

Report To: UDS Implementation Committee
Subject: Annual Report on the Greater Christchurch Travel Demand Management Strategy and Action Plan
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(on behalf of the UDS transportation group)
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1. Purpose of Report

To update the UDS Implementation Committee on the annual progress of the Greater Christchurch Travel Demand Management Strategy and Action Plan. This is the first annual report on progress of the Strategy implementation, since its adoption by each Council. (Christchurch City Council in July 2009, Environment Canterbury in July 2009, Selwyn District Council in August 2009, Waimakariri District Council October 2009). The Annual Report is a requirement of the Strategy.

2. Greater Christchurch Travel Demand Management Strategy

The Greater Christchurch Travel Demand Management Strategy and Action plan sets a travel demand management policy direction, goals and actions to achieve a more sustainable transport system in the Greater Christchurch area. The Action Plan has identified projects for either short-term (2009/12) or medium-term (2012/15) implementation. Progress on implementation is reported for each of the three actions areas in the Strategy, these are:

1. Influencing travel choices
 - Introduce improved information about travel choices
 - Travel plans for school, workplace / campus, community /personal
 - Investigate the costs / benefits of travel pricing and parking
2. Reducing the need to travel by car
 - Investigate how travel demand management policies can be integrated into City and District Plans
 - Identify gaps and barriers to sustainable travel
3. Support the efficient movement of freight
 - Explore areas where the efficiency of local freight operations could be improved
4. Coordination, Monitoring and Evaluation

Implementation of the actions are subject to appropriate funds made available in each of the local authority UDS partners Long Term Council Community Plans, and the New Zealand Transport Agency National Land Transport Programme (NLTP). It should be emphasised that respective UDS partners have incorporated travel demand management projects for many years prior to this strategy formalising a co-ordinated strategic approach.

3. Summary of Progress

Overall there has been significant positive progress on the GCTDMS Actions, despite the uncertainty of national funding and early co-ordination issues following Strategy adoption.

Action 1: Influencing travel choices

- ***Introduce improved information about travel choices***

A project brief to develop a marketing strategy has been prepared by CCC in March 2010. CCC are providing specific marketing expertise, whilst ECan and SDC (and the NZTA via subsidies) are providing the funding to develop the overarching Marketing Strategy in this financial year. This action should be progressed to ensure approved and available funding is used.

Across Greater Christchurch awareness raising activities and events have been well supported. These include: Bike Wise Month 2010 (Christchurch and Selwyn); Car Free Day (15th Sept); Share the Road campaign (Christchurch and Selwyn); Pedestrian Safety Campaign (March), Frocks on Bikes Promotion (24th October 2009), and the Cycle Safe programme (on-going).

- ***Travel plans for school, workplace / campus, community /personal***

In workplace travel planning the partners are leading by example, with organisational travel plans underway at ECan, WDC, CCC and NZTA. In Selwyn the first phase of a Workplace Travel Plan is underway for Landcare Research in Lincoln. CCC are trialling the techniques applied in their workplace travel plan for their appropriate role out to other organisations in Christchurch. To support the role out to other workplaces the preparation of guidelines on how best to conduct work place travel plans is underway (draft due March 2010). A workplace travel plan co-ordinator has also been in place at CCC for 12 months.

Schools Travel Plans are progressing in each District, however since the adoption of the Strategy there has been no increase in the number of schools with Travel Plans to meet the Strategy target of 80% of schools by 2019.

- CCC are working with a number of schools on their Travel Plans. Six Christchurch Primary schools have fully functioning school travel plans, two more officially launch their plans in Term 2 of 2010. Another 3 schools are at the early stages of working on the development of their travel plans. There has been a couple of schools withdraw due to commitments however 2 other schools that have expressed interest. CCC are conducting a review of School Travel Plan process and techniques. The most successful approaches will be pooled to form a model and method for delivering School Travel Plans. The delivery of School Travel Plans is in line with the LTCCP aim of 4 a year.
- CCC also supports the National Feet First programme. CCC's Road Safety Coordinator – Schools is the Canterbury coordinator for Feet First. Ongoing support is given to Walking School buses and schools are linked to the Cycle Safe programme.
- SDC are working with Rolleston Primary School on the first phase of a School Travel Plan. The Schools Travelwise Co-ordinator provides ongoing support for schools to encourage walking and cycling and identify infrastructure improvements. Successful

promotions include: WOWOW (Walk or Wheel on Wednesday), Walking School Bus, Feet First.

- Waimakariri have continued informal discussions with schools on how to reduce cars at the school gates and to identify where infrastructure is needed, despite no funding for school travel plans.
- ECan has continued the delivery of a rolling schools education programme which has been expanded with new support material developed.

Progress in Community Travel Planning includes:

- CCC are working with the University of Canterbury to trial community based travel plan techniques. The trial will inform the preparation of guidelines for Community Travel Plans. The Council are also working with NZTA on CNATI and the Belfast Area Plan to incorporate TDM initiatives into a packaged approach which includes a community travel plan alongside other sustainable transport measures.
- Waimakariri has compiled a pack for new residents containing information on transport options for commuting, walking and information on the Council Ride Share trial. The pack has been well received by residents. Walking maps for Rangiora, Oxford and Kaiapoi have been developed and the Woodend map is now ready for print. An online ride share tool was trialled in 2009 however take up was low.
- Selwyn continues to support the Wheels and Heels Community Fund which allows community, schools, cycling and walking groups to apply to the fund for events. The Sunday Rides have also continued, BUG-R celebrated and supported the opening of the Hornby to Prebbleton Railtrail.
- ECan have a trial community travel plan project underway building off of the school education programme by working more intensively with all members of households of participating children.

Government funding review of demand management and community programmes

The government funding of demand management and community programmes has been under review, the results of which were released by the NZTA to local authorities in March 2010. In summary, funding for demand management and community programmes (including safety and travel behaviour activities) is now focussed more than ever on three areas where the government is seeking specific outcomes, being:

- Education and information initiatives that contribute to the high and medium concern areas set out in the Safer Journeys safety strategy to 2020, and
- User information initiatives in larger urban areas that address congestion and travel time reliability issues, and
- Education and information initiatives to support the development and implementation of the model communities programme (see below).

The full implications of these desired outcomes on the GCTDMS implementation will only become clear when funding approvals are given for partner activities, which will follow in September 2010 following the application procedure (there is a 25% allocation to be made for July-Sep pro-rata 209/10 funding levels). The NZTA have stated however that they expect school travel planning (especially around walking and cycling) to align well with the outcomes

sought, as well as workplace and community travel planning provided they satisfy the second bullet point above.

Model communities

The NZTA announced Model Communities funding criteria in January 2010 with \$7m funding available, over two years, towards creating model communities for walking and cycling. The primary outcome sought is to deliver walking and cycling environments that make either walking or cycling the easiest transport choice for that community. The investment is to be focused on one or two provincial towns rather than suburbs of larger metropolitan cities. Selwyn District Council, supported by the UDS partnership made an application to the funding for the first three planned off-road trails (Feb 2010), unfortunately the application for the funds was not successful. Christchurch and Waimakariri decided not to make individual applications because of the specific funding criteria. The short listed Councils to progress to stage 2 of the funding are Nelson, New Plymouth, Hastings and Taupo.

- ***Investigate the costs / benefits of travel pricing and parking***

The drafting of the Christchurch Transport Plan is likely to include a review of parking policy across the City.

Whilst ECan is the lead agency for the GCTDMS task to review road pricing, this is not possible within the current legislation. Investigation should be re-scheduled for commencement in 2012. This task will be subject to funding availability in LTCCP, GPS 2012-15 and NLTP 2012-15.

Action 2: Reducing the need to travel by car

- ***Investigate how travel demand management policies can be integrated into City and District Plans***

Selwyn have completed a transport review of the Council District Plan to incorporate TDM policies. Christchurch has begun reviewing and investigating how GCTDMS policies can be incorporated into City Plan changes. Waimakariri has been working on Structure Plans for Greenfield Growth Areas to incorporate sustainable transport options.

The drafting of the Christchurch Transport Plan and the review of the Regional Land Transport Strategy will incorporate the goals and actions of the GCTDMS.

- ***Identify gaps and barriers to sustainable travel***

Waimakariri has almost completed a Neighbourhood Accessibility Plan for Kaiapoi. Community Street Reviews are also underway for Rangiora, Woodend and Kaiapoi. These will investigate accessibility to each centre. Infrastructure improvements have included new paths around the edge of towns, and new public transport infrastructure (shelters and seats) which has been funded through the 'minor improvements budget'.

Selwyn have implemented speed calming devices (1 a month) at Greenpark and Weedons schools; Broadfield's and Lincoln Primary School; and Doyleston Township. The Council continue to support the Rolleston in Motion Project which includes a Neighbourhood Accessibility Plan, Lets's Walk Rolly and promotion of walking groups. Lets Walk Rolly Map was launched in October 2009.

Selwyn also completed a Feasibility Study for off road walking and cycling routes, submitted to NZTA, however funding was declined in December 2009. They entered the Cycle-Friendly Awards for their Walking and Cycling Strategy Benchmarking and joint monitoring activity.

The drafting of the Christchurch Transport Plan and the review of the Regional Land Transport Strategy includes a review of gaps and barriers to sustainable travel.

Action 3: Support the efficient movement of freight

In the GCTDMS Action 3 tasks are scheduled for 2012 to 2015. The Freight and Network Efficiency Working Group established under RTC will be an important group to engage on future actions.

In SDC a new policy is being introduced under Plan Change 12. Policy B2.1.19 states: "Encourage viable alternatives to road transport such as the movement of freight via rail". Rail sidings are also being installed into the Izone with future option to extend as the Izone expands.

Action 4. Coordination, Monitoring and Evaluation

The first action to be implemented was to establish a travel demand management implementation working group (all UDS partners) to coordinate the delivery of the Action Plan. The first group meeting was held 20th August 2009, this was attended by all Partners. The group discussed its purpose and the delivery of GCTDMS actions. After the first meeting the full group did not meet again until 5th February 2010. In this time some informal TDM meetings were held both internally and with Partners. The breakdown in the implementation group was partly due to unease over resources as a result of the RLTP and changes in priorities through the GPS. There were also significant staff changes at Christchurch City Council which lead to role confusion.

In February 2010 the full TDM Implementation Group was re-launched with greater success and clarity. The group established a Chair (Phil Hendon, CCC), a rotating host, and reported on the progress made by each Partner since the adoption of the GCTDMS. The group established a monitoring programme to track progress against the agreed targets. This progress report (Appendix 1) will be updated every three months and reported to the UDS Transport Group. This Annual Report is the first report of the group.

1. Influencing Travel Choices

TDM Policies	Tasks	Timing and Priority	Output targets	Monitoring	Resources	Responsibility		Progress				Comment on progress						
						Budget	Lead	Support	CCC	Ecan	Sel					Wmk		
Policies 1 and 2	1. Develop and implement an over-arching marketing strategy to – <ul style="list-style-type: none"> Raise awareness and perception levels of sustainable travel. Provide travellers with improved information that will assist them in making choices about how and when to travel using sustainable options (e.g. maps, websites of cycle and pedestrian routes and public transport schedule fares, connections, and s 	2009-12 High	Identify baseline awareness levels in 2009. Increase awareness levels per annum by 10-15% in the initial three years.	Initiate a baseline survey for awareness and perception levels of sustainable travel, and annually thereafter.	Include in Activity Management plans/Work Plans to inform LTCCP's and RLTP	CCC	SDC, WDC	CCC	CCC	CCC	CCC	A project brief is being prepared for the marketing strategy with links to UDS marketing strategy.	Funding approved by NZTA in January review to develop the marketing strategy. On track for completion this financial year.	Looking forward to seeing the project brief, have some budget set aside.	Support role: Action not initiated to date			
			Ecan	Ecan				Ecan	Ecan	2010 cycle guide published	Ongoing programme of information provision. Mainly supporting public transport provision.					Continually providing the community with sustainable transport options	Reviewing walking and cycling strategy	
Policies 1 and 2	2. Investigate the use of multi-modal navigation tools, including signs, electronic devices and website that provide real-time to a particular destination.	2012-15 Low	Provide a report on timing and the appropriate tools to implement .	Develop and implement evaluation process for marketing tools.	Include in Activity Management plans/Work Plans to inform LTCCP's and RLTP	CCC	ECan, SDC, WDC, NZTA	CCC	CCC	CCC	CCC	Action not initiated to date	Support role: Action not initiated to date	Action not initiated to date	Did trial car pooling website last year but not a lot of take up			
Policy 6	3. UDS Partner lead by example <ul style="list-style-type: none"> UDS partners to have a current travel plan and sustainable transport ethos before implementing workplace travel plans. Implement travel plans for council supported major events as part of traffic management plans. 	2009-12 High	UDS Partners' current travel plans by 2010	Develop and implement evaluation processes for major events and monitoring for travel plans.	Include in Activity Management Plans/Work Plans to inform LTCCP's and RLTP	CCC, ECan.	SDC, WDC, NZTA , Living Streets, Spokes, Event organisers	CCC	CCC	CCC	CCC	A Travel Plan for the new Civic office is being prepared. BECA consultants have been engaged to prepare workplace travel plan guidelines.	Funding approved by NZTA in January review to develop a business travel plan for ECan. On track for completion this financial year.	Initial phase of the Selwyn District Workplace Travel Plan (workplace initiatives continue)	Support role: Action not initiated to date			
			Implement travel plans as part of traffic management plans for high profile events.									Action not initiated to date	Action not initiated to date	Continues as part of good practice	Support role: Action not initiated to date			
Policies 1, 2, 4, 5 and 6	4. Implement school travel plan programme <ul style="list-style-type: none"> Key focus of school travel plan is to reduce the proportion of children travelling to school by car. Requirement to provide timely infrastructure improvements. Prioritise the delivery of school travel plans. 	2009-12 On-going	Reach 20% of student population in first 3 yrs.	Implement on-going evaluation process for school travel plans.	Include in Activity Management plans/Work Plans to inform LTCCP's and RLTP	CCC	ECan, NZTA.	CCC	CCC	CCC	CCC	School travel plans are being prepared in line with LTCCP target	Rolling schools education programme is being delivered and has been expanded with new support material developed.	Initial phase of the Rolleston School Travel Plan	Support role: Action not initiated to date			
			80% of schools by 2019.	School travel plans are supported with timely infrastructure improvements.				SDC, WDC	Schools	Enviro-Schools	A review of the school travel plan process is due to start in the next few months, this will help form a model for travel plans.	As above	The role of the Schools Travelwise Co-ordinator is to come up with options on infrastructure improvements around school environments.	We do not have a school travel coordinator but do work regularly with schools.				
			Travel plans to achieve a 20% reduction in car travel to school.	Annually monitor how children travel to school, specifically schools				Living Streets,	Living Streets,	Living Streets,	School travel plans are being prepared in line with the LTCCP target.	As above	At this stage only schools within the UDS area will have School Travel Plans	Support role: Action not initiated to date				

1. Influencing Travel Choices (Cont.)

TDM Policies	Tasks	Timing and Priority	Output targets	Monitoring	Resources	Responsibility		Progress				Comment on progress			
								CCC	Ecan	Sel	Wmk				
								red = not started amber = on going green = completed or on target							
					Budget	Lead	Support	CCC	Ecan	Sel	Wmk	CCC	Ecan	Selwyn	Waimakariri
Policies 1,2, 4 and 5	5. Resource school travel plan programmes by:	2009-12	Set-up processes and resources to support implementation of these programmes.	Annually monitor travel plan support programmes to ensure targets are met.	Include in Activity Management plans/Work Plans to inform LTCCP's and RLTP	CCC	Schools	Amber	Red	Green	Amber	All activities are underway as part of Education Team work programme.	Support role: Action not initiated to date	The Schools Travelwise Co-ordinator provides ongoing support and programmes for schools to encourage walking and cycling to school.	Launch of walking school bus at Woodend School
	<ul style="list-style-type: none"> providing on-going support and resources for schools to implement initiatives to create safe active transport environments and develop active travel habits. Initiatives may include; sustainable travel information/maps, walking school buses, road safety wardens, cycle skill training and buddy programmes, parking management, and events such as Feet First. 	On-going				SDC, WDC.	Living Streets, Spokes								
Policies 1, 2 and 4	6. Implement tertiary campus travel plan programme.	2009-12	All Christchurch-based campuses to have travel plans by 2013.	Annually monitor changes in travel behaviour following campus travel plans.	Include in Activity Management plans/Work Plans to inform LTCCP's and RLTP	CCC,	ECan, NZTA	Green	Amber			CCC are working with the University of Canterbury to review their Travel Plan and develop guidelines for communities.	Support role	Support role: Action not initiated to date	
	<ul style="list-style-type: none"> Support travel plans with generic resources (sustainable travel information) and an adult cycle commuter programme. 	Medium	Travel plans to achieve between 10-15% reductions in car travel to and from campus.			SDC.	Tertiary Institutions				Adult commuter cycle training has been initiated, this includes a skills and basic bike maintenance programmes, we have run 23 of the 30 planned sessions for this financial year through 10 organisations. CCC are evaluating these as they are implemented and there will be a report capturing the results in May 2010.				Support Role
Policies 1, 2 and 4	7. Implement work place travel plan programme.	2009-12	UDS partners first, then Central City large work-places following active and public transport improvements.	Annually monitor changes in travel behaviour following implementation of workplace travel plans.	Include in Activity Management plans/Work Plans to inform LTCCP's and RLTP	CCC	ECan, SDC, WDC,	Amber	Red	Green		BECA consultants have been engaged to prepare work place travel plan guidelines.	Support role: Action not initiated to date	Initial phase of a Workplace Travel Plan for Landcare Research in Lincoln	Support role: Action not initiated to date
	<ul style="list-style-type: none"> Support travel plans with generic resources (sustainable travel information/maps), trial an adult cycle commuter programme. Prioritise the delivery of workplace travel plans 	Medium	80% of City Central businesses to have workplace travel plans in place by 2019.				NZTA								
		2012-15						Red	Red			A workplace travel plan coordinator has been resourced for 12 months.	Support role: Action not initiated to date	Support role: Action not initiated to date	Support role: Action not initiated to date

1. Influencing Travel Choices (Cont.)

TDM Policies	Tasks	Timing and Priority	Output targets	Monitoring	Resources	Responsibility		Progress				Comment on progress			
						Lead	Support	CCC	Ecan	Sel	Wmk	CCC	Ecan	Selwyn	Waimakariri
Policies 1, 2 and 4	<p>8. Develop and implement community and personal travel plan programmes.</p> <ul style="list-style-type: none"> Support travel plans with generic resources (sustainable travel information and incentives) Trial one or two personal/community travel plans, linking these plans to key infrastructure improvements (bus priority), neighbourhood accessibility plans or to new residential developments. Create a priority list for future implementation of community/personal travel plan programmes. 	2009-12 (Trial High)	Community or personal travel plans to achieve between 10-15% reduction in their usual car travel.	Over a 3 year period monitor changes in travel behaviour following the implementation of travel plans.	Include in Activity Management plans/Work Plans to inform LTCCP's and RLTP	CCC, ECan.	ECan, SDC, WDC and NZTA . Spokes and Living Streets	CCC	Ecan	Sel	Wmk	BECA consultants have been engaged to develop Travel Plan guidelines for communities using the University as an example.	Trial community travel plan process under development.	No plans to do personalise travel plans	Did run programme last year, no funding this year
													Trial community travel plan process under development.		
													To be developed after trials.		
Policy 4	<p>9. Investigate how to implement long-stay car parking prices, car park management policy in the Central City and Christchurch City key activity centres.</p> <ul style="list-style-type: none"> Implement parking and pricing mechanisms to coincide with to public transport and active transport infrastructure improvements. 	2009-12 On-going	Complete long-stay parking pricing investigation by 2011.	Following implementation monitor changes in travel behaviour following implementation of travel price incentives and disincentives.	Include in Activity Management plans/Work Plans to inform LTCCP's and RLTP	CCC	ECan, NZTA.					The Christchurch Transport Plan will include a review of parking policy across the city.	Support role: Action not initiated to date		
												The Christchurch Transport Plan will review pricing mechanisms alongside other mechanisms	Support role: Action not initiated to date		
Policy 4	<p>10. Investigate road pricing jointly with ECan as a possible mechanism for the future.</p>	2012-15 On-going	Complete road pricing investigation by 2011.		Include in Activity Management plans/Work Plans.	ECan	CCC, SDC, WDC, NZTA					Support role: Action not initiated to date	Road pricing not possible under current legislation. Investigation scheduled for commencement in 2012. Will be subject to funding availability in LTCCP, GPS 2012-15 and NLTP 2012-15.	Support role: Action not initiated to date	Support role: Action not initiated to date

2. Reducing the Need to Travel by Car

TDM Polices	Tasks	Timing and Priority	Output targets	Monitoring	Resources	Responsibility		Progress				Comment on Progress			
						Budget	Lead	Support	CCC	Ecan	Sel	Wmk	CCC	Ecan	Selwyn
Policies 3,4 and 5	<p>1. Investigate how TDM policies can be integrated into City and District plans.</p> <ul style="list-style-type: none"> Require re-developments and new urban developments to have good access for all transport modes and provide information about sustainable travel options. Influence and control the development of high traffic-generating activities to ensure they are accessible by a range of transport modes (walk, cycle and public transport). 	2009-12 On-going	Incorporate TDM Polices; 2, 3, 4 & 6 into District and City Plans by 2012.	Monitor new or re-developments to ensure implementation of TDM policies – following inclusion in the District or City Plans.	Include in Activity Management plans/Work Plans to inform LTCCP's and RLTP	CCC, SDC, WDC	ECan					Via Strada Consultants are to be engaged to investigate how TDM policies can be integrated into the City Plan.	Support role: Action not initiated to date	Final draft - Transport Review of the District Plan	
Policies 5 and 6	<p>2. Investigate and implement tools to ensure walking, cycling, and public transport networks are; safe, accessible, convenient, connected, attractive and cater for all people.</p>	2009-12 On-going	Mechanism developed and implemented	Develop a process to audit walking, cycling and public transport improvements	Include in Activity Management plans/Work Plans to inform LTCCP's and RLTP	CCC, SDC, WDC	ECan					The Christchurch Transport Plan will investigate and recommend projects to ensure walking, cycling and public transport are well planned.	Support role: nothing above BAU to date	On target as per our Walking and Cycling Strategy	
Policy 5	<p>3. Identify gaps and barriers to sustainable travel in existing areas and/or for specific population groups in order to inform planning for walking, cycling and public transport provision (e.g. neighbourhood accessibility plans)</p> <ul style="list-style-type: none"> Create a priority list for potential target areas 	2009-12 On-going	Implement actions on identified priority areas		Include in Activity Management plans/Work Plans to inform LTCCP's and RLTP	CCC, SDC, WDC, ECan	Local community, Spokes, Living Streets					The Christchurch Transport Plan will identify gaps and barriers to sustainable travel and prioritise actions.	Support role: Action not initiated to date	On target as per our Walking and Cycling Strategy	Review of walking and cycling strategy will identify target areas

3. Support the Efficient Movement of Freight

TDM Policies	Tasks	Timing and Priority	Output targets	Monitoring	Budget	Responsibility		Progress				Comment on Progress			
						Lead	Support	CCC	Ecan	Sel	Wmk	CCC	Ecan	Sel	Waimakariri
Policy 6	<p>1. Explore areas where the efficiency of local freight operations could be improved.</p> <ul style="list-style-type: none"> Identify barriers that exist to the promotion of more efficient and sustainable road freight operations. 	2012-15	Identify key actions to improve efficiency of freight.	Monitoring programme to be developed.		ECan in conjunction with the	CCC, SDC, WDC					In support role	Scheduled for 2012-15	A new policy is being introduced under PC 12. Policy B2.1.19 states: "Encourage viable alternatives to road transport such as the movement of freight via rail" Also rail sidings are being installed into Izone with future option to extend as Izone expands	In support role
		Low		Monitoring programme to be developed.								Freight and Network Efficiency working group.	In support role.	Scheduled for 2012-15	In support role.

4. Coordination, Monitoring and Evaluation

TDM Policies	Tasks	Timing and Priority	Output targets	Monitoring	Budget	Responsibility		Progress				Comment on progress							
						Lead	Support	CCC	Ecan	Sel	Wmk	CCC	Ecan	Selwyn	Waimakariri				
Policy 6	<p>1. Establish a travel demand management implementation working group (all UDS partners include rural perspective) to coordinate the Action Plan delivery.</p> <ul style="list-style-type: none"> Deliver Strategy progress reports, and ensure progress reports are available to key community forums Establish respective travel demand management coordination teams at each partner Council to ensure actions, resources, and targets are met. 	2009-12	Establish travel demand management coordination teams August 2009.	Establish a monitoring programme of all actions to track progress against the agreed targets		All partners						Group established. CCC to chair.	Group established ECan staff representative identified	Group established Selwyn staff representative identified	Group established Waimakariri staff representative identified				
			Provide 3 monthly progress reports to the UDS Transport group and UDS Implementation group.									lead agency CCC				A regular GCTDMS update will be a regular item on the UDS TG agenda.	On track for first report.	On track for first report.	On track for first report.
		Immediate	Provide annual reports to the UDS Implementation Committee and Strategic Partners, first report Feb 2010.												First Annual Report due to UDS TG by 18th March then the following UDS IC.	On track for first report.	On track for first report.	On track for first report.	
			Triennially review and update the Action Plan to coincide with the LTCCP cycle.												Will be developed after 3 years.	Will be developed after 3 years.	Will be developed after 3 years.	Will be developed after 3 years.	