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To: Christchurch City Council

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Attention: Chief Executive Officer

Our Ref: TP/11/0/6/56

From: Caroline Hutchison

Your Ref:

Date: 4 May 2006

Pages: 5

Subject: LTCCP Submission

Please find attached a copy of Transit New Zealand's submission on the Christchurch City Council LTCCP.

An original copy is in the mail.



*Please quote our reference: TP/11/0/6/56  
All enquiries to: Caroline Hutchison: CECH*

4 May 2006

Freepost 178  
Our Community Plan  
Christchurch City Council  
PO Box 237  
Christchurch 8003

Attention: Chief Executive Officer

## TRANSIT SUBMISSION ON LONG TERM COUNCIL COMMUNITY PLAN

Thank you for providing Transit New Zealand an opportunity to make comment on the Christchurch City Council Long Term Community Plan. Transit New Zealand's submission is outlined below.

### Submission:

#### 1. Introduction

1.1 Transit New Zealand is the controlling authority of the nation's State Highway network. The State Highways within Christchurch City include 1, 73, 73A, 74, 74A and 75. The State highway network is vital for the transportation of people and goods between Christchurch City and surrounding District's as well as providing an important strategic link between the Canterbury region and New Zealand.

1.2 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 affected communities view are taken into account. We consider we have a close working relationship with the City Council

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and are keen to ensure that this is developed in the future, particularly through the requirements of the Local Government Act 2002 (LGA), as well as Transits own obligations under the Land Transport Act 2003.

- 1.3 The Transit New Zealand draft 10-year State Highway Forecast (SHF) identifies heavy commuter growth and residential development on the outskirts of Christchurch around SH1 as a key regional issue for Canterbury. A key issue for the City and Transit over the next 10 years will be how to efficiently and sustainably manage the effects of development, and resultant commuter traffic, on the roading network. Transit identifies in its draft SHF for Canterbury work on Travel Demand Management initiatives for the implementation of bus priority lanes on Main North Road to proactively manage Christchurch congestion (forecast for the 2009/10 financial year).
- 1.4 Finding the right solution will require an inter-agency approach, based on good partnerships between Transit New Zealand, the City and other surrounding Districts. For this reason Transit welcomes its involvement in the Urban Development Strategy.

## 2. General Comments

### *Development Contributions Policy – Growth*

- 2.1 The LGA provides Council with a funding tool to enable the costs of growth to be realised, and the cumulative effects of growth on the capacity of infrastructure networks to be addressed. Such a Policy requires Councils to be proactive and forward thinking in infrastructure provision.
- 2.2 Roading infrastructure is an unrestricted network, where providing capacity in the network has a public good and private benefit. The provision for the collection of development contributions for local roading is supported. The cumulative effects and costs of growth can be difficult to realise through financial contributions under the Resource Management Act 1991 on a site-specific case-by-case basis. Transit considers Development Contributions as an important funding tool to capturing the cumulative effects of growth on the local roading network at an integrated network level.
- 2.3 Growth within the City and providing for growth through a greater capacity in the City's local roading network will, in some cases, have an effect on the level of service of Transits roading infrastructure i.e. may result in key intersections upgrades as a

result of growth in the City. In these circumstances, Council's role, and subsequent funding responsibility, should be addressed in partnership with Transit.

- 2.4 An opportunity exists, at an early project phase when Council determine growth works to be funded by Development Contributions, what synergies may exist on particular growth projects. Where Council do have a role to proportionally fund projects on Transit's roading infrastructure, as a result of growth within the City, Development Contributions is considered an appropriate tool to recognise and provide for those costs. Transit would like to be involved at an early asset management phase to have these discussions with Council in subsequent updates of the Policy.

*Particular comments on the LTCCP are:*

- 2.5 Support Community Outcome for 'An Attractive and Well-designed City' along with the identified indicators on Page 46. The need for the City to be well serviced with public transport, both within the City and to surrounding Districts, is important so as to relieve vehicle numbers on the State Highway network causing congestion. It also complements the vision of the Regional Land Transport Strategy.
- 2.6 Support the goal and objectives for 'Liveable City' under Page Page 54 (1) bullet point 3 "Managing land use to support and encourage sustainable transport systems".
- 2.7 Congestion of traffic on the main arterial routes within Christchurch City is increasing by 4% per year, and up to 8%, per year on the recently developed 'ring route'. One key hot point is Cranford Street. Transit support the inclusion of funding for Cranford Street, in particular support funding a proportion of the works through the development contributions policy (Volume 2, P51 of the draft Development Contributions Policy).
- 2.8 The draft SHF identified projects for the progression of improved access to and from growth areas to the north of Christchurch. Major works identified in the draft SHF include a new 4-lane arterial to link the northern motorway with QE2, the Western Belfast Bypass and QE2 four-laning project. To integrate with Transits forecast works, Transit supports the inclusion of funding in the Plan for the following projects, in particular support funding a proportion of these works through the development contributions policy (Volume 2, P51 & 52 of the draft Development Contributions Policy):

- Northern Arterial Extension
- Hill Road 4-laning
- Hills Road Extension

2.9 The draft SHF identifies the Christchurch Southern Motorway. To integrate with Transits forecast work for the Southern Motorway, Transit support the inclusion of funding in the Plan for the following projects, in particular support funding a proportion of the Lincoln Road works through the development contributions policy (Volume 2, P51 of the draft Development Contributions Policy):

- Lincoln Road 4-laning (Curletts-Sylvan)
- Southern Motorway Cycleway

2.10 The provision of funding for a new bus exchange as an essential capital project on P71 of the Plan is supported. In particular Transit support funding a proportion of the works through the development contributions policy (Volume 2, P51 of the draft Development Contributions Policy). The provision of an adequate and strategically located bus exchange is integral to supporting public transport use. It also complements the vision of the Regional Land Transport Strategy.

2.11 The provision of funding for a programme of streets and transport improvements as a discretionary priority on P73 of the Plan is supported. The package of improvements is supported by and driven by the Metropolitan Christchurch Strategy and other related projects.

2.12 Funding for Public Passenger Transport identified on P155 of the Plan under "Streets and Transport" is supported.

Transit does wish to be heard in support of its submission.

Yours faithfully,



Steve Higgs  
Regional Planning Manager