

LTCCP 2006-16 SUBMISSION

Submissions close on 5 May 2006

I do NOT wish to present my submission at the hearing, and ask that this submission be considered.

I am completing this submission:
On behalf of a group or organisation

Number of people you represent:

My submission refers to:
Full Version of the LTCCP

Page Number:

I also want to respond to:

Name:	Jo Chang
Organisation:	Canterbury Freight Working Group
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Evening Phone:	
Email:	joanne.chang@ecan.govt.nz
Address:	Jo Chang PO Box 345, Christchurch
Your Submission:	Do you have any comments on the major projects in our Draft Community Plan?
	Do you have any comments on groups of activities (The activities and services the Council provides?)
	Do you have any other comments or suggestions you want to make?
	<p>4 April 2006</p> <p>LTCCP Submissions Waimakariri District Council Private Bag 1005 RANGIORA 8254</p> <p>Re: Submission on LTCCP</p> <p>This submission is from the Canterbury Freight Working Group (FWG). It is a general submission that has been sent to all territorial authorities in Canterbury on issues that the FWG would like authorities to be considering as they are developing their programmes.</p> <p>The Canterbury Freight Working Group (FWG) acts under the auspices of the Canterbury Regional Land Transport Committee (RLTC). Their role is to advise the RLTC on matters relating to the implementation of the Freight Action Plan (FAP). The FAP seeks to "provide for the effective movement of freight in ways that are efficient, safe and sustainable". The FAP can be downloaded from www.ecan.govt.nz/Our+Environment/Transport.</p> <p>The FAP identifies that protecting the operation of and access to the strategic freight network and key freight transport hubs are important objectives. The strategic freight network and hubs are identified in Appendix 3 of the Canterbury Regional Land Transport Strategy 2005-2015. Authorities should be aware of the importance of protecting the function of these assets to the local, regional and national economy and ensure appropriate measures are included in their programmes if their functions are likely to be compromised.</p>

**Your Submission
(Cont'd):**

The Freight Working Group considered the most pressing issues with regard to freight movement around the region at their meeting on 9 March 2006. The key issue was identified as being weight-restricted bridges and the importance of bridge renewals. It was agreed by the FWG that this letter be sent to all territorial authorities to raise awareness of these issues for consideration in the LTCCP process.

Councils need to have appropriate bridge renewal programmes in the LTCCPs. Although this is especially important for bridges on the Strategic Freight Network, having appropriate bridges to carry heavy vehicles on local roads that service, for example, farms is also critical.

If significant weight restrictions are introduced on bridges, it is likely that additional heavy vehicle kilometres will result with increases in associated economic, environment and social impacts. It may also result in more freight vehicles on local roads i.e. smaller vehicles carrying the same loads. A change in rural farming patterns, with a shift to contractors has been observed in recent times. These contractors are transporting heavy vehicles between farms. Therefore axle-weight bridge restrictions are likely to impose even higher costs on the production, farming and manufacture sectors.

Should you have any questions regarding the submission, please contact Patrick Quinn at (03) 365 3828 extension 7180 or patrick.quinn@ecan.govt.nz.

Yours faithfully

Peter Goodwin
FREIGHT WORKING GROUP CHAIR