum on 027 381 8924 or secretariat@canterburymayors.org.nz.

Nāku, iti noa, nā



Peter Scott
Canterbury Regional Council Chair
Chair, Canterbury Regional Transport
Committee



Nigel Bowen
Mayor, Timaru District Council
Chair, Canterbury Mayoral Forum

Canterbury Regional Transport Committee and Canterbury Mayoral Forum feedback on the Draft 2024 GPS Land Transport by section

Do you agree with the strategic priorities and direction that are outlined in GPS 2024?

1. We support the strategic priorities as outlined.
2. We support the introduction of *maintaining and operating the system* as a new strategic priority in this GPS. Maintenance is the top investment priority for Canterbury, and this is reflected in both the 2021 and the draft 2024-34 Canterbury Regional Land Transport Plan (RLTP).
3. We also strongly support the introduction of resilience as a new investment priority in this GPS. Resilience is important to Canterbury and the South Island and greater recognition of our resilience challenges² is something we have long advocated for. The Mayoral Forum's Plan for Canterbury highlights the significant cost of improving the resilience of the flood protection schemes, to protect not only local assets, but also national state highway and rail assets as articulated in [Before the Deluge](#) prepared for Te Uru Kahika.

Do you have any comments on the Strategic Investment Programme?

4. We seek the inclusion of the Greater Christchurch Public Transport Futures (PT Futures) programme in the Strategic Transport Programme (SIP) for which Waka Kotahi is to have special consideration. This would include the delivery of Mass Rapid Transit (MRT) for Greater Christchurch. While this project does receive mention in the draft GPS alongside projects in Waikato and Tauranga, we don't believe this accurately reflects just how far progressed this project currently is. Nor its criticality to achieving a more compact urban form and reducing transport emissions in New Zealand's second most populous urban area.
5. The Greater Christchurch MRT project has an agreed route and a positive benefit cost ratio, and the agreement of all partners to progress it to the Detailed Business Case stage. PT Futures plus MRT would be no less transformational for Greater Christchurch than the City Rail Link and North-West Rapid Transit projects are to Auckland. We have a narrowing window of opportunity to deliver the MRT component in Greater Christchurch at a cost that is net positive for government. This requires the commitment of all partners to progress it with some urgency.
6. We support and thank government for the inclusion of the Christchurch Northern Corridor Improvements (which includes the Woodend Bypass) and the Second Ashburton Urban Bridge projects in the SIP. These are both projects that are important to our communities and will support improved safety, access, resilience and economic growth in our region. We look forward to further engagement as these projects continue to progress.

² The Waka Kotahi National Resilience Programme Business Case (for state highways) identifies the top of the South, West Coast, Canterbury and Otago as 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). See Appendix F (pages 7-8) [here](#).

7. We support the proposed SH1 Christchurch to Ashburton corridor study in the SIP and request that funding for this study be included in Waka Kotahi's State Highway Improvement Programme. We note that the proposed objectives of this study have potential dependencies with any future intra-regional public transport, and so we request that the scope of this corridor study be broadened to cover the length of SH1 from Waipara to Timaru, so that these two pieces of work might be progressed concurrently, can appropriately inform each other, and inform regional spatial planning for the Canterbury region.

Do you agree with the funding increases associated with the GPS 2024?

8. We consider the overall funding increase proposed in GPS 2024 to be inadequate. Furthermore, a drop-off in forecast funding beyond the first three years of this GPS is evident, and we remain deeply concerned about the medium to long-term land transport funding situation in New Zealand.
9. The proposed \$3.1b of debt funding this GPS, on top of the \$2b debt funding committed in the 2021 GPS, carries future repayment obligations. The gap between NLTF revenue and funding needs is increasing. This NLTP period started with \$13.1b revenue and \$18.4b of existing commitments. Even with the substantial additional crown funding there is only \$2.4b of new contestable funding available nationally and this is simply not enough to support all our transport outcomes. We suggest that the Future of the Transport Revenue System review needs to be progressed and with some urgency to be in place in time for the 2027-30 NLTP period.
10. For the 2021-24 period, Canterbury received just 5-8% of forecast National Land Transport Programme expenditure, despite our region representing approximately 12% of NZ by population, and over 16% of the national roading network by length. We would like to see approximately double this share of national expenditure (10-16%) returned to be spent in Canterbury in the 2024-27 period.

Do you have any comments on how funding has been allocated across the various Activity Classes in GPS 2024?

11. We generally support the proposed funding ranges for public transport, walking and cycling. We support a larger increase in funding for the state highway maintenance activity class than local roads, given the high share of travel that occurs on state highways. However, we consider the level of funding proposed for both the state highway and local road maintenance activity classes to be insufficient.
12. The 18 percent proposed increase in the GPS funding range (lower) for the local road maintenance activity class is barely sufficient to cover cost escalations in our local road Maintenance Operations and Renewals (MOR) programmes. In terms of network condition, it is 'standing still' at best, and does not provide sufficient funding for us to effectively 'catch up' on deferred works. Furthermore, over the 2021-24 period there was a significant overspend of emergency works funding. If our local road and state highway networks continue to be further impacted by extreme weather events in the 2024-27 period then the proposed funding levels will prove insufficient and network condition will continue to decline.
13. We suggest that emergency works funding needs to be shown separate in the GPS from local road and state highway maintenance funding to help local road controlling authorities adjust their budget bids to the level of funding available. We note that the shift of safety improvement

funding into state highway and local road improvements will mean an overall reduction in improvement funding which will make speed management plans difficult to implement.

14. We support the proposed creation of the inter-regional public transport activity class. However, we would like to see GPS direction on this (and Waka Kotahi investment policy) that is nationally focused and supports evidence-based, value-for-money decision making. We are at the start of a process to consider potential inter and intra-regional public transport services in Canterbury and we would hope to be competing on an even footing with other New Zealand regions for any potential funding in this area.

Do you agree with the Ministerial expectations as outlined in GPS 2024?

15. We support the intent in the statement of Ministerial expectations to Waka Kotahi to 'build back better', exactly how that would translate into Waka Kotahi's emergency works funding policy is unclear. While we support 'building back better' in principle, we think the effect of this GPS directive on delivery responsiveness is likely to be underwhelming without the type of additional funding tools and asset management approaches signalled on page 34 – which we consider to be just as important for major urban areas as in regional and rural localities. In some instances, responding to the impacts of climate change may mean a reduction in existing levels of service or abandoning some assets.
16. We strongly support the direction to Waka Kotahi to have greater regard to public transport provision in how it plans for and manages state highways. Given the high share of travel that occurs on state highways and the Emissions Reduction Plan directive to reduce travel, we cannot solely rely on high growth urban councils to deliver sought reductions in travel. In our view, Waka Kotahi needs to look just as closely at its own asset base and regulatory role and lead by example. Our experience to date of state highway improvement projects in Canterbury is that they continue to have little emphasis on public transport prioritisation and travel demand management approaches.
17. We also question this GPS's ability to build sector capability when the available funding for investment management is proposed to decrease. This activity class supports building a more robust understanding of the benefits that our planned investment will deliver, which in turn supports more informed decision making. At a time when Te Waihanganga and government are calling for a forward pipeline of planned investment, the transport system is decarbonising and the legislation that underpins how we manage land use is also changing we need to ensure the sector is well-resourced to provide investment certainty and confidence.

Do you have any other comments on GPS 2024?

18. We would like to see central government co-funding for flood protection and river maintenance works. As noted above, river maintenance and flood protection schemes protect nationally significant crown infrastructure that has benefits beyond the communities within flood protection areas. Without ongoing river maintenance our road networks are at increased risk of disruption, and this is particularly applicable to the Canterbury region, which is characterised by its braided rivers.
19. Many of our road and rail bridges in Canterbury are approaching the end of their design life and in need of renewal. While bridges such as the lower Ashley river bridge and Ashburton bridge are included in the SIP, many others are not, such as Upper Orari, Rakaia, Rangitata

and Hurunui River bridge on SH1, and single-lane bridges on other Canterbury state highways.

20. We note that given the limited funding levers available to local government, securing local funding share will be a major challenge this GPS, as will the capacity of the transport sector to meet the governments delivery expectations.

Ministry of Transport
3 Queens Wharf
Wellington 6011
gps@transport.govt.nz

15 September 2023

Submission to the Government Policy Statement – Land Transport (GPS-LT)

Greater Christchurch Partnership (GCP) – Local Government Partners

1. Thank you for the opportunity to provide feedback on the GPS – LT.
2. The Greater Christchurch Partnership (GCP) is a voluntary coalition of mana whenua, local government, and government agencies, which has been working collaboratively for the prosperity of Greater Christchurch since 2007.
3. This submission only represents the views of local government partners: Christchurch City Council, Environment Canterbury, Selwyn District Council and Waimakariri District Council, allowing our government partners to maintain their neutrality.
4. Most recently, the GCP combined with central government partners to form the Whakawhanake Kāinga Komiti (WKK) – Urban Growth Partnership for Greater Christchurch.
5. One of the WKK's top four priorities is decarbonising the transport system.
6. Following extensive pre-engagement with residents of Greater Christchurch, the WKK has prepared the Draft Greater Christchurch Spatial Plan which is currently working through the special consultative procedure.
7. The Plan provides a blueprint of how population and business growth will be accommodated in Greater Christchurch over the next thirty years. A key direction of the Plan is to focus growth through targeted intensification in urban and town centres and along public transport corridors.
8. The key priorities for implementation in the draft are:
 - a. The prosperous development of kāinga nohoanga
 - b. A strengthened network of urban and town Centres
 - c. A mass rapid transit system
 - d. A collective focus on unlocking the potential of Priority Areas
 - e. An enhanced and expanded Blue-Green Network
9. From a land transport perspective, this requires improvements to the public transport network and investment in mass rapid transport.

Submission to the GPS – LT from the GCP Local Government Partners

10. Local Government Partners of the GCP have prepared the following submission to the GPS – LT.

11. The extent to which we realise the opportunity to contribute to national wellbeing and achieving a sustainable transport system is dependent on the pace and scale of investment in our transport network.
12. We therefore support the inclusion of the proposed SH1 Christchurch to Ashburton and the Christchurch Northern Link – State Highway 1 Improvements project in the SIP.
13. We support the inclusion of the Woodend Bypass, the widening of the Ashley Bridge and the already announced State Highway 1 safety improvements. Progressing this project is essential to our communities and will provide support to improve safety and ease of access, as well as supporting economic growth across the region.
14. We need to create a step-change in the active and public transport system through partnership to reduce car dependency and lower emissions.
15. We recognise the scale of investment required is significant and requires central and local partnership and commitment to long-term outcomes to achieve the transformation that is needed to address our challenges.
16. The two land transport priorities identified in the Greater Christchurch Spatial Plan are to:
 - a. Enhance the public transport system through the delivery of the Public Transport programme and further investment in travel demand management to support creating a step change in behaviours towards public and active modes of transport.
 - b. Reduce Greater Christchurch's carbon footprint by investing in a Mass Rapid Transport system which will also catalyse and support increased housing intensification (see point 16 below).
17. In partnership with Central Government, we have the opportunity to future-proof Greater Christchurch's public transport system to ensure we don't experience the congestion challenges of other major urban centres, while also reducing vehicle emissions.
18. Mass Rapid Transport would deliver a network of connected, sustainable, liveable, and affordable urban and town centres for the future that supports wellbeing, achieving good environmental outcomes and with the power to be city-shaping, effectively and efficiently connecting urban centres.
19. The MRT business case also stacks up financially. The Waka Kotahi Board has endorsed the Mass Rapid Transit Indicative Business Case for Greater Christchurch, and approved additional funding for the next 12 months to carry on the work until the Detailed Business Case phase is started. The IBC found that the proposed MRT solution presents a healthy benefits cost ratio. This indicates certainty that it will return more value than it will cost to build and run, if the investment is made in time. The services MRT will deliver, and the benefits to Christchurch and its communities are estimated to be 1.2 to 1.4 times its ongoing cost across its life.
20. We note the brief mention on page 56 of the GPS – LT of the Christchurch MRT initiative. We do not believe this represents sufficient commitment to meet the needs of the growing population of Greater Christchurch.



Request

21. We support the strategic priorities to reduce emissions and increase resilience.
22. Within the sustainable urban and regional development priority, we seek the inclusion of the Greater Christchurch Public Transport Futures programme in the Strategic Transport Programme for which Waka Kotahi is to have special consideration. Also within this priority we specifically request that the Greater Christchurch MRT investment is prioritised and included in the 10 year horizon of the GPS – Land Transport to future-proof the sustainable development of the sub-region.
23. The Greater Christchurch Partnership local government partners thank you for the opportunity to submit. For any further information please contact Lucy Baragwanath (lucy.baragwanath@greaterchristchurch.org.nz).

Ngā mihi nui

Tracy Tierney
Director, Greater Christchurch Partnership

9. Resolution to go into Public Excluded

Transport, Urban Development and Air Quality Committee report

Date of meeting	Wednesday, 11 October 2023
Author	Oliver Neal, Committee Advisor
Endorsed by	Petrea Downey, Team Leader Governance

Recommendations

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely items listed overleaf.

Reason for passing this resolution: good reason to withhold exists under section 7.
Specific grounds under section 48(1) for the passing of this resolution: Section 48(1)(a)

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- a) Shall be available to any member of the public who is present; and
 - b) Shall form part of the minutes of the local authority.”

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PLAIN ENGLISH REASON	WHEN REPORTS CAN BE RELEASED
9.1.1	Unconfirmed Public Excluded Minutes - Transport, Urban Development and Air Quality Committee – 9 August 2023			Refer to the previous public excluded reason in the agendas for these meetings.	Any decisions recorded in the minutes will be released separately dependent on specified criteria being met.
9.2.1	Transport, Urban Development and Air Quality Committee Resolutions Status Report Public Excluded – October 2023			Refer to the previous public excluded reason in the agendas for these meetings.	
9.2.2	National Ticketing Solution Update	S7(2)(c)(i)	S7 (2) (c) [to] protect information which is subject to an obligation of confidence... where the making available of the information- (i) would be likely to prejudice... information from the same source, and it is in the public interest that such information should continue to be supplied	Canterbury Regional Council has a duty of confidentiality to Waka Kotahi and the information is subject to an obligation of confidence.	In consultation with Waka Kotahi following the National Ticketing Solution going live in Canterbury following Environment Canterbury's normal processes for release of publicly excluded information.

10. Next Meeting

The next meeting of the Transport, Urban Development and Air Quality Committee is scheduled to be held on Wednesday, 6 December 2023. Any changes to this time will be publicly advertised and updated on the Environment Canterbury website.

11. Karakia Whakamutunga - Closing

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