

Agenda 2024

Transport, Urban Development, and Air Quality Committee

Date: Wednesday, 28 February 2024
Time: 1.00PM
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
CRTC	Canterbury Regional Transport Committee
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
PM	Particulate Matter
PGF	Provincial Growth Fund
PTOM	Public Transport Operating Model
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
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

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1. Karakia/Mihi Whakatau - 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 - 6 December 2023

Transport, Urban Development, and Air Quality Committee

Date of meeting	Wednesday, 28 February 2024
Author	Vivienne Ong, 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 6 December 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 6 December 2023.**

Attachments

1. 2023-12-06 UNCONFIRMED Minutes Transport, Urban Development, and Air Quality Committee 6 December 2023 [7.1.1 - 8 pages]

Minutes of the Transport, Urban Development, and Air Quality Committee held at Environment Canterbury, Council Chamber, 200 Tuam Street, Christchurch, on Wednesday, 6 December 2023 at 10.30am

Present

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

1. Karakia/Mihi Timatanga - Opening

Cr Byrnes opened the meeting with a karakia, followed by Cr Cranwell with a mihi whakatau.

2. Apologies

Apologies for absence were received from Councillor Deon Swiggs, who was on Council Business, and Councillor Ian Mackenzie.

3. Conflicts of Interest

At this point of the meeting, no conflicts of interest were declared.

However, conflicts of interest were declared later in the meeting, during the following agenda items:

- Cr McKay: Agenda Item 4.1.1 – Public Forum, Peter Langlands.
- Cr Edge: Agenda Item 6.0 Notices of Motion.
- Cr Southworth: Agenda Item 6.0 Notices of Motion

4. Public Forum, Deputations, and Petitions

4.1 Public Forum

4.1.1 Public Forum – Peter Langlands

Cr McKay declared a conflict of interest and did not take part in the discussion or decision making of this item.

Peter Langlands spoke on four-wheel drive disturbance to braided river birds.

Resolved TUDAQC/2023/35

That the Transport, Urban Development and Air Quality Committee:

1. Receives the public forum from Peter Langlands regarding agenda item 4.1.1 Four-wheel drive disturbance to braided river birds.
2. Provides a reply to Peter Langlands as soon as practicable.

Cr Pauling/Cr Korako
CARRIED

Cr Korako left the meeting at 10.54am and returned at 10.56am during the presentation on agenda item 4.1.2.

4.1.2 Public Forum – Nick Stoneman

Nick Stoneman spoke on dogs on buses in Christchurch.

Resolved TUDAQC/2023/36

That the Transport, Urban Development, and Air Quality Committee:

1. Receives the public forum from Nick Stoneman regarding agenda item 4.1.2 Dogs on Buses in Christchurch.
2. Provides a reply to Nick Stoneman as soon as practicable.

Cr Davies/Cr Robinson
CARRIED

4.2 Deputations and Petitions

There were no requests for deputations, or petitions.

Cr Korako left the meeting at 11.02am during agenda item 5.

5. Extraordinary and Urgent Business

There was a request for an item of extraordinary business from members to acknowledge the passing of Benita Wakefield:

- (a) The reason this report was not on the agenda was that the event occurred after the agenda was prepared.
- (b) The reason why the discussion of the item cannot be delayed until a subsequent meeting is due to Benita's significant contribution to the work of Environment Canterbury and the importance of acknowledging her passing.

This item was taken after agenda item 8.5.

Cr Cranwell and Cr Byrnes left the meeting at 11.12am prior to agenda item 7.

6. Notices of Motion

Refer to page 8 of the agenda

Cr Edge declared a conflict of interest and did not take part in the discussion or decision making of this item.

Cr Southworth declared a conflict of interest and did not take part in the discussion or decision making of this item.

The Committee considered the notice of motion submitted by Cr Davies, seconded by Cr Pauling.

Resolved TUDAQC/2023/37

That the Transport, Urban Development and Air Quality Committee:

1. Requests that staff and the Greater Christchurch Partnership include a policy regarding 'pets on buses' and specifically 'dogs on buses' in the draft Regional Public Transport Plan (RPTP).
2. That these policies will be consulted on with the public through the RPTP and Greater Christchurch Partnership led hearings processes.

Cr Davies/Cr Pauling
CARRIED

7. Minutes

Refer to pages 9-14 of the agenda.

Cr Byrnes returned to the meeting at 11.13am during the vote on agenda item 7.1.

7.1 Unconfirmed Minutes - Transport, Urban Development and Air Quality Committee - 11 October 2023

Refer to pages 9 to 14 of the agenda.

Resolved TUDAQC/2023/38

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 11 October 2023.

Cr Dietsche/Cr Ward
CARRIED

8. Report Items

Refer to pages 15-159 of the agenda.

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

Refer to pages 15-18 of the agenda.

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

Resolved TUDAQC/2023/39

Staff recommendations adopted without change.

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 December 2023.

Cr Edge/Cr Robinson
CARRIED

Cr Byrnes left the meeting at 11.37am during discussion on the motion for agenda item 8.2.

8.2 Draft Canterbury Regional Land Transport Plan 2024-34

Refer to pages 19-123 of the agenda.

Staff provided the Committee with an update on the progress of the Canterbury Regional Land Transport Plan mid-term review.

Resolved TUDAQC/2023/40

Staff recommendations adopted without change.

That the Transport, Urban Development and Air Quality Committee:

1. Notes that the Canterbury Regional Transport Committee approved the draft Canterbury Regional Land Transport Plan 2024-34 for public consultation at its meeting on 27 November 2023.
2. Notes that the public consultation dates of Friday 26 January to Monday 26 February was also approved by the Canterbury Regional Transport Committee at this meeting.
3. Notes that the Canterbury Regional Council has responsibility for adopting the final plan in May 2024 ahead of it being submitted to Waka Kotahi NZ Transport Agency in June 2024.

Cr Edge/Cr McKay
CARRIED

Cr Dietsche left the meeting at 11.40am during questions of clarification on agenda item 8.3 returning at 11.42am during the voting process and did not participate in voting for agenda item 8.3.

8.3 Quarter One Work Programme Update

Refer to pages 124-137 of the agenda.

Staff provided the Committee with an update on the progress of the Air Quality, Transport and Urban Development portfolio.

Resolved TUDAQC/2023/41

Staff recommendations adopted without change.

That the Transport, Urban Development and Air Quality Committee:

1. Receives the work programme report for quarter one 2023/24 for the Air Quality, Transport and Urban Development portfolio.

Cr Edge/Cr Southworth
CARRIED

8.4 Fare Trial - Early Insights

Refer to pages 138-153 of the agenda.

Staff provided an update on some early insights from the Public Transport Fare Trial, which commenced on 1 July 2023, and the October Public Transport Dashboard.

Resolved TUDAQC/2023/42

Staff recommendation adopted without change.

That the Transport, Urban Development and Air Quality Committee:

1. Notes the Early Insights from the public transport Fare Trial which commenced in July 2023.
2. Notes the contents of the Public Transport dashboard for October 2023.

Cr Southworth/Cr Sunckell
CARRIED

8.5 Report from the Chair

Refer to pages 154-159 of the agenda.

The Chair raised 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.

Resolved TUDAQC/2023/43

Staff recommendation adopted without change.

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.

Chair Scott/Cr McKay
CARRIED

Cr Sunckell left the meeting at 12.10pm during discussion on agenda item 5.

Cr Cranwell returned to the meeting at 12.13pm during discussion on agenda item 5.

Cr Sunckell returned to the meeting at 12.14pm during discussion on agenda item 5.

5. Extraordinary and Urgent Business (cont.)

Resolved TUDAQC/2023/44

That the Transport, Urban Development and Air Quality Committee:

1. Resolves to accept the extraordinary business regarding the passing of Benita Wakefield.

Cr McKay/Cr Pauling
CARRIED

A number of Councillors spoke on the passing of Benita Wakefield and acknowledged the significant contribution she had made in her roles within the Canterbury Water Management Strategy, specifically her advocacy for mana whenua.

Resolved TUDAQC/2023/45

That the Transport, Urban Development and Air Quality Committee:

1. Delegates to the Chair of Environment Canterbury responsibility for sending a letter to the whanau of Benita Wakefield, expressing the condolences of the Council.

Cr Cranwell/Cr Pauling
CARRIED

12. Extension in Meeting Time Before Break

Pursuant to Standing Orders 4.2 'No meeting can sit for more than two hours continuously without a break of at least ten minutes unless the meeting resolves to extend the time before a break.'

Resolved TUDAQC/2023/46

That the Transport, Urban Development and Air Quality Committee:

1. Resolve to extend the time required before a break of at least ten minutes, for at least 30 minutes unless the meeting is almost completed.

Cr Sunckell/Cr Pauling

CARRIED

9. Resolution to go into Public Excluded

Resolved TUDAQC/2023/47

That Jeremy Dickson, Project Lead - NTS and Jesse Burgess, Senior Strategy Manager, be permitted to remain at this meeting after the public have been excluded, because they have knowledge relevant to the matters under consideration.

AND

That at 12.22pm the resolution to exclude the public set out on pages 160 to 161 of the agenda be adopted.

Cr Pauling/Cr Sunckell

CARRIED

The public were re-admitted to the meeting at 12.47pm.

10. Next Meeting

The next meeting will be held on 28 February 2023.

11. Karakia Whakamutunga - Closing

Cr Byrnes closed the meeting with a karakia.

The meeting concluded at 12.50pm.

CONFIRMED 28 FEBRUARY 2024

Chair Peter Scott
Chair, Environment Canterbury

8. Report Items

8.1. Transport, Urban Development, and Air Quality Committee Resolutions Status Report - February 2024

Transport, Urban Development, and Air Quality Committee report

Date of meeting	Wednesday, 28 February 2024
Author	Vivienne Ong, 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 February 2024.**

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 10 April 2024 meeting of the Transport, Urban Development, and Air Quality Committee.

Attachments

1. TUDAQC Resolutions Status Report February 20 [8.1.1 - 4 pages]

Transport, Urban Development and Air Quality Committee Resolutions Status Report - Previous Meeting (6 December 2023) – February 2023

Meeting Name	Report	Resolution Number	Resolution	Status
Transport, Urban Development and Air Quality Committee 2023-10-11	7.1 Unconfirmed Minutes – Transport, Urban Development and Air Quality Committee – 9 August 2023	TUDAQC/2023/25	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.	Complete
Transport, Urban Development and Air Quality Committee 2024-12-06	4.1.1 Public Forum – Peter Langlands	TUDAQC/2023/35	That the Transport, Urban Development and Air Quality Committee: 1. Receives the public forum from Peter Langlands regarding agenda item 4.1.1 Four-wheel drive disturbance to braided river birds. 2. Provides a reply to Peter Langlands as soon as practicable.	Complete
Transport, Urban Development and Air Quality Committee 2024-12-06	4.1.2 Public Forum – Nick Stoneman	TUDAQC/2023/36	That the Transport, Urban Development, and Air Quality Committee: 1. Receives the public forum from Nick Stoneman regarding agenda item 4.1.2 Dogs on Buses in Christchurch. 2. Provides a reply to Nick Stoneman as soon as practicable.	Complete
Transport, Urban Development and Air Quality Committee 2024-12-06	6.0 Notice of Motion (Councillor Davies)	TUDAQC/2023/37	That the Transport, Urban Development and Air Quality Committee: 1. Requests that staff and the Greater Christchurch Partnership include a policy regarding 'pets on buses' and specifically 'dogs on buses' in the draft Regional Public Transport Plan (RPTP). 2. That these policies will be consulted on with the public through the RPTP and Greater Christchurch Partnership led hearings processes.	Complete

Transport, Urban Development and Air Quality Committee Resolutions Status Report - Previous Meeting (6 December 2023) – February 2023

Meeting Name	Report	Resolution Number	Resolution	Status
Transport, Urban Development and Air Quality Committee 2024-12-06	7.1 Unconfirmed Minutes - Transport, Urban Development and Air Quality Committee – 11 October 2023	TUDAQC/2023/38	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 11 October 2023.	Complete
Transport, Urban Development and Air Quality Committee 2024-12-06	8.1 Transport, Urban Development, and Air Quality Committee Resolutions Status Report - December 2023	TUDAQC/2023/39	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 December 2023.	Complete
Transport, Urban Development and Air Quality Committee 2024-12-06	8.2 Draft Canterbury Regional Land Transport Plan 2024-34	TUDAQC/2023/40	That the Transport, Urban Development and Air Quality Committee: 1. Notes that the Canterbury Regional Transport Committee approved the draft Canterbury Regional Land Transport Plan 2024-34 for public consultation at its meeting on 27 November 2023. 2. Notes that the public consultation dates of Friday 26 January to Monday 26 February was also approved by the Canterbury Regional Transport Committee at this meeting. 3. Notes that the Canterbury Regional Council has responsibility for adopting the final plan in May 2024 ahead of it being submitted to Waka Kotahi NZ Transport Agency in June 2024.	Complete

Transport, Urban Development and Air Quality Committee Resolutions Status Report - Previous Meeting (6 December 2023) – February 2023

Meeting Name	Report	Resolution Number	Resolution	Status
Transport, Urban Development and Air Quality Committee 2024-12-06	8.3 Quarter One Work Programme Update	TUDAQC/2023/41	That the Transport, Urban Development and Air Quality Committee: 1. Receives the work programme report for quarter one 2023/24 for the Air Quality, Transport and Urban Development portfolio.	Complete
Transport, Urban Development and Air Quality Committee 2024-12-06	8.4 Fare Trial – Early Insights	TUDAQC/2023/42	That the Transport, Urban Development and Air Quality Committee: 1. Notes the Early Insights from the public transport Fare Trial which commenced in July 2023. 2. Notes the contents of the Public Transport dashboard for October 2023.	Complete
Transport, Urban Development and Air Quality Committee 2024-12-06	8.5 Report from the Chair	TUDAQC/2023/43	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.	Complete
Transport, Urban Development and Air Quality Committee 2024-12-06	5.0 Extraordinary and Urgent Business (cont.)	TUDAQC/2023/44	That the Transport, Urban Development and Air Quality Committee: 1. Resolves to accept the extraordinary business regarding the passing of Benita Wakefield.	Complete
		TUDAQC/2023/45	That the Transport, Urban Development and Air Quality Committee: 1. Delegates to the Chair of Environment Canterbury responsibility for sending a letter to the whanau of Benita Wakefield, expressing the condolences of the Council.	Complete

Transport, Urban Development and Air Quality Committee Resolutions Status Report - Previous Meeting (6 December 2023) – February 2023

Meeting Name	Report	Resolution Number	Resolution	Status
Transport, Urban Development and Air Quality Committee 2024-12-06	12.0 Extension in Meeting Time Before Break	TUDAQC/2023/46	That the Transport, Urban Development and Air Quality Committee: 1. Resolve to extend the time required before a break of at least ten minutes, for at least 30 minutes unless the meeting is almost completed.	Complete
Transport, Urban Development and Air Quality Committee 2024-12-06	9.0 Resolution to go into Public Excluded	TUDAQC/2023/47	That the Transport, Urban Development and Air Quality Committee: That Jeremy Dickson, Project Lead - NTS and Jesse Burgess, Senior Strategy Manager, be permitted to remain at this meeting after the public have been excluded, because they have knowledge relevant to the matters under consideration. AND That at 12.22pm the resolution to exclude the public set out on pages 160 to 161 of the agenda be adopted.	Complete

8.2. Minutes - South Island Regional Transport Committee Chairs Group, 29 November 2023

Transport, Urban Development, and Air Quality Committee Report

Date of meeting	Wednesday, 28 February 2024
Author	Tiara Thorby, Senior Strategy Advisor
Responsible Director	Katherine Trought, Director Strategy and Planning

Purpose

1. The purpose of this report is to provide the Transport, Urban Development and Air Quality Committee with the minutes of the last meeting of the South Island Regional Transport Committee Chairs Group, held 29 November 2023.
2. Providing these minutes from the South Island Regional Transport Committee Chairs Group meeting provides visibility of matters of interest to the Committee.

Recommendations

That the Transport, Urban Development, and Air Quality Committee:

1. **Receives the minutes of the 29 November 2023 meeting of the South Island Regional Transport Committee Chairs Group.**

Background

3. The purpose of the South Island Regional Transport Committee Chairs Group (SI RTC Chairs) is to improve transport outcomes for the South Island through collaboration and integrated planning. The SI RTC Chairs is governed by a shared charter and meet on a quarterly basis.
4. Membership comprises the Chair and/or Deputy Chair of all South Island Regional Transport Committees – Southland, Otago, Canterbury, West Coast, Nelson-Tasman, and Marlborough. Waka Kotahi regional relationship directors also attend meetings in support of the Chairs, alongside key council staff. Chair Peter Scott and Councillor Grant Edge currently attend on behalf of the Canterbury Regional Council.

Key matters from the 29 November 2023 meeting

5. Key matters covered at the SI RTC Chairs meeting on 29 November 2023 included:
 - The scope and direction of the first phase of the South Island freight study – a priority initiative for the SI RTC Chairs. The Chairs agreed to the recommended scope and direction for the study. A small team of regional council and Waka Kotahi staff are now progressing this work and will provide progress updates to the Chairs at future meetings.

- A guest presentation on the risks and issues related to rural school bus safety. These risks and issues, and actions that could be taken by the SI RTC Chairs, are being further considered.
 - Ministry of Education provision of school bus services, and the risks and impact of school bus services funded by the Ministry being discontinued.
 - The development of Regional Land Transport Plans across the South Island.
 - Engagement with the new Government about the key transport projects and priorities for the South Island. There was agreement to invite Hon Simeon Brown, Minister of Transport to the next SI RTC Chairs meeting in April 2024.
 - Agreement that a representative from KiwiRail be invited to future meetings of the SI RTC Chairs. This will ensure that a full picture of significant transport activities emerging in the South Island is provided, including in relation to the ferries, freight and rail.
6. The agenda and minutes of the SI RTC Chairs meeting on 29 November 2023 is provided as **Attachment 8.2.1** and **Attachment 8.2.2** respectively.

Next steps

7. The 2024 meeting dates for the SI RTC Chairs have been set for 15 April, 8 July, and 11 November. The agendas and minutes of future Chairs meetings will continue to be provided to the Committee for visibility.

Attachments

1. Minutes - South Island RTC Chairs Group, 29 November 2023 [**8.2.1** - 6 pages]
2. Agenda - South Island RTC Chairs Group, 29 November 2023 [**8.2.2** - 34 pages]

Legal review	Not submitted for legal review.
Peer reviewers	Jesse Burgess, Senior Strategy Manager Sam Bellamy, Team Leader Strategy and Planning

Minutes - South Island Regional Transport Committee Chairs

Venue: Online

Date: Wednesday 29 November 2023, 9:00am – 12:30pm

Members In Attendance:

Canterbury Regional Council
Chair Peter Scott
Cr Grant Edge

Marlborough District Council
Cr Scott Adams

Tasman District Council
Deputy Mayor Stuart Bryant (Acting Chair)

West Coast Regional Council
Cr Peter Ewen

Waka Kotahi NZ Transport Agency
James Caygill

Member Apologies:

Nelson City Council
Mayor Nick Smith

Otago Regional Council
Cr Kate Wilson (Chair)
Cr Alexa Forbes

Southland Regional Council
Deputy Chair Jeremy McPhail
Cr Phil Morrison

West Coast Regional Council
Chair Peter Haddock

Officers In Attendance:

Canterbury Regional Council
Jesse Burgess
Sam Bellamy
Carmin Beck

Marlborough District Council
Charlotte Campbell-Lamington

Nelson City Council
Rhys Palmer

Otago Regional Council
Lorraine Cheyne

Southland Regional Council
Russell Hawkes

Tasman District Council
Bill Rice

West Coast Regional Council
Darryl Lew
Lillie Sadler

Waka Kotahi NZ Transport Agency
Toshi Hodliffe
Chris Ballantyne (Item 6)
Chris Watson (Item 6)

Guest Attendees:

Emily Jones (Item 3)

1. Welcome, Apologies and Introductions

The Acting Chair, Deputy Mayor Stuart Bryant, welcomed members and invited Chair Peter Scott to open the meeting with a karakia.

Apologies were noted from Cr Kate Wilson (Chair), Cr Alexa Forbes, Deputy Chair Jeremy McPhail, Cr Phil Morrison, Mayor Nick Smith, and Chair Peter Haddock.

Cr Scott Adams was welcomed as the new member for Marlborough District Council.

2. Minutes from Previous Meeting – 18 July 2023

There were no corrections or amendments to the minutes of the previous meeting.

That the South Island Regional Transport Committee Chairs Group:

1. **Accept these minutes as a true and accurate record.**

Deputy Mayor Stuart Bryant / Chair Peter Scott
CARRIED

3. Guest Presentation: Rural School Bus Safety

Emily Jones, a mother of three and advocate for rural families, delivered a presentation about the risks involved with current rural school bus operations, potential solutions, and the need to take action. One solution discussed as part of the presentation involved adding effective signage and flashing lights to the back of school buses.

Members discussed how best to tackle this issue to effect real change, including whether this could be discussed with the incoming Minister of Education and/or Minister of Transport. As part of the discussion, it was noted that there would benefit in a national campaign educating drivers of the 20 km/hr limit for passing school buses, that local authorities could target funding to communicate the speed limit, and that signage on the bus explicitly stating the speed limit would be a key way to improve rural school bus safety.

Philippa Cameron was also invited to deliver a presentation at this meeting, but was unable to attend, so submitted a statement for inclusion in the agenda regarding the lack of seatbelts on school buses. This statement was taken as read, but referenced in the larger picture of rural school bus safety through the discussion.

As part of the Any Other Business item (Item 9), Chair Peter Scott committed to working with the Chair, Cr Kate Wilson, to look further into the issue of rural school bus safety and actions that could be taken by the Chairs Group.

4. Ministry of Education School Bus Services

Rhys Palmer from Nelson City Council introduced the report covering the Ministry of Education's school transport assistance, the risk that some school bus services funded by the Ministry will be discontinued, and the potential impacts of this to the public transport services being provided by public transport authorities. This is a growing issue in Nelson and Tasman, and something that has also arisen in other parts of the South Island.

It was noted as part of the discussion that Tauranga encountered a similar situation and may be able to offer advice on how to proceed. It was agreed that staff would further connect and share any relevant information about the issue of Ministry-funded school bus services being discontinued as part of review processes.

That the South Island Regional Transport Committee Chairs Group:

1. **Receives this report on school transport assistance provided by the Ministry of Education.**
2. **Provides direction to staff on any follow-up actions related to the Ministry of Education's review of school bus services.**

Deputy Mayor Stuart Bryant / Councillor Peter Ewen
CARRIED

5. Regional Updates

Canterbury

- The draft Regional Land Transport Plan (RLTP) has been approved by the Regional Transport Committee (RTC) for public consultation. Consultation will be held from 26 January to 26 February 2024, with hearings and deliberations in March 2024.
- There is a notable increase in desired funding outlined in the draft plan, from \$6bn to \$10.1bn, which will pave the way for more projects to be considered. The three main projects proposed in the draft plan are:
 - Second bridge over Ashburton River
 - Woodend bypass
 - Greater Christchurch Public Transport Futures and mass rapid transit.
- The public transport systems across Selwyn, Waimakariri and Christchurch City will be considered by the Greater Christchurch Partnership (GCP) through the development of the Regional Public Transport Plan (RPTP).

West Coast

- Vegetation management continues – there is a need for the vegetation management work to better address the specific type of vegetation.
- At Franz Josef, the Waiho River has stopbanks to protect the road when the river levels are high. There is a ten-year plan to address this issue, but the timeline does not reflect the urgency.

- The draft RLTP and draft Speed Management Plan (SMP) are being drafted and are expected to be presented to the RTC in late January 2024. If approved, the plans will move on to the public consultation process.
- The draft RPTP was notified in August 2023 for submissions.

Marlborough

- The Marlborough Sounds Recovery business case, which is in response to recent storm damage, has gone through Council and is waiting for approval from Waka Kotahi. This is expected in December 2023.
- The draft SMP has been through deliberations and the recommendations have been passed to Waka Kotahi for review.
- Work on the draft RLTP is currently underway.
- Dealing with typical concerns, such as deteriorating roads, high recovery work costs, high traffic due to ferries, residential developments outside of Blenheim that may affect SH1 and local roads, safety concerns around SH1 south-east of Blenheim, and work to improve Weld Pass.

Nelson / Tasman

- Richmond Transport Programme Business Case is progressing.
- Transport Choices projects are underway in Richmond and Motueka – near completion.
- Electric bus services are going well and patronage increasing each month.
- School children are using the bus rather than alternatives due to pricing, which can be difficult to manage and has led to higher demand on some holidays.
- The draft SMP has been put out for an extended period of consultation (November 2023 to February 2024).

Southland / Otago

- Recently completed the prioritisation process for improvement projects in the draft RLTP – all involving SH1, the biggest being Elmer Tunnel, although expecting funding hurdles. The speed and infrastructure programme was broken down into elements, which has reprioritised some projects.
- A potential future area of concern is the heavy milk tankers using local roads, especially close to the plants, including the plant near Awarua.
- The consultation for the draft RLTP has been delayed until February 2024 to allow time to receive signals from the Ministry of Transport around the direction of the Government Policy Statement on land transport (GPS).

Otago

- Increased levels of patronage on Dunedin and Queenstown public transport networks – currently about 30% above pre-Covid levels.
- Planning and responding to increased demand on the public transport network due to the current cruise ship season.
- Dunedin City Council and Queenstown Lakes District Council have regionally significant projects over \$2 million. Other areas in the region have Low Cost, Low Risk projects.

- There is demand to increase infrastructure to support higher demand for public transport. This is difficult as the projects for increasing the network and infrastructure are approved by different bodies.

7. Regional Land Transport Plan Progress Updates

Members agreed to bring this item forward as it built on discussions in the previous item.

Jesse Burgess from the Canterbury Regional Council presented a draft visual map showing the regionally significant activities emerging for each region in the South Island as part of work on RLTPs. The purpose of the project is to create a South Island picture of key transport projects and priorities, which can be used as a tool when engaging with the incoming government.

The draft map was well received by members. Feedback on how to improve the map included:

- removing references to the draft 2024 GPS
- showing the New Zealand Upgrade Programme (NZUP) projects
- highlighting the major resilience works
- including key projects that aren't included in draft RLTPs
- restructuring the projects in order of priority
- highlighting any interdependencies of cross-regional networks
- adding KiwiRail's key projects and programmes.

The feedback provided by members will be taken into consideration by staff and an updated iteration of the map will be shared at a future meeting of the Chairs Group.

It was agreed a representative from KiwiRail be invited to future meetings of the Chairs Group. This will be especially relevant with increased ferries and freight between the North and South Islands.

6. Priority Initiative: South Island Freight Study

Russell Hawkes from Southland Regional Council and Chris Ballantyne from Waka Kotahi gave an update on the work on the South Island freight study, including outlining the proposed scope and next steps for the project.

The Chairs Group has previously identified freight across the South Island as a priority. This study aims to understand the scope of activity happening across the island to inform future planning – for local, regional and inter-regional networks. It was proposed that this project would be led by the Chairs Group and supported by staff from both regional councils and Waka Kotahi. This will allow for stronger collaboration, rather than duplication of effort, across organisations.

Staff provided a presentation on where this project might fit in the context of existing national programmes, including the work that Waka Kotahi has been doing with the national freight and rail team. Many of these programmes are in the exploratory stage. The need for more quality data in regard to the freight task in the South Island was highlighted in the presentation.

- Members discussed the governance oversight of the project from the Chairs Group and agreed to nominate members as champions for the project. Cr Kate Wilson and Deputy

Mayor Stuart Bryant were nominated as champions for the project, and a further resolution was included to reflect these nominations. This project will be supported by staff from across several regional councils and Waka Kotahi.

That the South Island Regional Transport Committee Chairs Group:

- 1. Approve the change in initial project focus.**
- 2. Approves Phase 1 of the South Island Freight Study project as included in the report.**
- 3. Agrees to the direction of the study for Phase 1.**
- 4. Provides direction to a small regional staff team to join with Waka Kotahi to manage and coordinate the project and outputs and provide progress reports at their future meetings.**
- 5. Indicates their willingness to make a financial contribution for Phase 1 of the project in addition to staff time, if required.**
- 6. Nominates Cr Kate Wilson and Deputy Mayor Stuart Bryant as champions for the South Island freight study priority initiative for the Chairs Group.**

Chair Peter Scott / Deputy Mayor Stuart Bryant
CARRIED

8. Engaging with the New Government

Members discussed the opportunity to invite the incoming Minister of Transport and Associate Minister of Transport to the next in-person meeting of the Chairs Group in March or April 2024. It was agreed that invites should be extended. The timing of this meeting may also coincide with the release of a new draft GPS.

Members discussed and agreed to hold quarterly meetings in 2024, with both in-person and online meetings.

9. Any other business

Chair Peter Scott committed to working with the Chair, Cr Kate Wilson, to look further into the issue of rural school bus safety and actions that could be taken by the Chairs Group, as were discussed as part of the Guest Presentation: Rural School Bus Safety item (Item 3).

Cr Peter Ewen shared his concern around the lack of communication with the RTC regarding the upcoming Arthur's Pass work programme. James Caygill noted that the RTC provides the planning and funding oversight for transport in the region, and that Waka Kotahi has been in direct contact with the relevant local authorities regarding this work programme.

10. Close and Farewell

The meeting was closed with a karakia by Chair Peter Scott at 11:40am.

Agenda - South Island Regional Transport Committee Chairs

Venue: Online

Date: Wednesday 29 November 2023, 9.00am – 12.30pm

Elected Member Attendees:	<i>Canterbury Regional Council</i> Cr Peter Scott Cr Grant Edge	<i>Otago Regional Council</i> Cr Kate Wilson Cr Alexa Forbes
	<i>Southland Regional Council</i> Cr Jeremy McPhail Cr Phil Morrison	<i>West Coast Regional Council</i> Cr Peter Ewen Cr Peter Haddock
	<i>Marlborough District Council</i> Cr Scott Adams	<i>Tasman District Council</i> Deputy Mayor Stuart Bryant
	<i>Nelson City Council</i> Mayor Nick Smith	<i>Waka Kotahi</i> James Caygill
Staff Attendees:	<i>Canterbury Regional Council</i> Jesse Burgess Sam Bellamy Carmin Beck	<i>Otago Regional Council</i> Lorraine Cheyne
	<i>Southland Regional Council</i> Russell Hawkes	<i>West Coast Regional Council</i> Darryl Lew Lillie Sadler
	<i>Marlborough District Council</i> Laura Skilton	<i>Tasman District Council</i> Bill Rice
	<i>Nelson City Council</i> Alec Louverdis Matt Bruce Rhys Palmer	<i>Waka Kotahi</i> Toshi Hodliffe Chris Ballantyne (Item 6)
Guest Attendees:	Emily Jones (Item 3)	
Apologies:	Cr Kate Wilson (Otago Regional Council) Cr Alexa Forbes (Otago Regional Council)	

Agenda

Item	Page	Who	Time
1. Welcome, apologies and introductions Opening karakia	3	Deputy Mayor Bryant	9.00am 5 mins
2. Minutes from previous meeting – 18 July 2023	4 - 12	Deputy Mayor Bryant	9.05am 5 mins
3. Guest presentation: Rural school bus safety Safety concerns – seatbelts, speeds and signage	13 - 18	Emily Jones	9.10am 20 mins
4. Ministry of Education school bus services Discussion about the Ministry of Education's provision of school bus services	19 - 21	Alec Louverdis	9.30am 30 mins
5. Regional updates Update from each Chair and Waka Kotahi on current / topical issues in their area	22	Chairs James Caygill	10.00am 30 mins
<i>Break at 10.30am (30 mins)</i>			
6. Priority initiative: South Island freight study Presentation of the freight study's draft scope and the project's terms of reference (seeking approval)	23 - 30	Russell Hawkes Chris Ballantyne	11.00am 45 mins
7. Regional Land Transport Plan progress updates Update on the progress on Regional Land Transport Plans and discussion about the South Island picture	31 - 32	Jesse Burgess	11.45am 20 mins
8. Engaging with the new Government Discussion about approaching the new Minister of Transport about the South Island's transport priorities	33	Deputy Mayor Bryant	12.05pm 15 mins
9. Any other business	-	Deputy Mayor Bryant	12.20pm 5 mins
10. Close and farewell Closing karakia	34	Deputy Mayor Bryant	12.25pm 5 mins
<i>Close by 12.30pm</i>			

Opening karakia

Whakataka te hau ki te uru
Whakataka te hau ki te tonga
Kia mākinakina ki uta,
Kia mātaratara ki tai.
E hī ake ana te atakura.
He tio, he huka, he hauhū.
Tihei Mauri Ora!

*Cease the winds of the west
Cease the winds of the south
Let the bracing breezes flow
over the land and the sea.
Let the red-tipped dawn come
with a sharpened edge, a touch of frost,
a promise of a glorious day!*

Item 2. Minutes from previous meeting – 18 July 2023

Minutes - South Island Regional Transport Committee Chairs

Venue: Pukaki Room, Novotel Christchurch Airport, 30 Durey Road, Christchurch Airport

Date: Tuesday 18 July 2023, 10:15am – 3.15pm



In Attendance:

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

Southland Regional Council
Cr Jeremy McPhail
Cr Phil Morrison

Marlborough District Council
Cr Brian Dawson

Canterbury Regional Council
Chair Peter Scott
Cr Grant Edge

West Coast Regional Council
Cr Peter Ewen
Cr Peter Haddock

Tasman District Council
Deputy Mayor Stuart Bryant

Waka Kotahi NZTA
James Caygill
(arrived 10.45am)

Member Apologies: Mayor Nick Smith, NCC

Emma Speight, WK

Transport Officers Attendees:

Canterbury Regional Council
Jesse Burgess
Luke Carey
Sarah Hancock

Southland Regional Council
Russell Hawkes

Marlborough District Council
Laura Skilton

Otago Regional Council
Lorraine Cheyne
Pim Borren

West Coast Regional Council
Fiona Thomson

Tasman District Council
Bill Rice

Waka Kotahi NZTA
Toshi Hodliffe (arrived 10.45am)

Welcome and Apologies, Introductions

Chair Kate Wilson opened the meeting with a Karakia.

Late Item: Minutes of Previous meeting

There were no corrections or amendments to the minutes of the previous meeting. Chair Kate Wilson lead a discussion on the status of meeting minutes. There was general agreement to continue to treat the minutes as public, unless advised by a specific presenter that the information shared is not otherwise publicly available. The Chair requested that going forward, meeting minutes are circulated to all members as soon as possible after each meeting for confirmation via email, rather than waiting until the next meeting to do so.

That the South Island Regional Transport Committee Chairs:

1. **accept these minutes as a true and accurate record.**

Chair Wilson /Councillor Forbes

CARRIED

3. Briefing: Summary of feedback from the SI RTC Forward Work Programme Workshop.

Environment Canterbury staff provided a brief recap to members of the forward work programme workshop on 13 March 2023. At the workshop, members were encouraged to consider and identify the shared issues for transport across the South Island. The key themes identified (in order of relative importance to the Chairs) from the workshop discussion were:map of

- Resilience – responding and adapting to natural hazard risks and climate change.
- Need for a long-term view of transport outcomes and decision-making.
- Equitable, future-focused transport system funding and financing.
- Collective advocacy, leadership, and facilitation of collaborative discussions on the future of transport.

There was no discussion on this item.

4. Regional Updates

Southland

- Raised the differences in levels of service for roading across the South Island – within and between regions.

Otago

- Public transport services in Dunedin and Queenstown have recently returned to full timetables.
- Record high public transport patronage in Otago in 2023, above pre-pandemic patronage levels. New fare regime looking to double public transport trips to work and education.
- New Queenstown public transport business case seeks to achieve a 40 per cent mode shift.
- Trial ferry service in Queenstown has been popular with high patronage, they are now looking to get a permanent provider for the ferry service.
- Beaumont Bridge to open on 30 July.
- Joint RLTP Otago and Southland mid-term review.

West Coast

- Vegetation management is underway.
- Maintenance has begun on Ikamatua Road, resurfacing the road around the Grey River.
- Main issues for roading network are route security and passing opportunities.
- The lack of public transport in the region means we cannot address the number of single occupant vehicle trips and the financial impact of the end of the national fuel tax subsidy on household budgets.
- Special purpose roads: Karamea Bluff Road is still storm damaged.

Tasman

- Richmond future access business case progressing – three sets of traffic lights to be optimised and upgraded along Gladstone Roads.
- Transport Choices & Streets for People are implementing Walking & Cycling strategy.
- New all-electric bus services commence on 1 August with 17 new buses. The route has been extended out to Wakefield and Motueka with 6 daily return trips at peak travel times. The new fare structure will come into effect at the same time as the new bus service.

Marlborough

- Public engagement on the Marlborough Sounds future access study has closed, received 1700 submissions.
- Speed management consultation received 110 submissions. Looking to reduce speed limits on hundreds of roads, especially around schools.
- Construction has begun on the IREX project.
- RLTP has a lot of focus around speed management and state highway intersection upgrades.
- There are challenges around VKT reduction in rural areas.

Canterbury

- Public Transport – the transition to the new fare structure has gone well and services are almost back to full timetables. Managing the demand on public transport services

from cruise ships is currently an ongoing concern. Christchurch will be the first tranche in the new National Ticketing System, which is expected to go live mid next year.

- Greater Christchurch Plan (spatial plan and Mass Rapid Transit) – is currently out for public engagement until the end of July. Hearings will be held in October/November.
- Regional Public Transport Plan review underway.
- Considering drafting a manifesto of what is important to Canterbury to send to the new Minister to highlight key regional issues.

Waka Kotahi

- Not having a draft 2024 GPS Land Transport to speak to at this point in time is a constraint for RLTP development.
- National Ticketing System – is a game changer. Improves our ability to operate different fare structures, aggregate fare structures and the possibility of employers to offer employees fare discounts through the new system.
- Commending Marlborough on their future access study. Impressive set of options (including the trade-offs) presented to the public for engagement. Encourage members to check it out.

5. Briefing: South Island Priority Routes Project

Mark Gordon and Martyn Wooster from the Canterbury Lifeline Utilities Group delivered a presentation on the work being done identifying priority routes in preparation for an AF8 earthquake sequence. In response members queried the available stocks of Bailey Bridges in the South Island. Existing stocks have been deployed to the North Island in response to Cyclone Gabrielle. There are not enough in the South Island at present and there is a need to restock supplies.

The project has mapped out bulk food and fuel supplies across the South Island. One member raised the issue of kerosene, which is needed for tractors, and suggested mapping kerosene supplies. The risk of disruptions to bulk movement of food supplies by rail, road and air were discussed. Note was made that animal welfare is also a consideration across the South Island and should be considered in response planning.

6. Briefing: Enhancing the resilience of New Zealand's critical infrastructure, stage 1 consultation.

Emma Bickerstaffe and Ryan Walsh from the Department of Prime Minister and Cabinet presented to the group about the work to enhance the resilience of New Zealand's critical infrastructure. The stage 1 consultation is currently underway and will close on 8 August.

Concerns were raised by the group that the work does not appear to give effect to Te Mana o Te Wai or our responsibilities as Treaty Partners. The postal service, printing and waste also fall outside of the definition of Critical Infrastructure as outlined in the consultation document.

The definition of Critical Infrastructure is legislated in the Emergency Management Bill. NEMA will be consulting over the next 12 months on what will be defined as Critical Infrastructure.

7. Briefing: CDEM Road Closures Project

Richard Ball from Environment Canterbury briefed the group on the Canterbury CDEM Roding Project. The project seeks to amalgamate council data on local road closures or disruptions into a centralised GIS platform with consistent schema. The current focus is on getting the system fully functioning for the Canterbury region. Going forward it could be widened to incorporate the whole of the South Island (it would need the collaboration of all RCA's and for them to supply the data in a format consistent with the project schema) or could be run nationally with another national entity to host.

There was some interest from the group to look into the possibility of a shared service at a Regional Council level across the South Island. It was also noted that the Te Ringa Maimoa transport insights platform has recently been expanded to capture road closure data out of RAMM (the roading asset management database). Dunedin City Council has been using the data from this to report on the impact of road closures (planned and unplanned) based on how many vehicle trips are affected by each disruption.

8. South Island Work Programme Options Paper

Staff briefed members on the work programme initiatives put forward for consideration in the options paper. Members had the opportunity to ask questions during the briefing or express views on the initiatives.

Item 1: Centralised reporting on Local Road Closures

- This item is an advocacy piece with no direct cost attached, other than staff time.

Item 2: South Island Resilience Priorities

- Engaging with the Kiwirail resilience business case that was presented at the last meeting, and the Waka Kotahi resilience PBC.
- Facilitating conversations across the sector about how to improve the collective resilience of our networks.
- Noted that this item fits well with the one above.
- Collating information that is used in RLTPs in one place.

Item 3: Coastal Shipping 'rapid response' arrangements

- An interest in what can be learned from what has been done in the North Island after Cyclone Gabrielle, likewise drawing on the experiences in Christchurch and Lyttleton after the earthquakes, and the Takaka Hill closure.
- Also interest to find out if there has been any work done in this space already by anyone and whether the coastal shipping community have a desire to be active in this type of project.
- Request to engage with the coastal shipping community to find out what they are already considering, what they have and what support they may need.

Item 4: Sea and Airports natural hazards stocktake

- Should be looking at the non-national, inland regional airports (tarmac and grass).
- It was noted that councils should be doing this in their statement of intent. But the benefit at this level would be to have a South Island-wide approach.
- A first step for staff could be to contact councils to see what information they already hold.

Item 5: Revisit draft 2015 South Island Freight Plan

- High interest in pursuing this from an emissions reduction perspective.
- Desire to shift the focus of the freight plan from stock and produce movement to and from ports to the internal freight task within each region, and capture high value low volume freight movements.
- Resilient networks a key part.
- Could inform Regional Spatial Planning.

Item 6: South Island rail capacity and utilisation study

- As above, but a much narrower look at the capacity of the rail network to support increased movements from an emissions reduction and VKT reduction perspective.
- Considering whether this workstream would be a next step to the freight plan above rather than a separate item. Staff acknowledged the interrelationships.
- Considerations around the scope of the item – regional, inter-regional, freight only or freight and passenger services. The initiative has been scoped agnostic of freight or passenger uses of the rail network, but there are some key differences to consider.

Item 7: Market study of inter-regional people movement

- Tourism and long stay tourism

Item 8: South Island cycleways study

- Looking at where the pinch points in the system are.
- Collation of information – should be information for this in RLTPs.
- Investigate where the gaps are. Schools, Beats NZ and city councils may each hold some pieces of information towards the whole picture.

Item 9: Tourism Action Planning

- Tourism industry transformation plan post-pandemic.

Support was given to progress the South Island Freight Plan (option 5) as the highest priority work programme initiative in the near-term, alongside advocacy for improved reporting on local road closures (option 1) and understanding South Island resilience priorities (option 2). There was also interest in progressing the coastal shipping 'rapid response' arrangements and the sea and airports natural hazards stocktake as potential future work programme options.

That the South Island Regional Transport Committee Chairs Group:

- 1. Agrees its priority work programme initiatives.**
- 2. Notes the agreed funding share between partner councils to deliver the Chairs work programme.**
- 3. Requests staff progress with further scoping and development of agreed work programme initiatives.**

Councillor Wilson/Deputy Mayor Bryant

CARRIED

9. Review of South Island RTC Chairs Collaboration Charter

Agreed changes: Amend purpose statement to read 'to, from and within' the South Island (as opposed to in).

Change the numbers to bullet points in priority areas. Move responding to climate emissions further up the list.

Priority Areas bullet point - remove bracketed text ('road, rail, air sea').

That the South Island Regional Transport Committee Chairs Group:

- 1. receives this report.**
- 2. provides comment or direction on any further changes they would like to see in the Charter.**

Councillor McPhail /Councillor Peter Haddock

CARRIED

10. Approval of updated RLTP Joint Statement

Key change from 2019 Joint Statement is an greater emphasis on the role of transport serving people and communities.

Agreed changes: Priority Area 6 amended as per collaboration charter.

Paragraph one – replace ‘in’ with ‘to, from and within’ the South Island’.

Change Priority areas from numbered list to bullet pointed list as per collaboration charter.

Look to add Waka Kotahi to members list.

That the South Island Regional Transport Committee Chairs Group:

(a) receives this report.

(b) provides comment or direction on any further changes they would like included in the Joint Statement.

Councillor Dawson/ Councillor Edge

CARRIED

11. Verbal update: Funding and GPS Land Transport

Staff spoke to a request from the previous meeting for analysis of the South Island share of NLTF revenue. Essentially impossible to know exactly how much RUC and FED is collected in the South Island. Could potentially obtain fuel tax information from local councils individually however RUC is paid where the vehicle is registered not where it is based. Large commercial fleets commonly register all vehicles in one region.

There was some discussion among Chairs around how much of NLTP expenditure (actual spend) is spent in the South Island. Some information on allocated spend but not actual spend is available.

12. Any other business

Jesse Burgess, Senior Strategy Manager, offered to share via email Canterbury Regional Council's draft submission on the Critical Infrastructure engagement. Chairs to consider whether a South Island submission is desired.

Chair Kate Wilson requested staff to invite Whoosh NZ to present to a future meeting. Kate also requested a public forum item on school buses. Staff agreed to take this away as an action for the next meeting.

Closing Karakia and Farewell

Chair Kate Wilson closed the meeting with a Karakia at 3.20pm

Item 3. Guest presentation: Rural school bus safety

The purpose of this item is to receive a presentation from Emily Jones about rural school bus safety. Philippa Cameron was also invited to present at this meeting, but was unable to attend, so her statement regarding rural school bus safety is included in the agenda for information.

1 of 100

School bus safety
September 2010

Mr Ross, TERNZ Ltd, Auckland
St Charles, University of Waikato, Hamilton
W Teareman, TERNZ Ltd, Auckland
JP Edgar, John Edgar Consulting, Waikeke

NZ Transport Agency research report 408

3:59

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Plea to slow down

By DENISE PIPER • 13:53, Jul 06 2009

f w o e

DANGER ZONE: Students waiting for a break in traffic after getting off a school bus near Saleyards Rd, Kauri, in a 100kmh speed zone.

Northland motorists are being warned to slow down to 20kmh when passing school buses to prevent more tragic deaths.

The warning comes after the death of 12-year-old Matamata schoolboy Jordan

i.stuff.co.nz — Private

4:00

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'Slow down at school bus stops'

Brittany Mann • 13:31, Dec 03 2014

f w o e

FAIRFAX NZ.

SLOW DOWN: Speed limit passing a stationary school bus, in either direction, is 20 kmh.

A 14-year-old flung 15 metres by a car after getting off a school bus has reignited calls for tougher speed limit laws.

The Lincoln High School exchange student from Thailand remains in a critical condition in Christchurch hospital

i.stuff.co.nz — Private

3:56

Otago Daily Times

Wednesday, 28 June 2023

Family's plea for school bus safety

15.5K 8 24

Rural life > People

Emily Jones has been advocating for buses with seatbelts and better bus signage. She is pictured with her three sons (from left): Digby (7), Hudson (5) and Archie (9). PHOTO: ALICE SCOTT

Strath Taieri farmer and mother of three Emily Jones is thankful the driver of her sons' school bus has had more than 40 years' experience driving State Highway 87, but she worries about the safety of her

odt.co.nz — Private

Ngā mihi mahana ki a koutou katoa
A warm greeting to you all

I'm Philippa Cameron from Otematata.

I am the mother of two school aged children and each day like many other parents I ensure they are clicked into their carseat, booster or seatbelt to head down the drive, along the state highway, to the school bus stop.

For the 100,000 New Zealand children who travel to school via school bus each day, and are transported to the bus stop in a similar fashion - the majority are met by a school bus without seatbelts.

My youngest daughter is 6 years old. She weighs 18 kilos and legally still has to be in a five point harness carseat in the car. Yet an archaic law allows her, and every other school aged child to jump onto a bus each school day, twice a day, without a restraint.

Our children travel 32 kms to school each day along state highway 83. Yet if I made that same trip myself in our personal vehicle - everyone would be belted up. In fact I would be fined by the police if I was pulled over and we weren't correctly restrained.

How did you get here today? By vehicle? I bet you wore a seatbelt.

So why are we placing our future -the Tamariki of Aotearoa - into buses with no care for their wellbeing?

Did you know the bus driver legally has to have their seatbelt on. Where is the sense in this equation?

Two years ago I began a successful petition that saw me stand on the steps of parliament with St Johns Ambulance, Rural Woman New Zealand, Federated Farmers and the support of rural New Zealand. We were met by many MP's, and the head of the select committee, Jacqui Dean accepted the petition.

A petition that makes sense when we look at recent media reports from Australia when a truck struck a school bus. Despite many serious injuries all children, who were wearing safety restraints (by state law) survived. In New Zealand we would have been reporting deaths.

My petition was presented to the House of representatives on the 20th of May 2021. It requested;

That the house pass legislation requiring that all school buses must have seat belts.

With many recommendations to be taken into account, but the most important being that;

- The Ministry of Education requires all new School Bus contracts to include a requirement 'that all providers of School bus services must have seat belts fitted'

The petition gained a lot of media attention, with myself being interviewed on seven sharp outside parliament, but what irked me most were the out of date opinions and statistics that were reported,

For example;

Some argued how would it be policed?

When my children get in the car - I don't have to ask them to put their seatbelts on. It is second nature.

Did someone need to remind you to put your seat belt on today?

We need to give the children more credit.

The media kept referring to an ACC audit done in 2004 that looked at what it would cost to retro fit each school bus.

I am not, and have never promoted the idea of retro fitting. Lap belts are incredibly unsafe and retro fitting would compromise the buses structure.

My suggestion is that bus companies are given a sensible time frame to update their fleets, and that all tendered contracts stipulate that buses must be fitted with seatbelts.

And lastly the comment, “we didn’t have seatbelts as kids, and we turned out fine”

I know this story. My mum was the local Otepopo and Wainakarua school bus driver. There were no seatbelts. But we didn’t travel 32km to school. With the closures of rural schools children now travel much further. There was also no touch screen consoles in vehicles or cell phones to distract drivers. The point here is that - the times have changed and the vehicles on the road have changed too.

My concern today is that even though the petition was read in many public and private hearings - the outcome . . . was another report. So perhaps it’s time for another approach.

To put it simply there is a lot of contradictory behaviour from different government departments.

Let me briefly tell you some of the contradictions.

The Ministry of education website currently states the following in their list of school bus safety guidelines,

- If seated, stay seated
- If you have to stand, move to the back of the bus, put your bag on the floor and hold onto a seat back or handrail.

Yes - we are talking about children standing in vehicles on open roads.

Waka Kotahi states that;

Wearing a safety belt increases your chance of surviving a crash by 40 percent.

The Ministry of Transport's road to zero campaign states that;

"We have a vision of **zero** deaths and serious injuries on New Zealand roads by 2030" and goes on to say;

International best practice recommends the use of an appropriate child restraint.

Now I may be looking at this too simply, but if Waka Kotahi, who sets the vehicle standards was to team up with the Ministry of Transport and it's 'road to zero campaign', was to have a chat to the Ministry of Education, and get two sentences added to the bus contracts that are tendered out to passenger bus companies; One that supports my presentation, and one that support Emily Jones' presentation about effective signage on school buses - wouldn't we resolve many issues!

I would like to conclude with a quote from the Southern District Health Board Trauma Medical Director Mike Hunter (Otago Daily Times May 25th 2021)

"The laws of physics don't change just because you're in a large vehicle."

"Deceleration will crush or rip apart your vital organs just as effectively, whether you are in a bus or a car."

Item 4. Ministry of Education school bus services

Date of meeting	Wednesday, 29 November 2023
Author	Alec Louverdis, Group Manager Infrastructure, Nelson City Council Sam Bellamy, Team Leader Strategy and Planning, Canterbury Regional Council

Purpose

1. The purpose of this report is to provide the South Island RTC Chairs Group the opportunity to discuss the Ministry of Education's school transport assistance and the risk that some school bus services funded by the Ministry will be discontinued.

Recommendations

That the South Island Regional Transport Committee Chairs Group:

1. **Receives this report on school transport assistance provided by the Ministry of Education.**
2. **Provides direction to staff on any follow-up actions related to the Ministry of Education's review of school bus services.**

Background

2. The Ministry of Education helps parents overcome barriers to education and meet their responsibility to get their children to school by providing school transport assistance, where distance or the lack of suitable public transport present a barrier to education.
3. The Ministry assists more than 100,000 students across New Zealand to get to and from school each day.

Types of school transport assistance

4. The Ministry directly contracts commercial transport operators to provide the following types of school transport assistance:
 - Daily school bus services – transport for students to and from school through services provided by commercial bus operators.
 - Technology bus services – transport for years 7 and 8 students attending schools that do not have technology facilities.
 - Specialised School Transport Assistance – funding for students that have complex safety or mobility needs who require additional assistance.
5. Ministry-funded school bus services operate almost exclusively in rural areas and are distinct from, but in some cases overlap with, public transport services delivered by public transport authorities.

Eligibility for school transport assistance

6. A student must meet each of the following three criteria to be eligible for the Ministry's school transport assistance:
 - They attend the closest state or state-integrated school where they can enrol.
 - They live more than a certain distance from school, depending on their year level: 3.2km for years 1 to 8 or 4.8km for years 9 to 13.
 - There is no suitable public transport available.
7. Suitable public transport is defined as public transport that travels within 2.4km of the roadside gate of the student's home and 2.4km of the closest appropriate school. In using public transport, the student will not require pick-up before 7am, can get to school before it starts, can be picked up no later than one hour after school finishes, and will not require a change of buses more than once on a journey.

Ministry reviews of school bus services

8. The Ministry regularly reviews all Ministry-funded school bus services to ensure there is ongoing alignment with the policy settings (i.e., the eligibility criteria). Other situations that could result in a route review include when there are changes to the school network, requests from schools, changing demographics, and public transport network developments and changes.
9. The Ministry has signalled that it wishes to engage with regional councils to align, as much as possible, with their funding planning cycles, and ensure a smooth transition through any resultant changes from school bus reviews.
10. There are a number of school bus services in the South Island known to be up for review by the Ministry.

Potential impacts on public transport services

11. If a Ministry-funded school bus service is assessed to not align with the policy settings (i.e., the eligibility criteria) and is discontinued, then the students will be expected to transfer to public transport services being provided by the public transport authority.
12. This has potential impacts on the operations of the public transport network. One such impact is a new expectation from students or families for public transport routes to change to bring the service closer to their home and/or school gates (especially given Ministry-funded school bus services go directly to the school). This increases pressure on the public transport authority to enable children to travel to school and potentially increases costs to deliver a suitable service.
13. There may also be the need to increase capacity if the public transport route that students will be required to transfer to does not have enough capacity to support increased passenger numbers. Having a good understanding of the number of

students using the Ministry-funded school bus services is critical for being able to evaluate the potential impacts on public transport routes.

14. The definition of suitable public transport used by the Ministry in its eligibility criteria does not consider if there is available capacity on that public transport route, only if there is an alternative. There would be benefit in the definition and criteria being reviewed or amended to consider issues such as network capacity.
15. Any necessary increase to the capacity of a public transport network to support higher demand, or a change to a route to make it more suitable, will require funding through additional local rates. The transfer of students from Ministry-funded school bus services to public transport services effectively shifts the costs from the government to local ratepayers.
16. It is therefore important that the Ministry works closely with regional councils as part of reviews of school bus services to understand the potential impacts on public transport routes and to confirm suitable alternatives.

Next steps

17. Staff will support the South Island RTC Chairs Group with any actions arising from this report.

Item 5. Regional updates

The purpose of this item is to provide the opportunity for each Chair and Waka Kotahi to give a brief update on current or topical transport issues in their area.

Item 6. Priority initiative: South Island freight study

Date of meeting	Wednesday, 29 November 2023
Author	Russell Hawkes, Lead Transport Planner, Environment Southland

Purpose

1. The purpose of this report is to provide the South Island RTC Chairs Group with an update on the proposed Freight Plan Project and recommended changes.

Recommendations

That the South Island Regional Transport Committee Chairs Group:

1. Approves the change in initial project focus.
2. Approves Phase 1 of the South Island Freight Study project as included in the report.
3. Agrees to the direction of the study for Phase 1.
4. Provides direction to a small regional staff team to join with Waka Kotahi to manage and coordinate the project and outputs and provide progress reports at their future meetings.
5. Indicates their willingness to make a financial contribution for Phase 1 of the project in addition to staff time if required.

Summary

2. The South Island RTC Chairs Group included an update of the 2015 South Island Freight Plan as a priority project for the current triennium. The opportunity has arisen to partner with Waka Kotahi in a combined study to utilise data and insights from various sources that should give real information on vehicle movements and transport needs. This revised project has been developed by Waka Kotahi and South Island regional planning staff and Phase 1 of this project is now recommended to the RTC Chairs as a first step in their proposed work programme. The anticipated insights from the project are likely to be a flow map of the South Island network with potentially analysis and heat maps showing freight requirements and network restrictions.
3. Details of the proposal are included in the report and Phase 1 of the project is now recommended to the RTC Chairs.

Background

4. On the 18 July 2023 the South Island RTC Chairs Group received a report on proposed projects that could be considered for further development during the current triennium. One of the significant projects was related to a Revision of the Draft 2015 South Island Freight Plan. This project would initially provide an update on actions

identified in the 2015 Freight Plan and develop relationships with key Te Waipounamu (the South Island) freight stakeholders to better understand current issues and opportunities. A gap analysis to identify key areas of missing direction for Te Waipounamu to align with was to be undertaken following release of the NZ Freight and Supply Chain Strategy.

5. On the 18 August 2023 the Ministry of Transport released the NZ Freight and Supply Chain Strategy. There is good alignment between the goals identified in the Strategy and the focus the South Island RTC Chairs Group has for freight. In addition, the Ministry is undertaking to refresh the National Freight Demand Study. Although these work programmes will be valuable for freight in Te Waipounamu, we need regional insights to complement them before we can complete the intended gap analysis. The Strategy has a greater focus on export rather than regional freight destinations. We need to understand where freight is moving (other than just state highways); the timeframes, types and numbers of movements involved; and the levels of service needed to support them.
6. Regional staff also became aware of a proposed project within Waka Kotahi to work with local government to build up the regional freight evidence base to support development of a regional freight strategy in Arataki, the 30-year Plan. This would potentially leverage national work to source freight movement data from companies who have monitoring equipment on their vehicles by adding more detailed data and also research qualitative data on important factors in freight movements. A series of meetings have taken place between Regional Transport officials and Waka Kotahi to develop a project that would be of value to both organisations.
7. This has resulted in a suggested change of focus in the short term for the South Island Chair's project. Rather than reviewing the 2015 South Island Freight Plan as a first step, we recommend taking the opportunity to partner with Waka Kotahi with an objective to build a shared understanding of the freight task in the South Island.

Proposed South Island Freight Study

Purpose

8. Build a shared understanding of the freight task in Te Waipounamu (the South Island) that:
 - allows us to identify, develop and confidently invest in freight activities that support desired long-term outcomes, such as decarbonisation, resilience and productivity
 - allows us to confidently bring freight needs and impacts into wider strategies and land transport decision-making
 - allows freight transport needs to be considered in future spatial plan developments
 - gives effect to and supports implementation of the National Freight and Supply Chain Strategy and the Waka Kotahi Freight Action Plan.

Background

9. Improving the freight system is a priority for both the South Island Regional Transport Committees and Waka Kotahi. Facilitating the efficient movement of freight into and around the motu is a key function of the transport system. Efficient and effective freight movement underpins the social and economic well-being of the communities we serve.

Approach

10. This study will be carried out as a partnership between Waka Kotahi and the South Island Road Transport Committee chairs (RTC Chairs), with an objective to build a shared understanding of the freight task in the South Island.
11. The full study will collect data from existing and novel sources. The study will leverage data collected at a national-level (such as KiwiRail, NZ Post data, E-Road, RUC and Ports), including new studies currently under development. Added to this we will look for locally sourced data that can enrich that evidence base.
12. Significant work has occurred already to better understand the freight task. The insights from these works will be incorporated into this study, and it will also take learnings from the approach these exercises took to ensure that maximum value can be extracted from this work. In particular, we will be seeking to build an evidence base that is broad enough to suit a wide range of needs but detailed enough to have actionable insights.
13. This work will potentially operate in tandem with parallel freight studies Waka Kotahi is seeking to facilitate for the Upper North Island and Lower North Island, although this is not critical. Using these three studies, we will seek to build a national picture of freight that recognises regional characteristics, as well as each region benefitting from insights generated in the other regions.
14. As an exploratory study, this work will need to be agile to incorporate learnings as we go and decide where scope or approaches may need to be changed, while remaining focused on delivery. Formal measures, such as stage gates, may be used to control this risk. In addition, we propose to split the study into two phases so that the best available information is used to decide the full study scope.
15. Arataki will be used as a platform to integrate the findings into the wider strategic context and ensure they are accessible to all transport planners. It will allow freight needs and constraints to be considered as part of the overall system, such as spatial planning, investment decisions and regulatory stewardship. Arataki is also a GIS-based digital platform, and particular focus will be on the insights that can be represented on this platform to increase accessibility.

Goals

- a. Provide up-to-date insights for local and central government and the private sector to develop and direct future interventions and investments.
- b. Improve the evidence-base for more robust decision making.

- c. Build a stronger understanding of the freight task required to service our communities.
 - d. Build a strong modal understanding of the freight system.
16. The output of this overall work (e.g., both phases) is a freight story, rather than a strategy or plan. It will provide an evidence-based understanding of the “what, why, how and where” of the freight task to produce a versatile strategic context.

Proposal

17. We propose separating this work into two phases – an initial scoping study to research the available information, identify insights and gaps and propose the full study scope, and a second phase to carry out the full study scope, including new analysis and data collection as needed. We are seeking approval for this first phase here.
18. We anticipate the resourcing will be a mixture of council and Waka Kotahi staff, with a supporting consultant.

Tasks

- a. Agree purpose, scope and resourcing of Phase 1 with RTC Chairs.
- b. Secure resources (including funding for external support if necessary).
- c. Develop project approach and reporting.
- d. Identify and engage stakeholders and participants (mostly internal for Phase 1).
- e. Interview stakeholders as to key issues and potential information sources.
- f. Review and aggregate existing knowledge base.
- g. Identify gaps in the existing knowledge base.
- h. Workshop findings and build insights as to state of current knowledge base and best approach to improve it.
- i. Finalise and distribute insights.
- j. Recommend next steps for Phase 2 to RTC Chairs.

Scope

19. Phase 1 will explore the following scope, identifying critical factors and gaps and targeting the most important issues for stakeholders. The scope of Phase 2, particularly in terms of exploring new information, is expected to be much narrower as it will focus on those areas highlighted in Phase 1.
- Freight movements
 - Inter-regional freight movement, particularly for domestic consumption (update on the 2015 Study).
 - Intra-regional freight, particularly to/from hubs and distributors (e.g., supermarkets).

- Urban freight, both transiting (e.g., from port to highway) and as an origin/destination.
- Freight movement according to (road) freight vehicle weight (e.g., light vehicles like transit vans vs heavy trucks).
- Volumes moved according to supply chain scenarios (e.g., non-time critical vs linked journeys vs just-in-time vs perishable).
- “Freight movement” means as much of the following information as possible
 - Tonnage.
 - Value.
 - Vehicle type.
 - Origin-destination data (OD data).
 - Trip legs undertaken for linked trips.
 - Goods types (e.g., commodity codes) being moved.
- Physical infrastructure
 - Existing and planned investment in seaport, airport and inland port infrastructure.
 - Planned investment in the regional and urban road network relevant to freight.
 - Planned investment in the rail network relevant to freight.
 - Digital infrastructure relevant to freight (e.g., Commercial Vehicle Safety sites).
- Participants
 - Relevance of freight transport to the Māori economy.
 - Consumption demand drivers.
 - Production supply drivers.
 - Heavy vehicle freight transporters vs light/urban freight transporters (e.g., couriers).
 - Workforce demographics, constraints, drivers and change initiatives.
 - Commercial context – market distribution, related industries, impact on operational models.
 - Key players in the system and their points of influence.
- Levels of service
 - What are the key metrics?

- How do the metrics change depending on the freight task (e.g., depending on the goods, the region, the recipient, the mode, the vehicle-type, the route)?
- How significant are transport LoS gaps compared to other challenges (e.g., Port efficiency)?
- Opportunities and challenges
 - The critical dependencies in integrating coastal and road or coastal and rail supply chains.
 - Infrastructure resilience risks and opportunities to addressing these.
 - First- and last-mile needs.
 - Significant opportunities and initiatives proposed or underway (and support needs).
 - Challenges, risks and bottlenecks in the system.
 - Areas where freight prioritisation is a critical challenge.
 - Permanent shifts or slow recoveries from Covid-19 disruption.
 - Barriers to modal transfer and efficiency.
 - Enhancing the role of Māori and te tiriti in integrated planning.
 - Gaps in wider stakeholder involvement in integrated planning.
- Long-term needs
 - How the above will change over a 30-year+ horizon (update on the 2015 Study – bring in other drivers than efficiency).
 - Alignment of current freight network (e.g., as designated by One Network Framework) compared to future needs.
 - The sensitivity of the findings to the various drivers.
- Out-of-scope
 - Not identified at present – to be determined in Phase 1.

Partnership

Partner	Responsibilities
South Island RTC Chairs Forum	Governance. Approve direction for the study, approval of resources.
Regional Councils (2-3 key contributors)	Alignment with local government direction/needs, generating evidence base, subject matter expertise, local government and industry sector engagement.
Waka Kotahi ● Rail & Freight Team	Alignment with central government freight direction/needs, generating evidence base, subject matter expertise, central

• Arataki Team	government and industry sector engagement, dissemination through Arataki to transport planning.
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Interested and contributing parties

Stakeholders	Potential support and interest
Other South Island councils	Advocacy/engagement role. Generating evidence base, industry sector engagement, local community needs, application of findings, alignment with parallel work programmes.
Other parts of Waka Kotahi	Generating and analysing evidence base, regulatory implementation role, industry sector engagement, subject matter expertise, application of findings, alignment with parallel work programmes.
Te Manatū Waka	System regulatory/advisory role. Integration into Freight Strategy Action Plan, providing evidence base, central government direction.
KiwiRail	Integration into long-term rail and coastal shipping planning (30-year plan), generating evidence base, subject matter expertise, industry sector engagement.
Sustainable Business Council	Generating evidence base, industry sector engagement, subject matter expertise, application of findings.
Freight transporters	Generating evidence base, subject matter expertise, application of findings.
Producers and distributors	Generating evidence base, subject matter expertise, application of findings.
Māori economy stakeholders (e.g., Ngāi Tahu holdings)	Generating evidence base, subject matter expertise, application of findings.

Dependencies

20. Performance and Investment Evidence (PIE) Consolidated Freight Initiatives

- Accountability: Waka Kotahi
- Dependence: Successful procurement and representation of E-Road and other data that can provide a system-wide view of road freight movements and their origin-destination points at a quite detailed level (SA2).

21. Update to the National Freight Demand Study Insights

- Accountability: Te Manatū Waka and Waka Kotahi
- Dependence: Delivery of an updated national freight demand study and demand forecasts.

22. 30-year Plan for Rail

- Accountability: KiwiRail
- Dependence: Insight into strategic context and direction for rail network.

Views of affected parties

23. There are no other affected parties that need to be given the opportunity to comment at this stage.

Financial and resource implications

24. Should it become necessary to complete the project a financial contribution from each Regional Council may be required in the future. No commitments will be made without the RTC Chairs approval.

Next steps

25. Waka Kotahi is waiting on an indication of support for the proposed project from the South Island RTC Chairs Group. Waka Kotahi staff have been provided with a draft of this report, including recommendations from Council staff, to allow their internal discussions on funding and project approvals to progress.
26. The RTC Chairs are asked to review the proposed project outlined above and particularly note that the initial focus has changed from that previously discussed that commenced with a review of the 2015 Freight Plan. This change of initial focus has been driven by the opportunity to partner with Waka Kotahi in a study based on obtaining and utilising data to provide a picture of the South Island Freight task and leverage other national freight-related work occurring (namely, the e-Road study, update to the National Freight Demand Study and KiwiRail's 30-yr Plan for Rail). By being involved in the project as a partner the sector will have the opportunity to shape some of the national outputs that are produced to ensure they provide a required South Island picture.
27. Staff recommendation regarding the next steps are that the RTC Chairs:
- approve the change in initial project focus
 - approve Phase 1 of the South Island Freight Study project as outlined above
 - agree to the direction of Phase 1 of the study
 - provide direction to a small regional staff team to join with Waka Kotahi to manage and coordinate the project and outputs and provide progress reports at their future meetings
 - indicate their willingness to make a financial contribution for Phase 1 of the project in addition to staff time if required.

Item 7. Regional Land Transport Plan progress updates

The purpose of this item is to give an update on the progress on Regional Land Transport Plans and to discuss the South Island picture that is emerging from these plans.

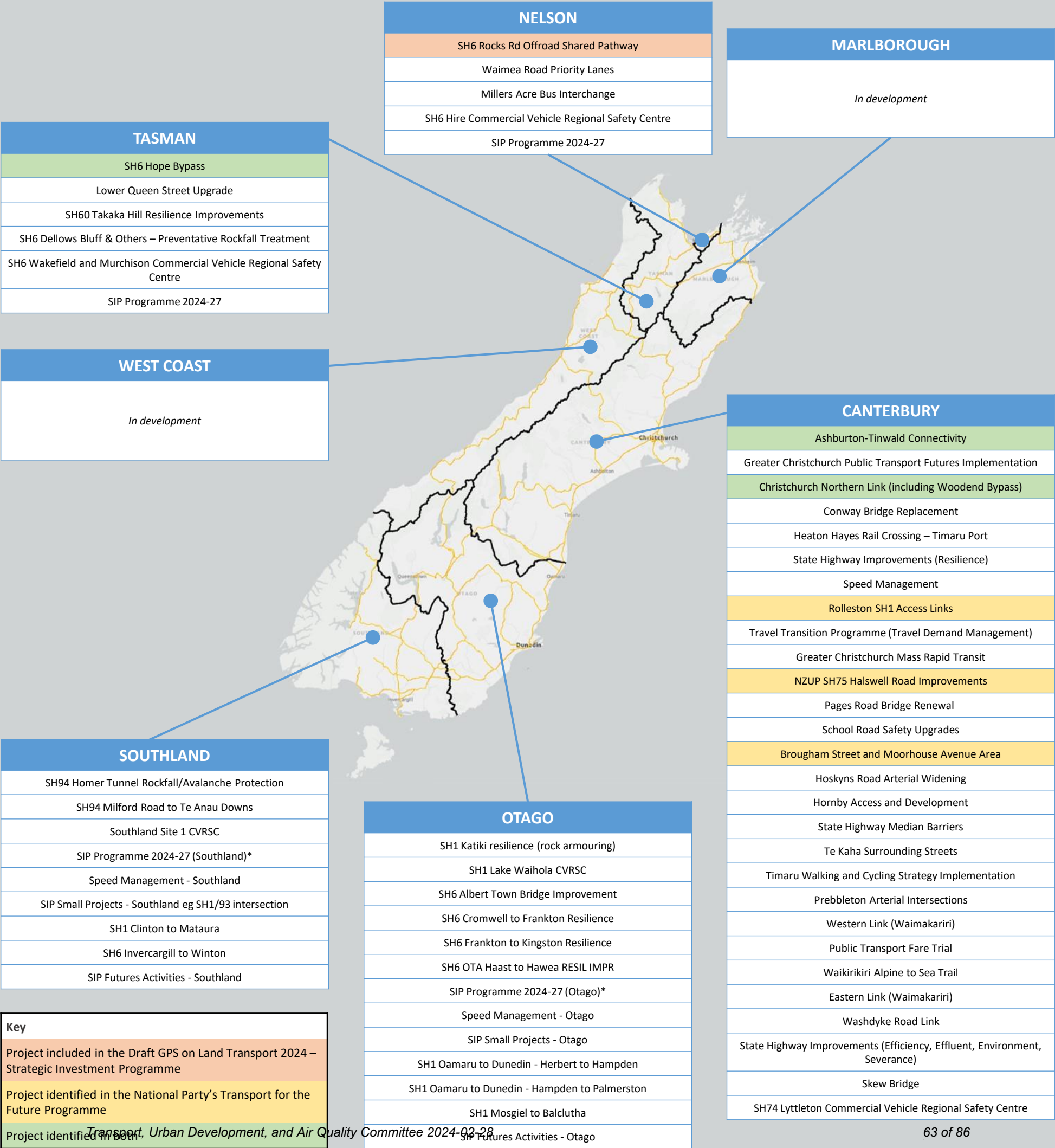
The map overleaf shows the regionally significant activities that have been identified in the South Island through the development of Draft Regional Land Transport Plans.

Attachment 8.2.2

South Island Draft Regional Land Transport Plans 2024-34: Regionally Significant Activities

RLTPs are the primary vehicle for discussing and agreeing a clear set of regional outcomes, priorities and improvement projects for land transport. They describe the gap between where we are and where we need to get to, along with the programme of activities needed to bridge that gap.

Regionally significant activities have been identified across the South Island through the development of Draft RLTPs. These activities are shown below, including whether they are also included in the Draft GPS on Land Transport 2024 or the National Party’s Transport for the Future Programme.



Item 8. Engaging with the new Government

The purpose of this item is to provide the South Island RTC Chairs Group the opportunity to discuss approaching the new Minister of Transport about the South Island's priorities.

Closing karakia

Kua hikitia te kaupapa

Kua takoto te wero

Me hoe tahi i runga

i te whakaaro kotahi

Tiaki tō tāua oranga

Kia kaha ai mo te tuku taonga

Kia tutuki ngā hiahia mō

Ka Hikitia

Tihei mauriora!

Ki te whai ao!

Ki te whai oranga e!

Mauriora!

The purpose is apparent

The challenge lies before us

Let us work

Together as one

We will look after ourselves

Strengthen for success

Complete what is desired

Rise up

This is life!

Towards the changing world!

Towards the changing life!

What a positive feeling!

8.3. Air Quality, Transport and Urban Development: Quarter Two Work Programme Update

Transport, Urban Development, and Air Quality Committee Report

Date of meeting	Wednesday, 28 February 2024
Author	Pip Moore, Principal Advisor - Portfolio Management
Responsible Director	Katherine Trought, Director Strategy and Planning

Purpose

1. To update the Committee on the progress of the Air Quality, Transport and Urban Development portfolio.

Recommendations

That the Transport, Urban Development, and Air Quality Committee:

1. **Receives the work programme report for quarter two 2023/24 for the Air Quality, Transport and Urban Development portfolio.**

Background

2. On 17 June 2021, the Council adopted its Long-Term Plan 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 and 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 \$126.95 million for the 2023/24 year. This was established through the LTP and updated where necessary in the Annual Plan 2023/24.

Key updates to the work programme

5. Portfolio performance is reported first to the Audit, Finance, Risk Committee as an organisational performance reporting pack including levels of service, key initiatives and financial information for all portfolios.

6. 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.
7. A quarter two, 1 October – 31 December 2023, organisational performance update was provided to Audit, Finance, Risk Committee on 21 February 2024. The section relevant to this Committee is provided here as attachment 8.3.1.

Air Quality, Transport and Urban Development

8. The Air Quality, Transport and Urban Development portfolio has three Levels of Service and 11 Key Initiatives in 2023/24 and an operational expenditure budget of \$126.95M for the financial year. A summary of the portfolio's performance in Quarter Two 2023/24 is below. The full Air Quality, Transport and Urban Development Portfolio Report is provided in Attachment 8.3.1

Air Quality, Transport and Urban Development Portfolio	On Track	At Risk / Monitor	Will Not Achieve / Requires Attention	Achieved	Not Measured	Total No.
Levels of Service	2	1				3
Level of Service targets	11	1		2		14
Key Initiatives	8	3				11

	December YTD Actual	December YTD Forecast	Variance from Forecast
Financial Performance Surplus/(Deficit)	(\$0.74M)	(\$0.53M)	(\$0.21M)

Table 1: Summary of the Portfolio's Performance in Quarter Two 2023/24

9. With the exception of Level of Service 30.3, all Levels of Service in the portfolio are tracking well. We are monitoring Level of Service target 30.3, which is to initiate investigations into the development of a regional spatial plan. This work has been put on hold pending direction from the Government on the role of regional spatial planning following the repeal of the Spatial Planning Act 2023.
10. Of the eleven key initiatives within this portfolio, eight are on track for the quarter and three are being monitored. Due to changing central Government direction, our Regional Speed Management Plan work, and the Greater Christchurch Transport Plan and Transport Investment programme, under which our work towards reducing Vehicle Kilometres Travelled (VKT) falls, have been paused. Our public transport safety enhancement investigation work was delayed in quarter one due to a lack of resource which has been resolved. We are monitoring progress and expect to deploy the planned improvements in quarter four. The most recent Public Transport Dashboard is provided in Attachment 8.3.2.
11. Level of Service targets 28.1 and 30.1b were achieved during quarter two. Level of Service target 28.1 was met through the delivery of a Spring mailout campaign to properties with expired/expiring burners in Christchurch and Waimakariri. Staff also engaged with the public during the October 2023 Christchurch Home Show, promoting burner expiry and awareness of financial assistance for expired burner replacement.

The Regional Transport Committee received the annual framework measures monitoring report included in the Canterbury Regional Land Transport Plan 2021-31 during its November 2023 meeting, which achieved the Level of Service target 30.1b.

12. A new Government Policy Statement on Land Transport is expected to be consulted on in early 2024, which may impact the development of the Regional Land Transport Plan, the Regional Public Transport Plan, and the Long-Term Plan, all statutory requirements of this Council.
13. Since winding up the Healthier Homes Scheme in June 2023 (Level of Service 30.4), we have reimbursed 85% (1,126) of customers. We intend to contact and reimburse as many of the remaining customers as possible prior to 30 June 2024.
14. The Public Transport National Ticketing Solution project (**a current priority**) is currently scheduled to commence delivery in Canterbury in 2024. We have continued work on configuration of the system, and development of key strategies, including for the retail network, customer engagement, change, and key stakeholder engagement. Initial retail outlet network members have been signed up and we will continue to onboard members while focusing on change analysis and preparedness. A detailed go-live readiness plan and training plans are in development.
15. Air Quality, Transport and Urban Development's deficit at the end of the second quarter is \$0.74M, which is \$0.21M unfavourable to forecast. The key driver of the variance is the lower than forecasted revenue for the Vehicle Kilometres Travelled (VKT) reduction programme. Due to changes in Government direction, funding assistance from New Zealand Transport Agency, Waka Kotahi (NZTA) has been paused, impacting several workstreams and budget areas within this portfolio. Consequently, activities supporting progress in these workstreams are on hold.

Cost, compliance and communication

Financial implications

16. No decisions concerning funding are sought through this report. Financial performance and financial impacts of performance delivery are reported to the Audit, Finance and Risk Committee and noted above.
17. Identified financial risks are highlighted in the Portfolio Performance update (attachment 8.3.1) under Financial Risks.

Risk assessment and legal compliance

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

Engagement, Significance and Māori Participation

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

Consistency with council policy

20. The Levels of Service, programmes and initiatives outlined in this report are consistent with the Council's Long-Term Plan 2021-31.

Climate Change Impacts

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

Communication

22. The information included in this report will be made available online (<https://www.ecan.govt.nz/reporting-back/>) on Environment Canterbury's website. This reports the progress of our work to our communities.

Next steps

23. Staff will continue to deliver the work programme and provide quarterly updates to the Committee on the progress made.





Attachments

1. 2023/24 Quarter 2 Air Quality, Transport and Urban Development portfolio update [8.3.1 - 7 pages]
2. Public Transport Dashboard December 2023 [8.3.2 - 1 page]

Legal review	Not submitted for legal review.
Peer reviewers	Jesse Burgess, Senior Strategy Manager Adrienne Lomax, Senior Strategy Advisor









Air Quality, Transport and Urban Development Portfolio Performance Update for Quarter Two 2023/24
















This performance update includes Levels of Service, Key Initiatives, and financial performance.




Air Quality, Transport and Urban Development Portfolio	 On Track to achieve	 At Risk / Monitor	 Will Not Achieve / requires attention	 Achieved / Completed	Not Measured	Total No.
Levels of Service	2	1				3
Level of Service targets	11	1		2		14
Key Initiatives	8	3				11

	December YTD Actual	December YTD Forecast	Variance from Forecast
Financial Performance	(0.74M)	(0.53M)	(0.21M)



Air Quality, Transport and Urban Development Levels of Service reporting





Level of Service	Target result 22/23	Commentary	Projected year end status at end of Q2
28. Support communities across Canterbury to improve air quality	 Achieved	Target 28.1 Deliver at least one campaign that addresses specific air quality matters Spring mailout campaign to properties with expiring burners to encourage burner upgrades received positive engagement results. This work will continue with planning underway to for Autumn mailout to ~700 properties in Timaru and Christchurch	 Achieved
	 Achieved	Target 28.2 Airshed monitoring and reporting is completed to the National Environmental Standard for Air Quality requirements On track. The data collected for eight airsheds is available on our website and on the Land, Air, Water Aotearoa (LAWA) website. Monitoring will continue over the course of the year. Commenced investigations for air quality monitoring in other towns, e.g. Rolleston.	 On track to achieve
	 Achieved	Target 28.3 Process ≥ 80% of completed applications within 10 working days On track with 100% of home heating subsidy applications processed within the time frame year to date, and eight applications received and processed during quarter two.	 On track to achieve
29. Deliver quality, cost effective public transport service that meets the needs	 Not achieved	Target 29.1a Ensure ≥95% of all trips depart their timetabled starting location on time On track, with 96% of trips departing their timetabled starting location on time, financial year to date.	 On track to achieve






Level of Service	Target result 22/23	Commentary	Projected year end status at end of Q2
of the community and results in increased patronage	 Achieved	Target 29.1b Ensure the operational vehicle fleet achieves an average quality score ≥ 80% from audit We undertake quality audits of the vehicle fleet, inspecting the exteriors and interiors, on a continual basis throughout the year and aim to audit each vehicle at least once per quarter. The average quality score for the vehicle fleet was 87.5%, financial year to date.	 On track to achieve
	 Achieved	Target 29.1c Ensure ≥95% of passengers are satisfied or better with the overall service Planning is underway to complete our annual Metro User Survey in quarter four.	 On track to achieve
	 Achieved	Target 29.2a Ensure ≥95% of registered customers are satisfied or better with the service they receive when they engage with a Total Mobility provider Planning is underway to complete our annual Metro User Survey, which includes Total Mobility users, in quarter four.	 On track to achieve
	 Achieved	Target 29.2b Offer support to all groups that approach Environment Canterbury (that meet the criteria) regarding vehicle trusts No approaches related to new Vehicle Trusts were received this quarter.	 On track to achieve
	 Achieved	Target 29.3 Ensure all new vehicles entering the fleet will be EuroVI or better; or zero emissions No new vehicles entered the fleet during quarter two.	 On track to achieve
30. Support well-functioning transport networks and urban environments across the region	 Achieved	Target 30.1a Provide secretariat support at all meetings of the Regional Transport Committee The Canterbury Regional Transport committee met on 5 October and 27 November 2023. Secretariat support was provided for both meetings.	 On track to achieve
	 Achieved	Target 30.1b Report annually to the Regional Transport Committee on the monitoring framework measures included in the Regional Land Transport Plan 2021-2031 The Canterbury Regional Transport committee received the 2022/23 annual monitoring report on the Canterbury Regional Land Transport Plan 2021-31 monitoring indicator framework at its meeting on 27 November 2023.	 Achieved
	Not measured	Target 30.1c Submit the Regional Land Transport Plan to Waka Kotahi NZ Transport Agency as required by statute every three years The Canterbury Regional Transport Committee approved the draft Canterbury Regional Land Transport Plan 2024-34 for public consultation at its meeting on 27 November 2023. Public consultation is planned for 26 January to 26 February 2024. The final plan will be considered for approval by the Committee in April 2024 and for adoption by the Canterbury Regional Council	 On track to achieve

Level of Service	Target result 22/23	Commentary	Projected year end status at end of Q2
		in May 2024. A new Government Policy Statement on Land Transport will be released by July 2024.	
	 Achieved	Target 30.2 Provide information, advice and policy support, and attend ≥ 90% of Greater Christchurch Partnership Committee meetings Canterbury Regional Council leadership is heavily engaged in the planning, delivery and governance of the work of the partnership, including work to complete the Greater Christchurch Spatial Plan.	 On track to achieve
	Not measured	Target 30.3 Initiate investigations into the development of a regional spatial plan Initial Investigations into the development of a Canterbury regional spatial strategy have been put on hold pending direction from the Government on the role of regional spatial planning, following the repeal of the Spatial Planning Act in December 2023.	 At risk/ Monitor

Air Quality, Transport and Urban Development Key Initiative reporting (Please note, this list does not reflect much of our 'business-as-usual' work or work that is supports delivery across the organisation)

	Q2 status	Q1 23/24 progress	Q2 23/24 progress	FY 23/24 next steps
Clean Air Winter Work programme	 On track	The Warmer Cheaper media education campaign was successfully delivered and completed in quarter one. Campaign engagement saw increases across many metrics on the previous year.	Subsidy contracts have been agreed with EnergySmart and Community Energy Action, expanding eligibility criteria to low-income areas in alignment with the Energy Efficiency Conservation Authority scheme. Quarter two saw an increase of subsidy uptake and use of reserves with approximately \$49k committed or spent.	Mailout to approximately 700 properties with expiring burners in Timaru and Christchurch is planned to go out in Autumn. Gemelli Consulting are expected to deliver an updated business case with future subsidy delivery recommendations, to staff in quarter three.
PT Safety enhancement investigation	 At risk/ Monitor	This work was delayed in quarter one. We awaited resourcing to commence procurement of safety resources to support the Network Safety Officer trial.	A request for proposals for tender development is underway. Expect to go to market in quarter three (January to March timeframe).	We expect to implement safety improvements in quarter four.

	Q2 status	Q1 23/24 progress	Q2 23/24 progress	FY 23/24 next steps
Regional Public Transport Plan review	 On track	Confirmed process for Greater Christchurch Partnership and Regional Transport Committee for the relevant chapters of the Regional Public Transport Plan (RPTP). Staff worked on a draft update of the RPTP. Our new project manager began work on reconfirming the scope and timelines for delivery.	The draft Regional Public Transport Plan (RPTP) is in development. The Greater Christchurch Partnership Committee and Regional Transport Committee have appointed four representatives each to form two hearings panels for the special consultative process.	We expect to commence the special consultative process for the Regional Public Transport Plan in August 2024.
Public Transport Futures strategy and planning (with GCP)	 On track	A paper drafted by the Transport Managers Group regarding potential acceleration of Public Transport Futures, was presented to the Greater Christchurch Partnership Committee and endorsed.	Council agreed a preferred option for a programme for service improvements in Public Transport for inclusion in the Long-Term Plan 2024-34 that is consistent with the original business case, ie all core routes in the next three years. Staff prepared a draft consultation document and supporting information (draft Long-Term Plan) for Councillors to review.	In quarters three and four, through the Environment Canterbury Long-Term Plan process, we will be consulting on our preferred option for Public Transport, an accelerated programme for service improvements aligned with infrastructure improvements being planned by local council and New Zealand Transport Agency, Waka Kotahi.
Service 7 frequency uplift	 On track	Staff prepared a paper for Council to request additional funding required for the frequency uplift for year 2024/25 onwards.	Council approved a cost variation to implement a 10-minute frequency for Route 7, so that buses could be ordered. We began work on a business case to confirm funding for the uplift through the National Land Transport Programme.	Funding will be confirmed through the National Land Transport programme, expected in August 2024. We are aiming for the service improvements to be implemented in quarter one of 2024/25.
National Ticketing Solution	 On track	The Environment Canterbury team mobilised and worked as part of the National Programme on the design and configuration of the ticketing solution for Canterbury.	Continued work on configuration of the system, and development of key strategies for the retail network, customer engagement, and change, including engagement with key stakeholders. The first members of the retail outlet network have signed up.	Next quarter will focus on change analysis and preparedness, including a detailed go-live readiness plan and training plans. Recruiting of retail outlet network members will continue.

	Q2 status	Q1 23/24 progress	Q2 23/24 progress	FY 23/24 next steps
Electric vehicles procurement and planning	 On track	Seven new electric vehicles were ordered. As part of Central Government's Public Transport Fleet Decarbonisation Fund (CERF), we were approved to receive funding to procure another 12 electric buses.	Council approved funding for electric vehicle infrastructure in October. Procurement got underway.	We expect to have four new electric vehicles join the fleet in quarter three. Additional vehicles will progressively join the fleet over the rest of the year.
Greater Christchurch 2050	 On track	The Greater Christchurch 2050 strategic framework and plan development continued in consultation with mana whenua and other partners	The Greater Christchurch Partnership continued development and refinement of the Greater Christchurch 2050 strategic framework in consultation with mana whenua and other partners.	The Greater Christchurch Partnership will continue towards finalising the strategic framework in consultation with mana whenua and other partners.
Greater Christchurch Spatial Plan	 On track	Public consultation on the draft Spatial Plan was undertaken between 19 June and 23 July. 355 submissions were received, with about 140 submitters indicating they wish to present to the Hearings Panel. Staff assisted with coding and summarising submissions and the preparation of the Officers' Report during August and September.	Hearings and deliberations for the draft Greater Christchurch Spatial Plan were held in October and November 2023. The Greater Christchurch Spatial Plan Hearing Panel began preparing its recommendation report.	The recommendation report is expected to be presented to the Greater Christchurch Partnership Committee at its meeting on 16 February 2024. Following this, Partner Councils will consider adoption of the Spatial Plan at their respective Council meetings. At this stage, the Spatial Plan is likely to be considered by Environment Canterbury Council on 20 March.
Greater Christchurch Transport Plan and Transport Investment programme	 Monitor	Vehicle Kilometres Travelled (VKT) reduction work commenced.	The VKT Reduction work was paused due to changing central Government direction on this programme and funding was withdrawn. Staff are considering next steps to progress this work as part of the broader Greater Christchurch Transport Plan and Investment Programme.	Review of the scope of the Greater Christchurch Transport Plan and Investment programme.
Regional Speed Management Plan	 Monitor	We provided ongoing support for Territorial Authorities to engage with local rūnanga. The Regional Speed	Continued work towards finalising and publishing the Canterbury Regional Speed Management	Upon agreement from the Canterbury Regional Transport Committee, staff will pause work on Regional Speed

	Q2 status	Q1 23/24 progress	Q2 23/24 progress	FY 23/24 next steps
		Management Plan document was developed and updates were made to the Regional Transport page on our website.	Plan, seeking approval of the draft from New Zealand Transport Agency, Waka Kotahi. In December 2023, the Minister of Transport amended the Land Transport Rule: Setting of Speed Limits 2022 to revoke the deadlines set by the NZTA, including the 29 March 2024 deadline for submitting the final draft speed management plans for certification.	Management Planning until such time as further work on a new Rule is completed and the committee can decide whether to proceed with the Regional Speed Management Plan, which is now optional.

Air Quality, Transport and Urban Development

Financial performance reporting

	Actual vs Budget		Variance
	Dec Actual	Dec Forecast	Variance from Forecast
Revenue	64.01M	64.13M	(0.12M)
Expenditure	64.75M	64.67M	0.09M
Surplus/(Deficit)	(0.74M)	(0.53M)	(0.21M)

Financial Analysis:

Air Quality, Transport and Urban Development's deficit at the end of the second quarter is \$0.74M, which is \$0.21M unfavourable to forecast. The key driver of the variance is the lower than forecasted revenue for the Vehicle Kilometres Travelled (VKT) reduction programme.

VKT Reduction Planning is a Greater Christchurch Partnership project. Environment Canterbury is acting as banker for the project and undertaking procurement on behalf of the Partnership. The work was to be completed this financial year with a total estimated cost of \$1.365m, and was to be 100% funded by the Climate Emergency Response Fund through New Zealand Transport Agency, Waka Kotahi (NZTA). However, the Minister of Transport has now directed Waka Kotahi NZTA to end all work on these programmes, and to not commit any further funding to local authorities (beyond existing contractual obligations) to develop these programmes. Therefore, only \$200,000 of establishment funding for this work is available and committed. There is no further funding beyond that. Work on the Greater Christchurch Transport Plan and Investment programme, including VKT reduction, is now being re-scoped. This change will be reflected in the 6+6 forecast.

Council approved up to an additional \$0.6M from the Public Transport Reserves to support the delivery of the current public transport work programme in 2023/24. This reflects the complexity of the work programme, driven by demands and disruptions at both a national and regional level, combined with the additional pressures created by being the first implementor of the National Ticketing Solution.

Financial Risks:

Total Mobility use has been increasing because of the national 50% fare discount and we expect this trend to continue. The higher use of this service means that the service is costing more.

The Government have confirmed they are turning off the Under 13 (U13) and Under 25 (U25) concession from 1 May, 2024 and will no longer fund these concessions. Environment Canterbury however, has budgeted to fund the U25 concession itself. From 1 May, we will be using Environment Canterbury budgeted funds, (rather than Crown funds) to maintain the U25 concession as per Council decision for the 2 year Fare Trial. The U13 free concession will cease as of 1 May, 2024.

There is a risk that the New Zealand Transport Agency Waka Kotahi (NZTA) does not endorse the single Stage Business Case that we submitted to increase frequency on Route 7, which would mean funding to cover the purchase of EV buses through the National Land Transport Fund (NLTF), may not be realised. This would mean we are unable to deliver the frequency uplift on Route 7 but will have ordered buses that would be applied elsewhere on our network, displacing older diesel fleet, to reduce our emissions footprint. Council would still be required to pay for the displaced diesel fleet.

Public Transport Delivery Dashboard – December 2023

Financial

\$ in Million	December 23 Year to Date						
FUNDING OF SERVICES - REVENUE	Act	Bud	Var \$	Var %	For	Var \$	Var %
Rates	23.52	23.43	0.09	0%	23.84	(0.32)	-1%
Grants	31.65	28.65	3.00	10%	31.48	0.17	1%
User pays and other	6.32	5.15	1.17	23%	5.75	0.57	10%
Total Revenue	61.49	57.23	4.26	7%	61.07	0.42	1%
DELIVERY OF SERVICES - EXPENDITURE	Act	Bud	Var \$	Var %	For	Var \$	Var %
Bus and ferry services	48.83	46.88	1.95	4%	47.28	1.55	3%
Community transport services	5.72	3.45	2.27	66%	5.60	0.12	2%
Supporting services	4.44	5.04	(0.60)	-12%	4.83	(0.39)	-8%
National Ticketing System project	1.07	1.90	(0.83)	-44%	1.24	(0.17)	-14%
PT infrastructure claim	1.74	1.55	0.19	12%	2.13	(0.39)	-18%
Total Expenditure	61.80	58.82	2.98	5%	61.08	0.72	1%
Reserve Accumulation / (Use)	Act	Bud	Var \$	For	Var \$		
Total Surplus / (Deficit)	(0.31)	(1.59)	1.28		(0.01)	(0.30)	

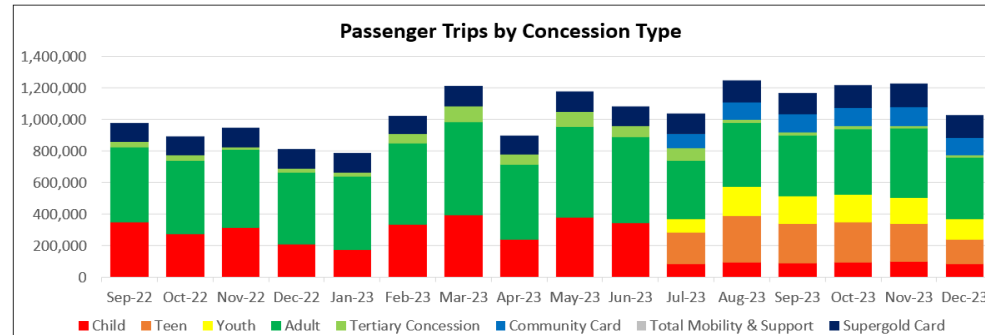
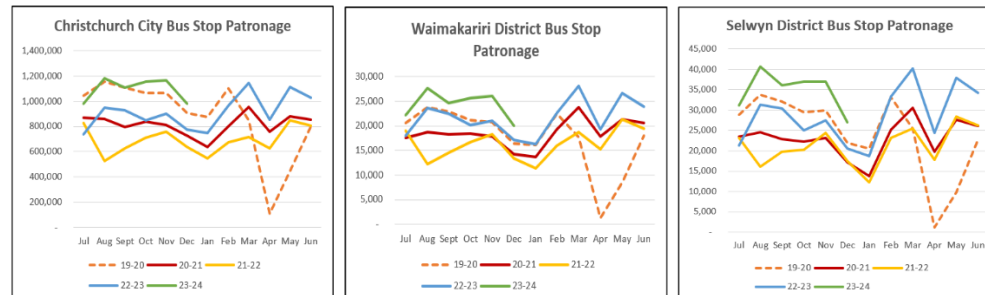
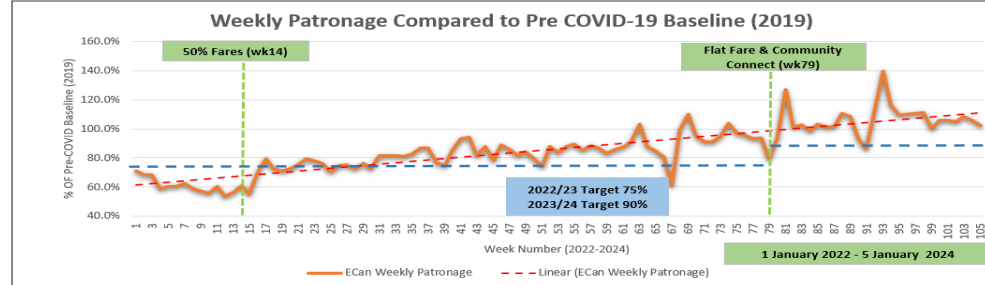
PT Reserves

PT reserves (in million)	Closing 30/06/2022	Closing 30/06/2023	YTD movement Dec/23 YTD	Closing 31/12/2023
BAU operating	5.24	15.99	0.06	16.05
Capital (borrowing)	(1.61)	(1.40)	0.00	(1.40)
NTS operating	0.20	0.74	(0.37)	0.37
NTS prepaid asset		0.50	0.00	0.50
Total	3.83	15.83	(0.31)	15.52

Farebox Recovery

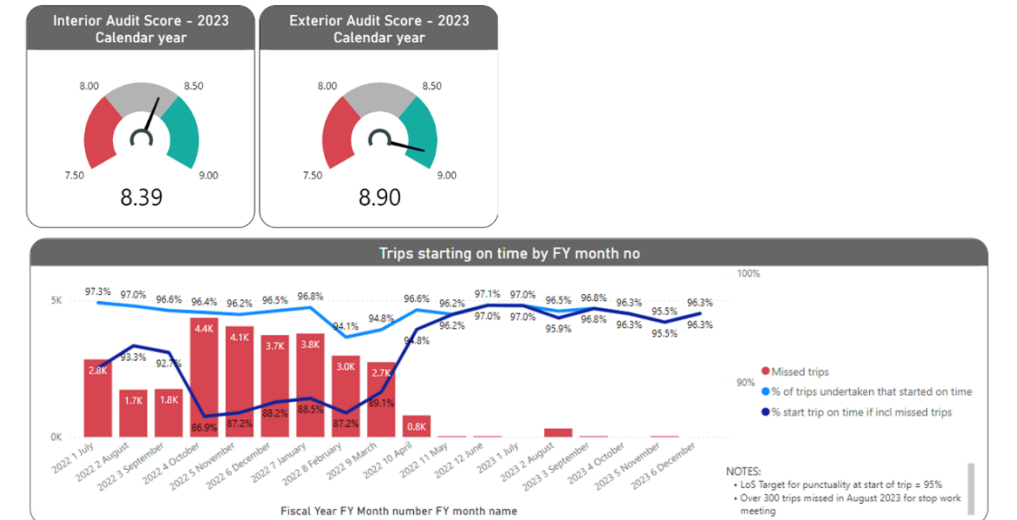
	Oct-Dec 2023	FYTD (2023-24)	FYTD (2022-23)
Farebox Recovery	20.3%	21.6%	25.4%

Patronage

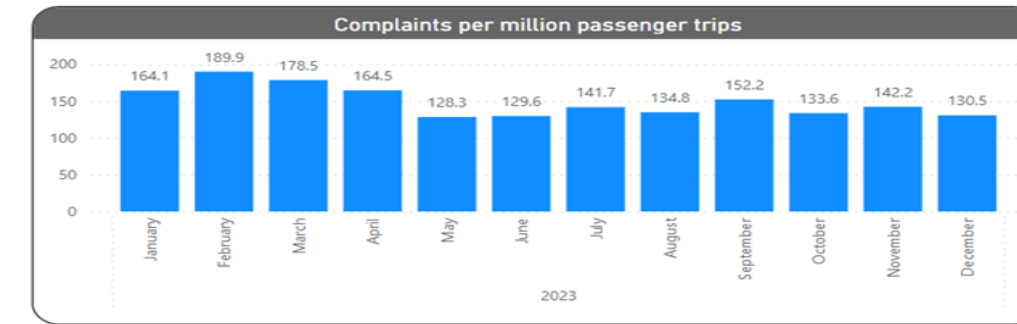


Performance

Vehicle Quality Audit Bus Score

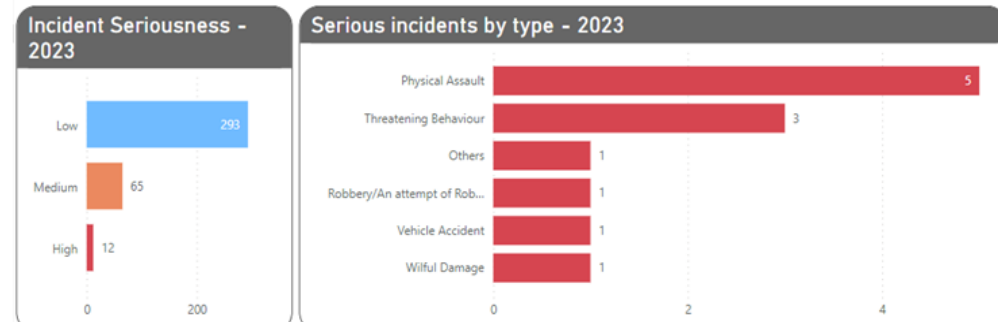
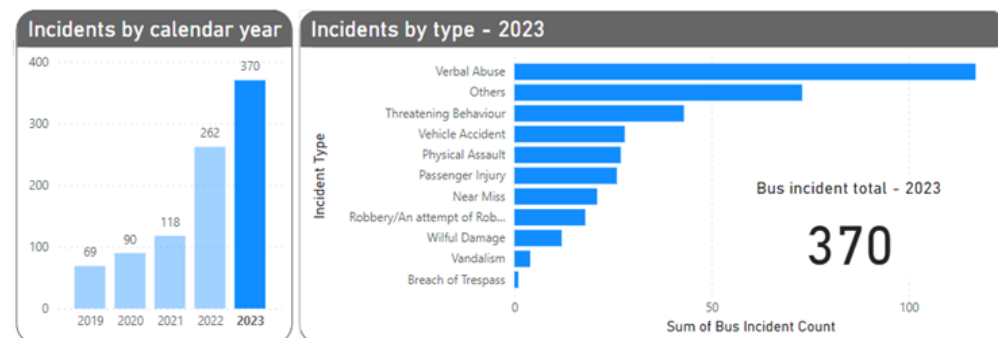


Customer Complaints

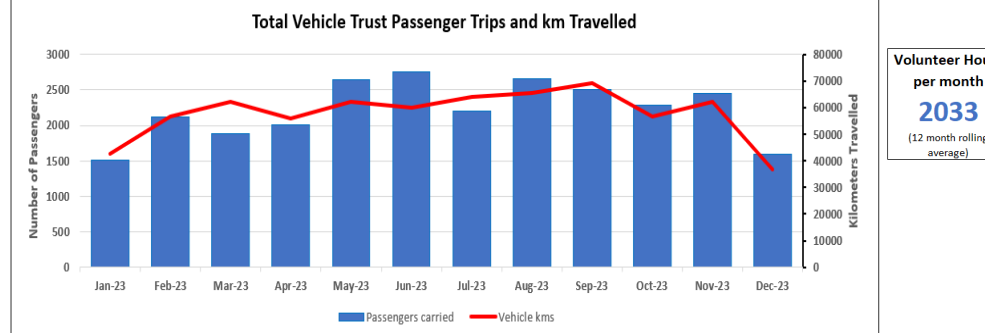


Safety

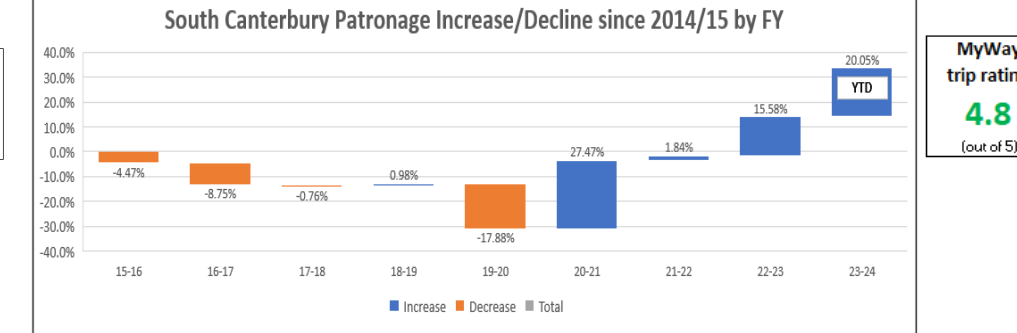
Bus Incident Trend – Calendar year



Vehicle Trusts



South Canterbury



Summary

- Patronage continues to trend very positively. December reached 109% of equivalent pre-COVID month, that being December 2019. FYTD is sitting at 104% compared to the equivalent Pre-COVID period. Note that the sharp dip and peaks in Weeks 91 and 93 is due to changes in week count relativity of school holidays across years.
- Patronage remains above Pre-COVID levels across all three districts for December
- Customer complaint rate per million trips for December was 130.5, which is lower than the rolling 12-month average of 148.9/million trips. Given the significant uplift in patronage this is a very positive result.
- Timaru total patronage continues to see very positive engagement. FYTD Timaru is sitting at 20% growth on the previous year to date period and 155% compared to the equivalent Pre-COVID period
- Bus incidents, reported on a Calendar Year-To-Date basis, are tracking higher than the previous year at an avg of 30.8/mth vs 21.9 for 2022. This reflects a higher rate of reporting, following increased emphasis on safety.
- Of note is the quantum of volunteer hours invested by the trusts in delivering this service to our wider region
- Trips starting on time improved to 96.3%, which is very positive given December can be a challenging month traffic wise on urban roads, particularly around key activity centres and transport corridors.

8.4. Report from the Chair

Transport, Urban Development, and Air Quality Committee Report

Date of meeting	Wednesday, 28 February 2024
Author	Peter Scott, Chair, Council

Purpose

1. The purpose of this report is to raise matters of interest and emerging opportunities or issues in regard to the Air Quality, Transport and Urban Development portfolio.

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 interest and emerging opportunities or issues in regard to the Air Quality, Transport and Urban Development portfolio.
3. The matters covered in this report include:
 - Government Policy Statement on Land Transport/emerging Government direction
 - Public Transport Operating Model / Sustainable Public Transport Framework
 - Greater Christchurch Public Transport Futures investment
 - Fare trials
 - MyWay evaluation report completed awaiting funding confirmation from NZ Transport Agency Waka Kotahi
 - Greater Christchurch Spatial Plan and Mass Rapid Transit
 - Greater Christchurch Vehicle Kilometre Travelled reduction programme update
 - Road user charges on electric vehicles

Matters of interest and emerging opportunities or issues

Government Policy Statement on Land Transport/Emerging Government Direction

4. The Government Policy Statement on land transport (GPS) is reviewed every three years and is a core requirement of the Land Transport Management Act 2003. It sets the Government's priorities for land transport investment over a ten-year period. It also directs how money from the National Land Transport Fund (NLTF) is spent on transport activities, such as public transport, state highway improvements, local roads and road safety (referred to as activity classes).
5. The GPS guides Waka Kotahi in their investment in land transport activities and sets funding ranges for each activity class within which Waka Kotahi will prioritise activities for funding. Funding has already been signalled as being constrained through the National Land Transport Programme (NLTP). This could potentially impact Funding Assistance Rates for councils and subsequently the development of their Long-Term Plans (LTPs), even as far as some councils having to re-consult on some aspects of their LTPs. This may also require Variations to the Canterbury Regional Land Transport Plan (RLTP) 2024-34 once adopted.
6. The draft GPS is expected to be released for public consultation in February/March 2024. The draft GPS priorities are currently unknown and there are some significant questions around available funding. Active mode investment, such as cycling and walking, has already been signalled as less of a priority for further funding. Available Crown funding through the existing NZUP programme, particularly for public transport and some roading infrastructure, is also questionable.
7. There has been limited opportunity to date for staff to engage with the Ministry of Transport in the development of the draft GPS. The likelihood of the draft Canterbury RLTP 2024-34 being consistent with a new GPS is unclear.
8. This presents some significant risks for both Road Controlling Authorities in terms of their programmes of work and the regionally significant projects identified in the draft Canterbury RLTP 2024-34. This will likely impact our Council in terms of the provision of public transport services i.e. fares, increased service uplift etc.

Public Transport Operating Model / Sustainable Public Transport Framework

9. In August 2022, Cabinet agreed to make legislative changes to establish the Sustainable Public Transport Framework (SPTF). This framework will replace the Public Transport Operating Model (PTOM). The SPTF reforms will also enable public transport authorities to own and operate public transport services, and to provide a wider variety of service types, such as on demand services.
10. Staff are continuing to investigate how these legislation changes effect the Canterbury Regional Council.

Greater Christchurch Public Transport Futures investment

11. Council will be aware of the PT Futures Programme business case, approved in 2020 by Greater Christchurch Partners and Waka Kotahi.
12. The Canterbury Regional Councils desire to progress this uplift in public transport service, has been incorporated into our draft LTP, with a focus on accelerating the delivery of service uplifts to our core routes, to a turn up and go model, over the next three years.
13. This is intended to be supported by corresponding bus priority investments by Christchurch City Council (CCC), supported by \$78m of Crown funding. Detailed business cases are currently under development by Environment Canterbury for Route 7, planned for delivery late in 2024, and by CCC for the bus priority infrastructure.

Public Transport fare trials

14. The Flat Fare trial, approved by Council in 2022 commenced on 1 July 2023. Patronage continues to see positive growth across Greater Christchurch, with December patronage 9% above the equivalent pre-COVID19 month.
15. Fiscal Year to date patronage is 4.5% higher than pre-COVID19 patronage. From 1 May 2024, the Under 13 Free and Under 25 concessions will cease to be funded by the Crown as a result of recent Government Budget announcements.
16. The Committee will recall the Fare Trial decision in 2022, approving local funding for the Under 25 concession, so this will remain as part of the trial, albeit funded via local funds from 1 May. The Community Services Card concession will remain in place, funded by the Crown.

MyWay evaluation report completed awaiting funding confirmation from NZ Transport Agency Waka Kotahi

17. Since 2020, Environment Canterbury has delivered a successful on-demand public transport service in Timaru, recently delivering its 500,000th passenger trip. MyWay by Metro has been operated as a trial service, we are awaiting confirmation from NZ Transport Agency Waka Kotahi that on-demand services can form part of public transport delivery funded from the National Land Transport Fund.
18. Incorporation of the Sustainable Public Transport Framework into the Land Transport Management Act in August 2023 enabled this on-demand model to be a permanent part of a Public Transport Authority's delivery model, and the pathway is now open to obtain approval and permanent funding from NZTA.
19. The implementation of on-demand public transport in Timaru has yielded notable outcomes such as significantly increased ridership, enhanced mobility, and social/economic access. There has been a witnessed surge in ridership, demonstrating the service's alignment with commuter demands. The service is performing very well with significant year on year patronage increase, high levels of customer satisfaction and increased amenity to the community.

The overall objectives of the trial were to:

Support the community with a public transport service that is sustainable and fit for purpose.	Achieved
Provide a public transport service that adapts to the ever-changing needs of the urban population.	Achieved
Provide a public transport service that will attract higher usage than the legacy fixed route offering.	Achieved
Provide a public transport service that improves societal access, enhances transport equity and positively impacts on community well-being.	Achieved

Table 2: Overall Objectives of the Trial

20. The summarised high-level next steps to make the MyWay service permanent in Timaru are:
 - Seek confirmation from NZTA New Zealand Transport Agency to move MyWay from a trial to be funded via the Public Transport Continuous Programme, supporting long term operations.
 - On confirmation, develop the necessary approach, documentation, and approvals to enable a competitive market tender for the service with an appropriate contract term.

Greater Christchurch Spatial Plan and Mass Rapid Transit

21. The Greater Christchurch Spatial Plan has recently formed the basis for Future Development Strategies, as required under the National Policy Statement on Urban Development.
22. The hearings and deliberations for the draft Greater Christchurch Spatial Plan concluded in November 2023. The Hearing Panel's Recommendation Report, dated 17 January, will be received and considered for endorsement by the Greater Christchurch Partnership Committee at its meeting on 16 February 2024.
23. The Recommendation Report contains the recommendations of the Hearing Panel to the Greater Christchurch Partnership Committee; this includes the changes recommended to the draft Spatial Plan, following the consideration of submissions.
24. Following the meeting of the Greater Christchurch Partnership, partner Councils will consider adoption of the Spatial Plan at their respective Council meetings during February and March.
25. In 2024, Partner councils will be asked to adopt the Spatial Plan as both the Spatial Plan for Greater Christchurch and as the joint Future Development Strategy for Greater Christchurch for the purposes of meeting each local authorities' obligations under the National Policy Statement on Urban Development to produce a future development strategy.
26. The Spatial Plan will be considered by Environment Canterbury Council on 20 March 2024.

Greater Christchurch Vehicle Kilometre Travelled reduction programme update

27. On 12 December 2023, I received a letter from the Hon Simeon Brown, Minister of Transport advising that any partnership projects with Waka Kotahi to reduce the Vehicle Kilometres Travelled (VKT) by the light vehicle fleet using funding from the Climate Emergency Response Fund must be stopped.
28. Any further funding to local or regional authorities to develop VKT reduction programmes has been cancelled beyond any existing contractual obligations.
29. This work on VKT reduction was being carried out through the Greater Christchurch Partnership as part of the development of the Greater Christchurch Transport Plan.
30. Staff are currently re-scoping the project in the absence of any future VKT reduction funding and will provide further advice in relation to this project through the Greater Christchurch Partnership Committee.

Road user charges on electric vehicles

31. From 1 April 2024, Road User Charges (RUC) will apply to all fully electric vehicles including plug-in hybrid vehicles (PHEVs) weighing less than 3.5 tonnes.
32. The revenue collected from RUC is dedicated to the National Land Transport Fund (NLTF). The NLTF funds new roads, improvements and maintenance, public transport, road safety, and walking and cycling. Most road users pay levies in the price of their fuel.
33. Electric vehicle RUC exemption was as an incentive to encourage electric vehicle uptake and action to reduce transport emissions transitioning to a net-zero carbon economy. The previous Labour government intended for the exemption to be in place until light electric vehicles made up two percent of New Zealand's light vehicle fleet.
34. The total percent of electric vehicles in the light vehicle fleet as of January 2024 is 2.35 per cent. In 2023, the electric vehicle (battery electric (BEV) or plug-in hybrid (PHEV)) market share for Canterbury was 16 per cent.

Cost, compliance and communication

Financial implications

35. This report was compiled using existing staff resources, meaning there were no additional financial implications related to producing this report.
36. 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

37. No legal compliance issues have been identified for this report.
38. The report provides visibility to the Committee of matters of interest and emerging opportunities or issues in regard to Air Quality, Transport and Urban Development portfolio.

Engagement, Significance and Māori Participation

39. 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

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

Climate Change Impacts

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

Next steps

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

Attachments

Nil

Legal review	Not submitted for legal assessment.
Peer reviewers	Jesse Burgess, Senior Strategy Manager Stewart Gibbon, General Manager Public Transport Tiara Thorby, Senior Strategy Advisor

9. Resolution to go into Public Excluded

Transport, Urban Development, and Air Quality Committee report

Date of meeting	Wednesday, 28 February 2024
Author	Vivienne Ong, 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 - 6 December 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 Public Excluded Resolution Status Report - February 2024			Refer to the previous public excluded reason in the agendas for these meetings.	
9.2.2	National Ticketing Solution Update Report	S7(2)(c)(i)	<p>(c) [to] protect information which is subject to an obligation of confidence... where the making available of the information-</p> <p>(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</p>	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, 10 April 2024. Any changes to this time will be publicly advertised and updated on the Environment Canterbury website.

11. Karakia Whakakapi - Closing

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