

**Christchurch City**  
**Submission on the Long Term Council Community Plan**

**Transit New Zealand**  
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Transit New Zealand is the controlling authority of the nation's State highway network. In Christchurch City there are three State highways. These include State Highway 1, State Highway 73 (And 73A), State Highway 74 (and 74A), and State Highway 75. The State highways are appended on the attached map. The State highway network is vital for the transportation of people and goods between Waimakariri, Selwyn, and Banks Peninsula Districts as well as providing an important strategic link between the Canterbury region and New Zealand.

The State highway network is a very significant physical resource of national importance. Transit's principal objective in terms of the Land Transport Management Act 2003 is to operate the State highway system in a way that contributes to an integrated, safe, responsive, and sustainable land transport system. In meeting this objective Transit has an obligation to ensure that the affected communities view are taken into account.

We consider we have a close working relationship with the City Council and are keen to ensure that this is developed in the future, particularly through the requirements of the Local Government Act 2002, as well as Transits own obligations under the Land Transport Act 2003. A key issue for the City over the next 10 years will be the need to manage the effects of development on the roading network, in particular maintain or improve transport linkages between Christchurch City and the adjoining Districts.

Finding the right solution will require an inter-agency approach, based on good partnerships between Transit New Zealand, the Waimakariri, Banks Peninsula and Selwyn District Councils, Environment Canterbury and the Christchurch City Council. For this reason Transit welcomes its involvement in the Urban Development Strategy and the Metropolitan Christchurch Transportation Statement.

**The Metropolitan Christchurch Transportation Statement**

Transit has been actively involved in the development of the Metropolitan Christchurch Transportation Statement as a key stakeholder. Transit supports a

greater emphasis placed upon 'transportation' rather than 'road' solutions as being consistent with its own objective under the LTMA 2002. Transit would encourage a wider 'metropolitan study under the MCTS(2) to be consistent with the wider areas included within the urban development strategy.

Particular comments on the LTCCP are:

1) Volume 1, Page 77 to 78. It is unclear as to what the northern access project is. Transit notes that Opawa Road has been included in the capital expenditure programme. It considers that some flexibility must be given as to when that money will be spent. There does not appear to be any provision for securing the western bypass route, which I understand the City Council is working with Environment Canterbury and Transit to achieve it.

2) Volume 2, Page 22 - Transit supports the continued work towards a high quality and effective transportation system. Transit wants to continue to be involved as a partner with the City Council in finding solutions to improving the transportation system and network within Christchurch.

3) Volume 3, Page 65 Table headed Development Contributions Summary for Ten Years in row on Roding. Note that the reference under sources is Transfund, not Transit NZ.

Transit New Zealand has developed its own developer contribution policy. It will look to partnerships with territorial authorities to implement this policy and will discuss this further as a consultation point for future LTCCP's.

Transit considers itself to be a key stakeholder and welcome further dialogue with Christchurch City on the need to protect and enhance the State highway network. I am also aware of the collaboration that has occurred between the northern Canterbury district councils and Environment Canterbury in establishing a consultation process for future Community Plans. From Transit's perspective it would prefer a consultation regime that streamlines the necessary input into the Local Government requirements, as opposed to consulting with individual councils.

From a personal perspective, there is now a considerable burden placed on the consultative requirements of both organisations under their respective acts. I believe this provides an opportunity to explore how the outcomes of each organisation could best be achieved. I would welcome any comments or feedback Christchurch City would have on this matter.

I wish to be heard in respect of this submission

Yours sincerely

A handwritten signature in black ink, appearing to read 'Steve Higgs', with a large, stylized flourish at the end.

Steve Higgs

Regional Planning Manager