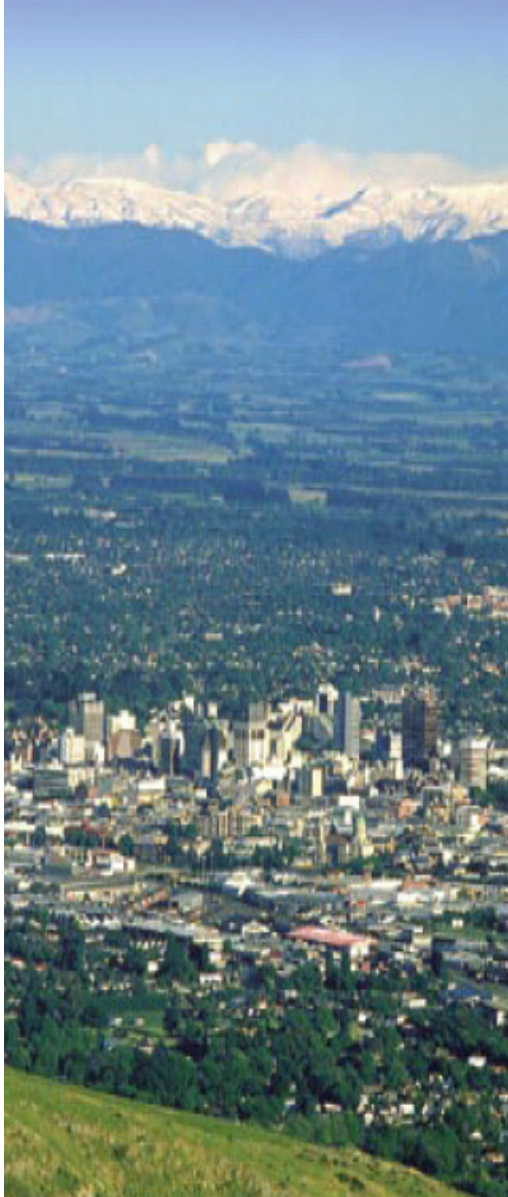


UDS Transport Group - programme update

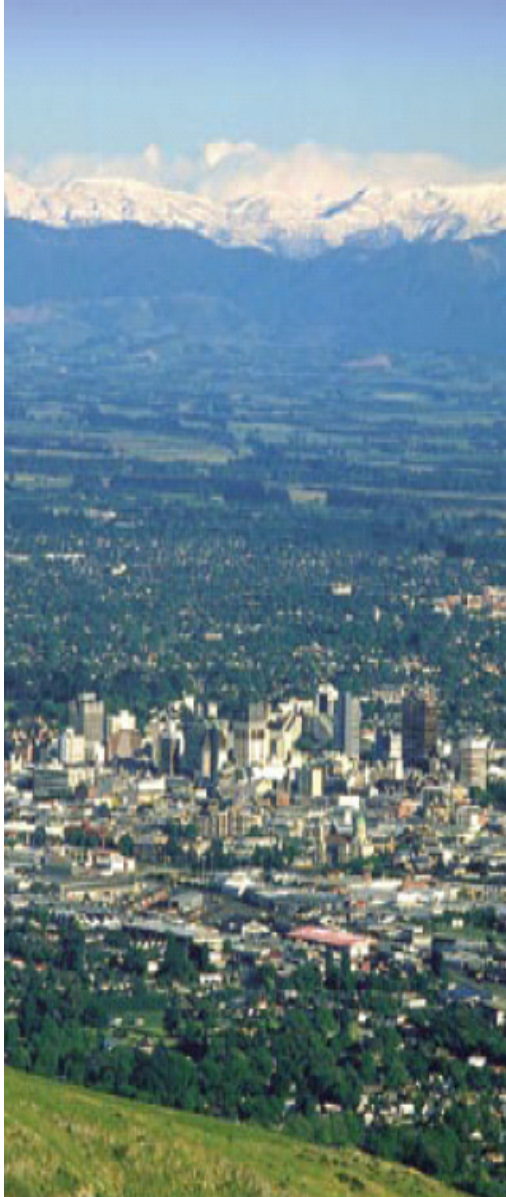
Strategic Partners Forum

9th June 2008



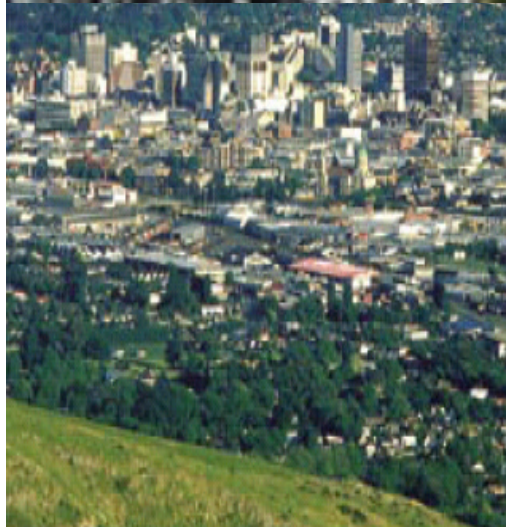
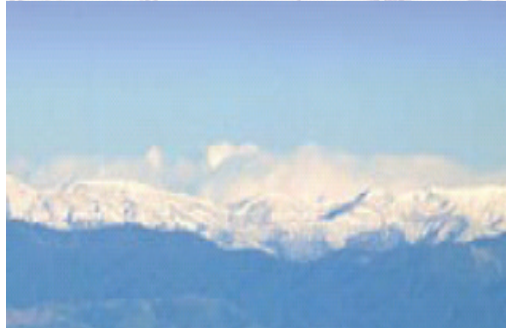
Partners

- CCC
- ECan
- SDC
- WDC
- Transit
- LTNZ



Overview

- Proposed national changes
- Transport & the RPS change
- Investigations update
- Project highlights
- Questions



Transport sector changes

- Legislation – LTMA Bill
 - affordability now in statute
 - integration with land use a must
 - integration of modes expected
 - LTNZ/Transit merge into NZTA
 - government policy statement
 - regional land transport programme
 - regional fuel tax



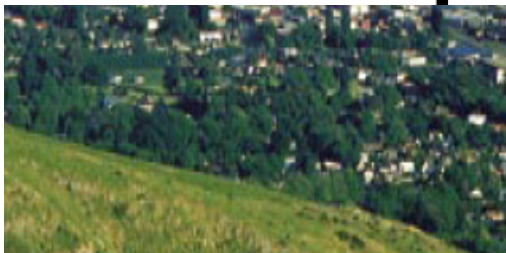


Transport sector changes



NZTS update - 2040 targets

- per capita ghg emissions halved
- better travel time & reliability
- better public health, safety, environment
- inter-regional coastal shipping doubled
- rail taking 25% of domestic freight
- PT mode share doubled
- urban trips by active modes ~ doubled
- no more than 200 road deaths





Transport and PC1

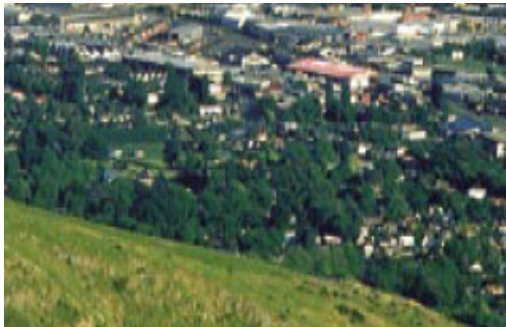


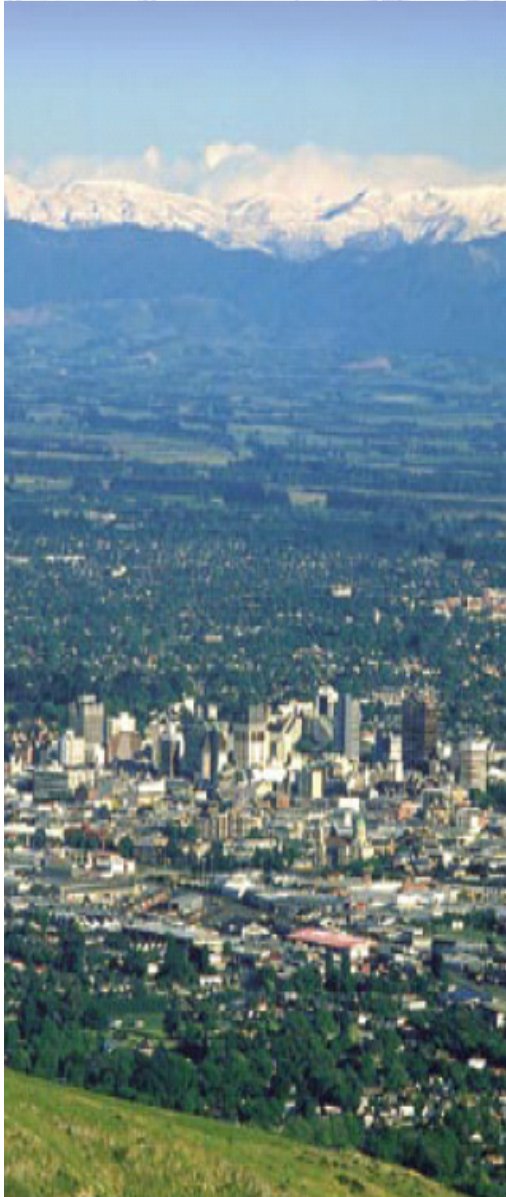
A range of policies that allow...

- transport to support future growth
 - transport not the 'end', but the 'means'
 - sustainable growth - the four pillars

...and to deliver on its objectives

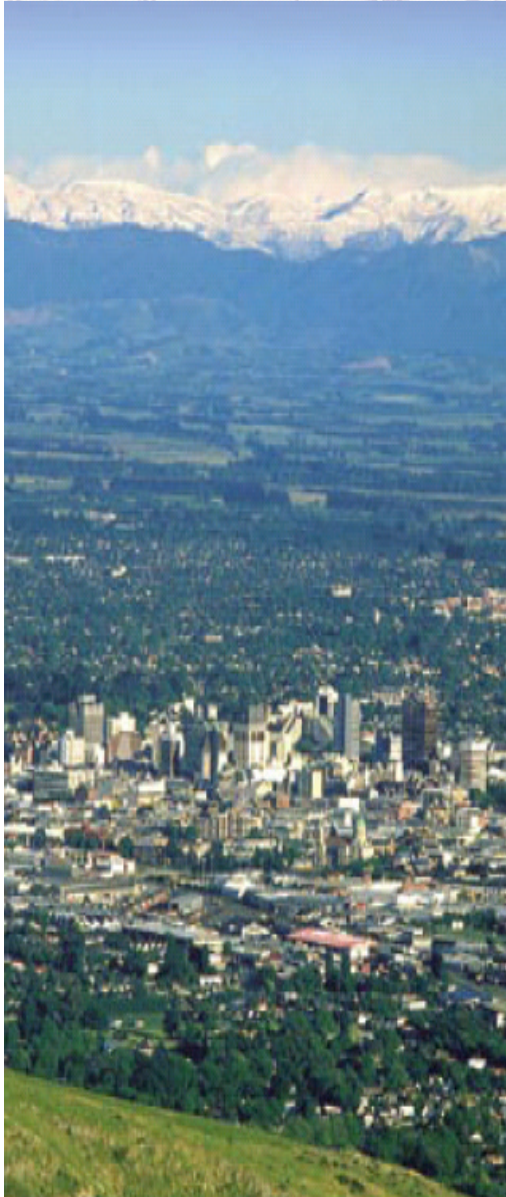
- economic development
- safety and personal security
- access and mobility
- public health
- environmental sustainability





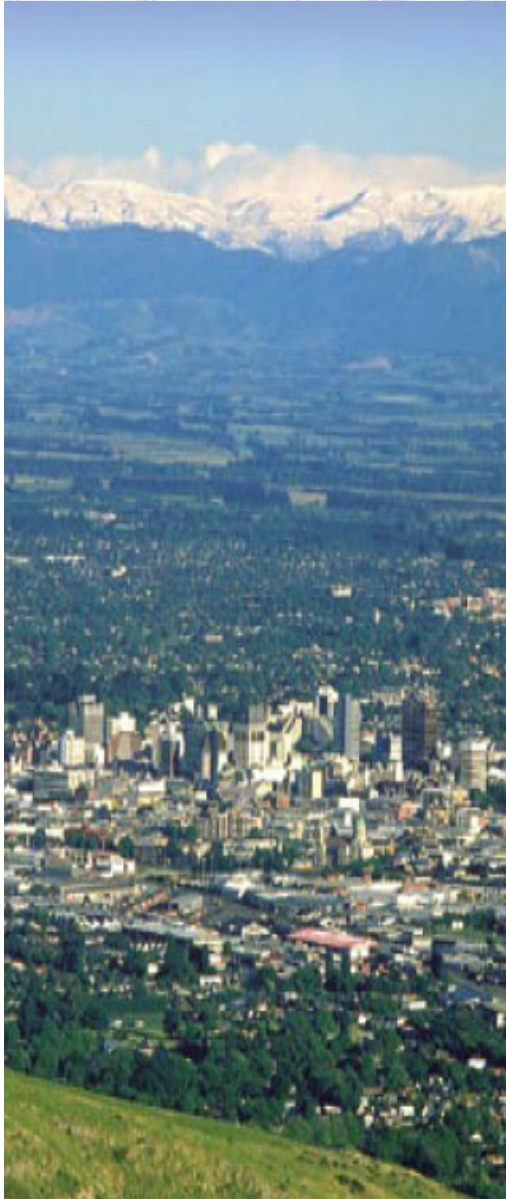
Transport and PC1

- Policy 1 – MUL's
 - reduced urban sprawl
 - Reduced overall travel
 - Less overall need for infrastructure
 - Ability to investment in efficiency
- Policy 2 – intensification
 - active modes more practicable
 - PT more convenient to more people (the virtuous circle)



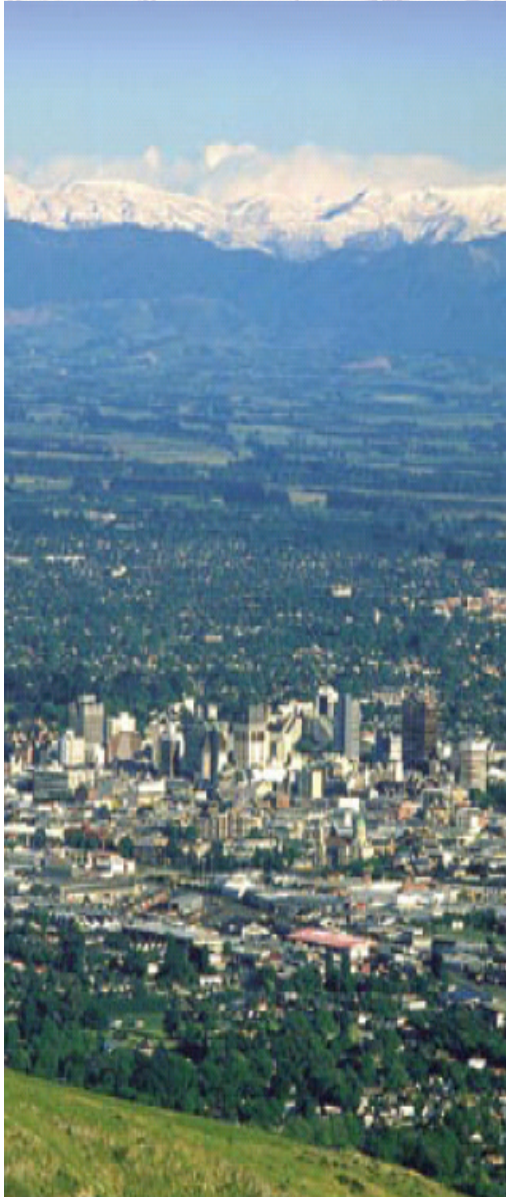
Transport and PC1

- Policy 4 – existing towns
 - Self-sufficiency
 - Shorter travel distances
 - Efficiencies of infrastructure
- Policy 5 – kac's & commercial
 - Identifies main intensification areas
 - Active modes, pt consolidation



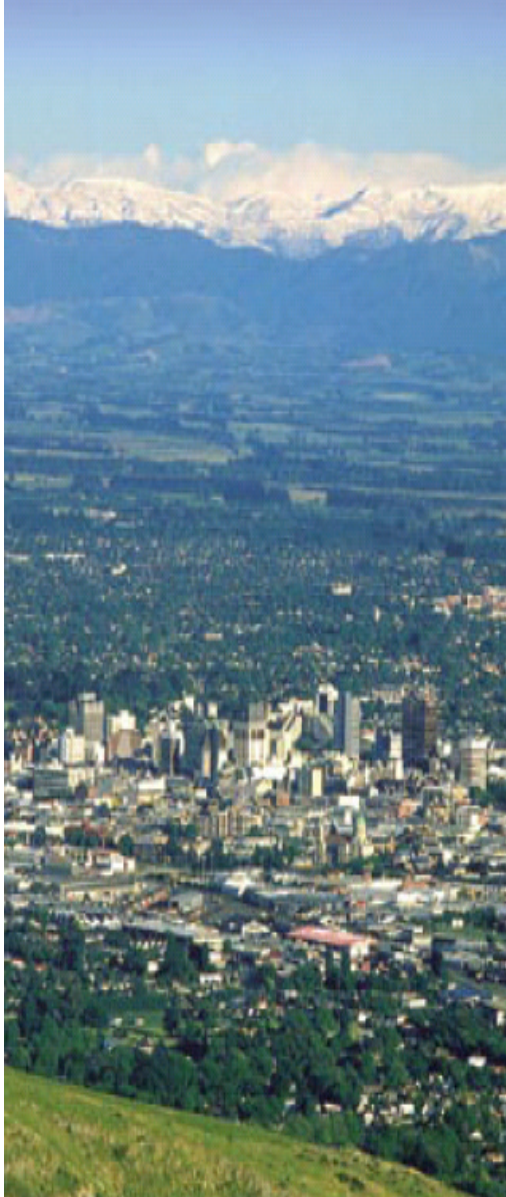
Transport and PC1

- Policy 6 - sequencing
 - Promotes the co-ordination of growth with infrastructure and services
 - Project cost effectiveness
 - Programme cost effectiveness
 - Option for services to be introduced ahead of demand to influence travel choices



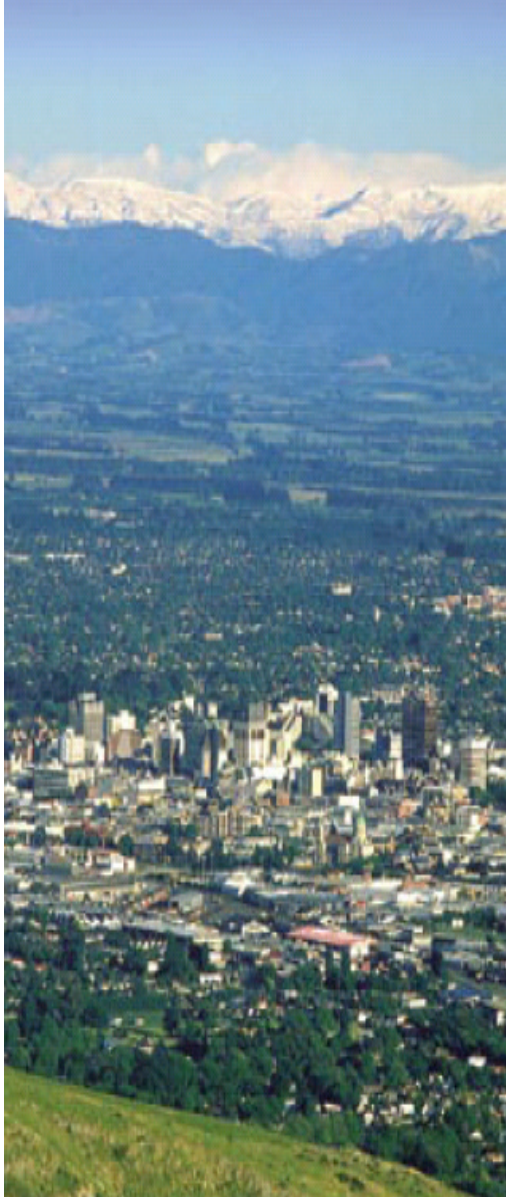
Transport and PC1

- Policy 7 – form and design
 - Attractive safe connected functional urbanism
 - Promotes active transport
- Policy 8 – ODP's
 - Mechanism to enable policy 7
 - Must be agreed as part of zoning



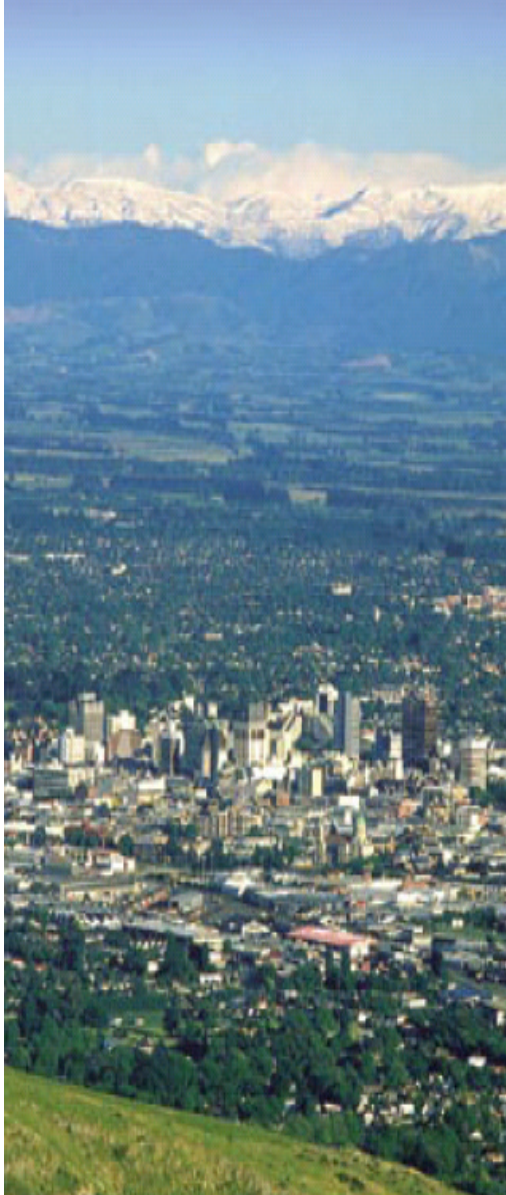
Transport and PC1

- Policy 9 – transport effectiveness
 - Protection of strategic roads
 - Must ensure safety, sustainability, integration effectiveness



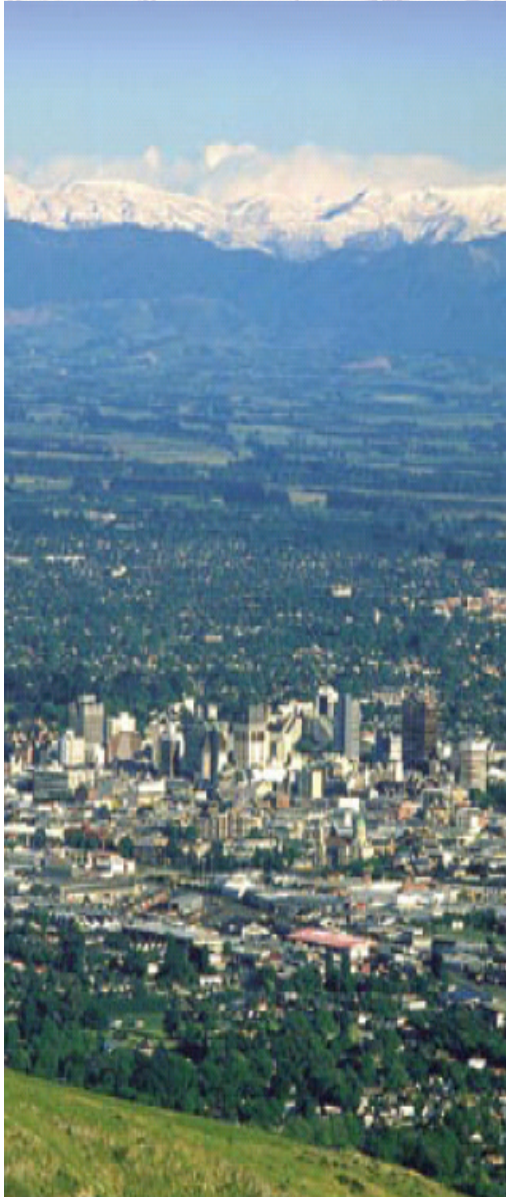
Investigations update

- PT Futures Study
- Strategic Transport Study
 - assess and consider trip demand at 2026 and 2041
 - identify options and outcomes in dealing with the demand
 - identify key initiatives for further development



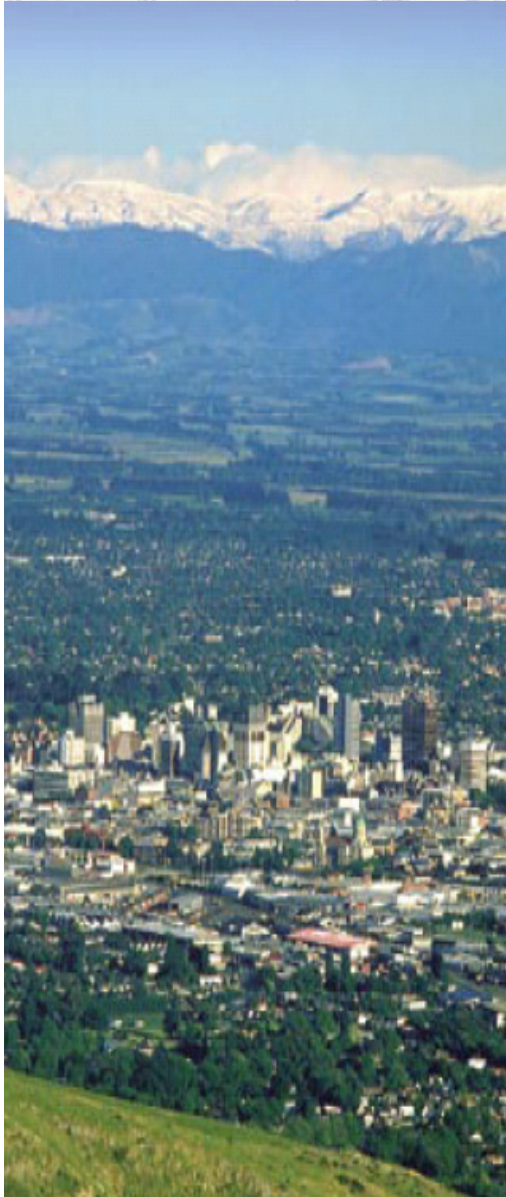
Investigations update

- Draft findings
 - NZTS will be challenging
 - Disincentives needed as well as incentives
 - RLTS has competing targets
 - Need to focus on moving people and goods, not necessarily achieving vehicle LoS targets



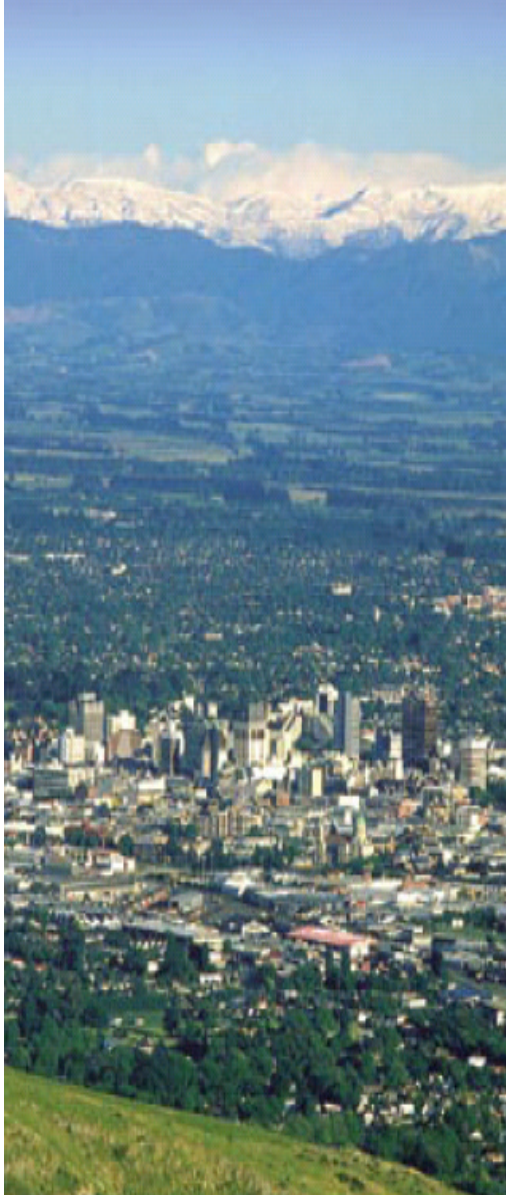
Investigations update

- cont/d
 - Clear need to focus on CBD trips, as the biggest demand, but need to be mindful of potential consequences
 - Need an integrated area wide plan of incentives & disincentives, no single measure will do
 - active modes viable for shorter trips but PT gaining importance in early years as long distance trips grow



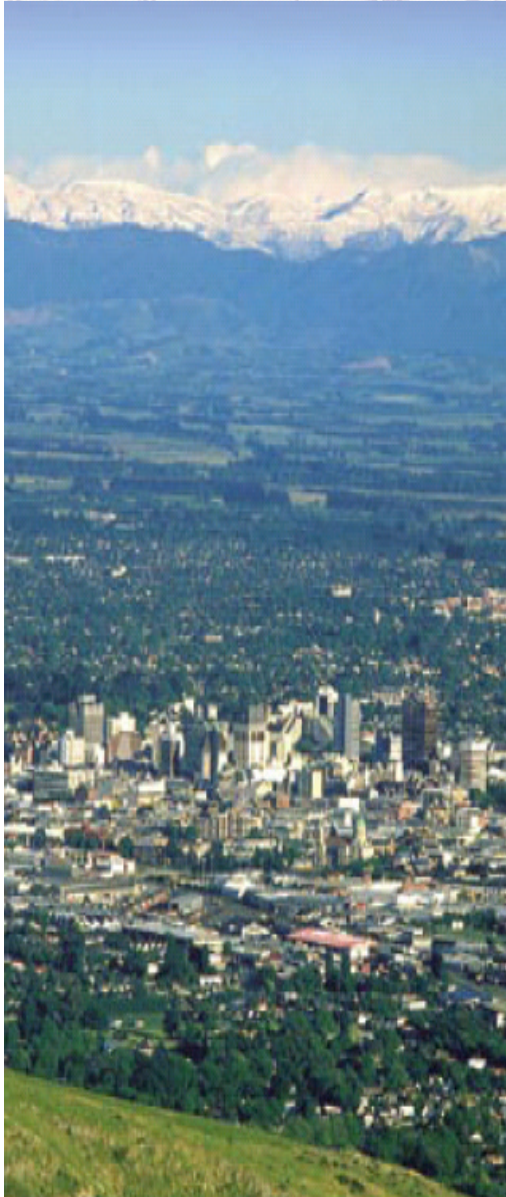
Investigations update

- Draft recommendations
 - Continue improving options
 - Implement RPS policies
 - Innovate with funding options
 - Early provision of PT services
 - Area wide parking policies
 - ‘PT Futures’ recommendations



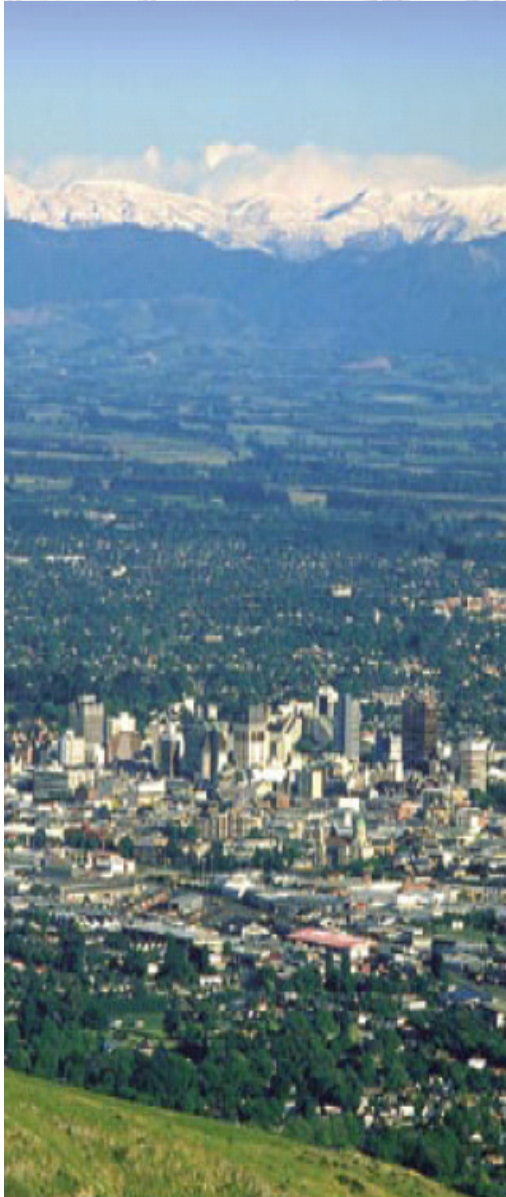
Investigations update

- PT Futures Study
 - Input to STS
 - Objectives
 - Develop a 2041 PT network based on UDS land use pattern
 - Assessment of the ability for a bus based system to meet demand
 - Not a modal study



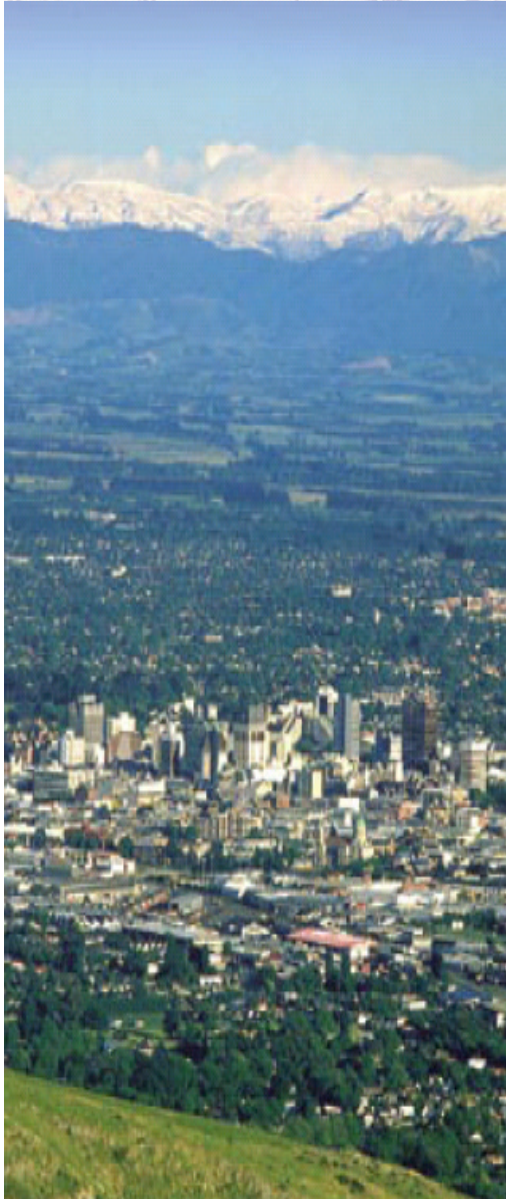
Investigations update

- Draft findings
 - Four layers of services
 - Rapid transit (centres-cbd)
 - Connectors between centres
 - Cross-suburban (non-cbd)
 - Local access
 - Nodes needed at centres for service & modal interchange, park 'n' ride



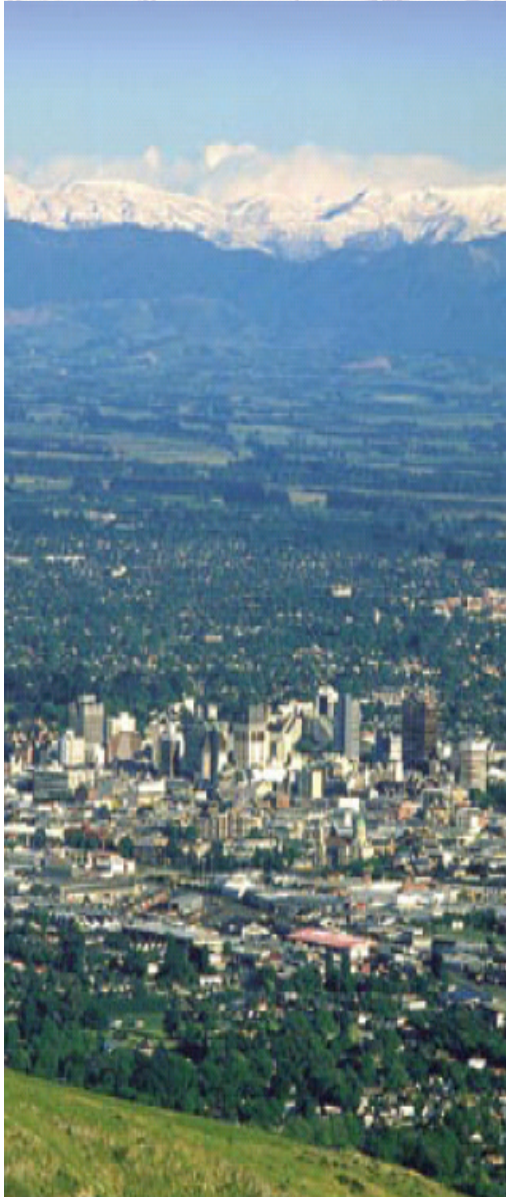
Investigations update

- cont/d
 - PT needs to penetrate centres
 - Early provision of services
 - Needs to be affordable
 - Travel plans by employers and developers to encourage use of PT
 - Bus based system can meet the demand
 - Well below higher mode threshold
 - BRT characteristics emerging



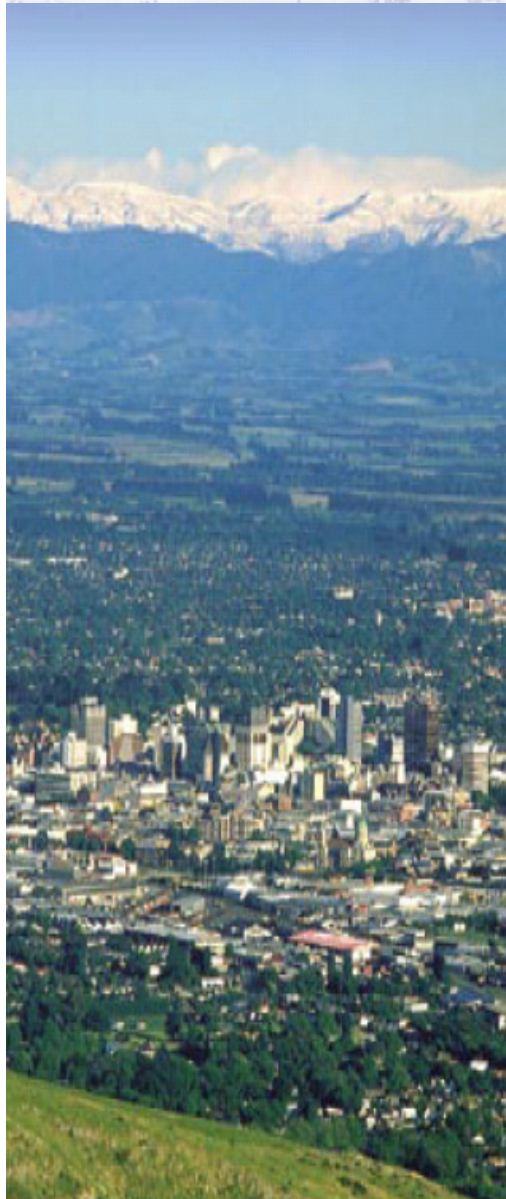
Crown funding assistance

- The Canterbury Transport Regional Implementation Plan (“TRIP”) is a collaborative transport planning initiative between all Canterbury Councils and Transit NZ.
- TRIP identified multi-modal transport packages for the Northern Canterbury, Greater Christchurch and Southern Canterbury sub-regions.
- These packages contain the regionally significant projects needed to achieve the outcomes of the Canterbury Regional Land Transport Strategy (RLTS) and the New Zealand Transport Strategy.
- To deliver TRIP over the next 10yrs we need \$1,189.87m (in \$2007).



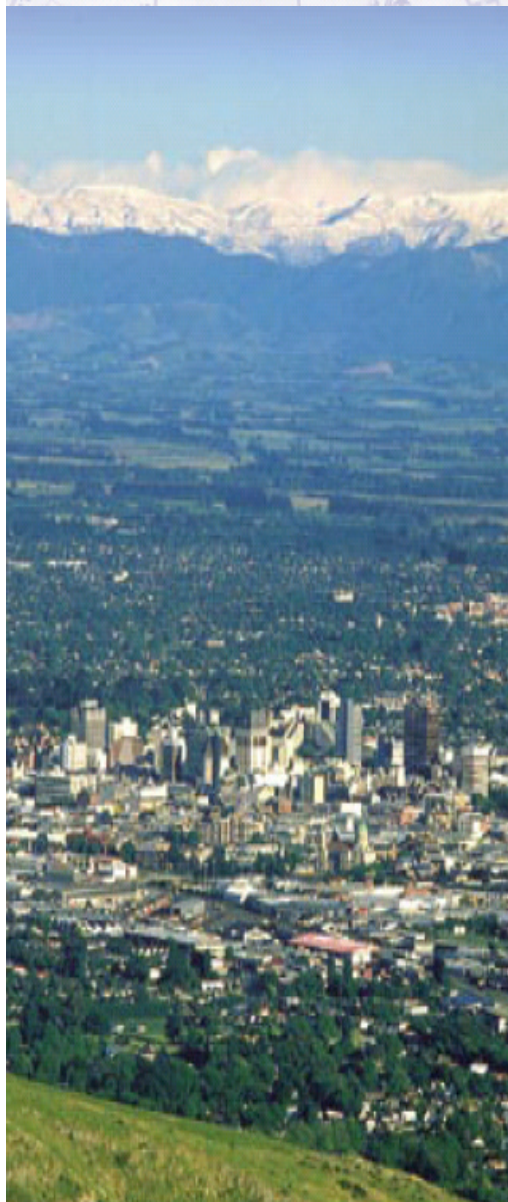
Crown funding assistance

- Regional Land Transport Committee meeting agreed on 25 September 2007 to approach Government for a transport funding assistance package. This was done on 5 November 2007.
- The Minister of Transport agreed to work with Canterbury to investigate ways to address the funding shortfall .
- Interim and final technical reports were given to the Minister of Transport in December '07 and February '08. The content and thrust of these reports discussed with the region's Mayors and CE's.
- Ministers announce \$244m (\$205m in \$2007) crown funding for Canterbury on 14 May '08.



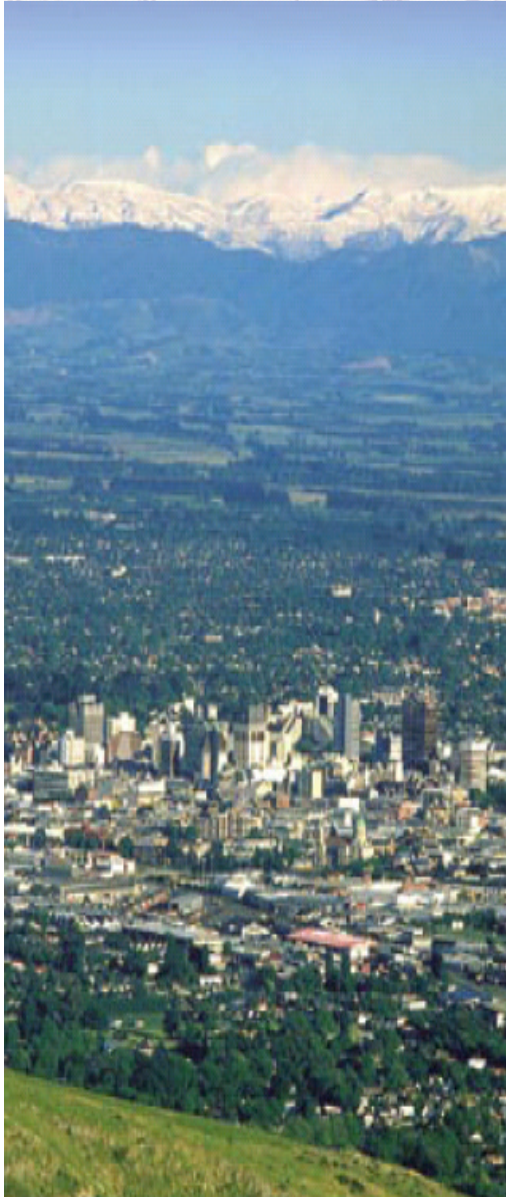
Crown funding assistance

- To complete all the transport projects that Canterbury deems important over the next 10yrs, we need \$1,189.87m (in \$2007).
- The Business As Usual (BAU) scenario sees the region fund its highest priority projects (valued at \$799.5m) from available N (national), R (regional) and L (local) funding.
- The difference between the two is called the “GAP” and totals \$410m.
- “GAP” funding enables Canterbury to fund lesser priority but still important projects for which insufficient R exists.



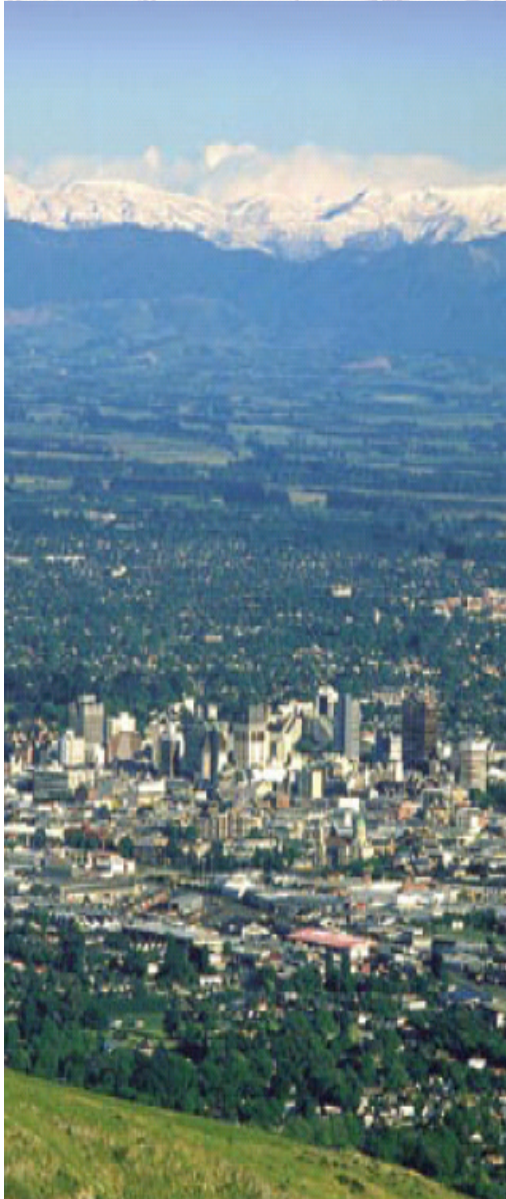
What the Canterbury package buys

District	BAU Spend (\$m 2007 prices)	% of BAU Spend	GAP Spend (\$m 2007 prices)	% of GAP Spend	Total Spend (\$m 2007 prices)	% of Total Spend
Kaikoura District	\$0.00	0%	\$8.10	2%	\$8.10	1%
Ashburton District	\$0.90	0%	\$26.20	6%	\$27.10	2%
Christchurch City	\$728.61	93%	\$245.43	60%	\$974.04	82%
Hurunui District	\$0.00	0%	\$7.40	2%	\$7.40	1%
MacKenzie District	\$1.10	0%	\$8.40	2%	\$9.50	1%
Selwyn District	\$7.90	1%	\$67.47	16%	\$75.37	6%
Timaru District	\$14.45	2%	\$14.76	4%	\$29.21	2%
Waimakariri District	\$26.60	3%	\$13.80	3%	\$40.40	3%
Waimate District	\$0.00	0%	\$18.75	5%	\$18.75	2%
Total	\$779.56		\$410.31		\$1,189.87	



Project highlights

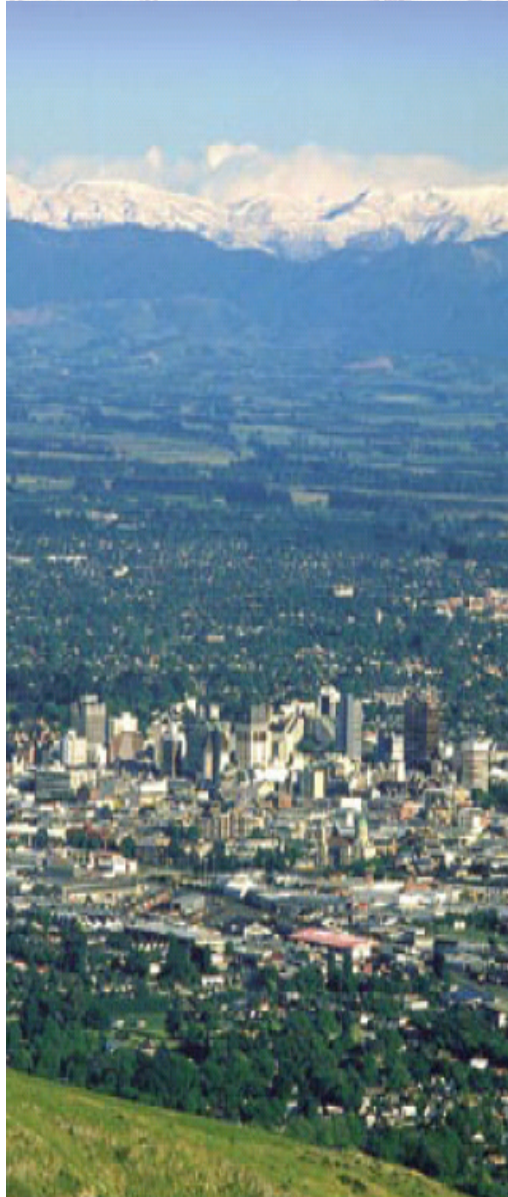
- Bus priority
 - 2 CCC corridors approved
 - Queenspark to CCC in June
 - Transit progressing to design for Main North Road and Main South Road
 - Construction planned for early 2009



Project highlights

- Central city transport interchange
 - Land acquired
 - 5 leases being worked through to gain vacant possession
 - Design in progress
 - Public consultation as part of LTCCP
 - Exploring mixed use opportunity to spread costs
 - Transport objectives primary objectives

Greater Christchurch **Urban
Development
Strategy**



Questions?

