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16 May 2007

Freepost 178
Annual Plan
Christchurch City Council
PO Box 237
Christchurch

Attention: Chief Executive Officer

**TRANSIT SUBMISSION ON DRAFT CHRISTCHURCH CITY
COUNCIL 2007 AMENDMENTS TO THE LONG-TERM COUNCIL
COMMUNITY PLAN 2006-2016**

Thank you for providing Transit New Zealand an opportunity to make comment on the draft 2007 Amendments 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 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.

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 Rooding 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 rooding 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 rooding network at an integrated network level.
- 2.3 A Policy under the LGA provides an opportunity to build better funding partnerships. It provides Council with a vehicle to identify and fund its share of growth. Certainty about Council funded growth works for Council assets over time assist Transit in prioritising our own related/complementary works so that there is a strategic approach and timing to addressing the cumulative effects of growth.
- 2.5 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 (Cranford Street 4 Laning Main North Road – Warrington Street)¹, in particular support funding a proportion of the works through the development contributions policy.

¹ Supporting Documents to the 2007 Amendment to the Development Contribution Policy 2006-16 - Capital Works Projects supporting the Development Contribution Policy

2.6 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 policy²:

- Northern Arterial Extension – Cranford Street QE 2
- Hill Road 4-laning – Aylesford Whitmore
- Hills Road Extension – Innes QE 2

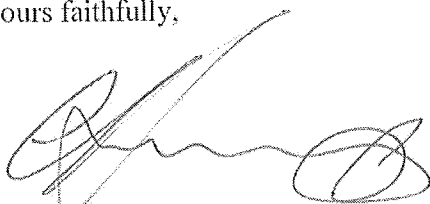
2.7 The draft SHF identifies the Christchurch Southern Motorway. To integrate with Transits forecast work for the Southern Motorway, Transit support the inclusion of funding a proportion of the Lincoln Road works through the development contributions²:

- Lincoln Road 4-laning (Curletts-Sylvan)

2.8 Transit support funding a proportion of a new bus exchange extension² through the 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.

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

Yours faithfully,



Colin Knaggs
Regional Manager

² Supporting Documents to the 2007 Amendment to the Development Contribution Policy 2006-16 - Capital Works Projects supporting the Development Contribution Policy