

## 8. STRATEGIC TRANSPORT ISSUES

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### PURPOSE OF REPORT

1. The purpose of this report is to provide strategic overview of the legislation, policies and strategies which impact on CCC and to identify the other parties with whom we partner to deliver our responsibilities.

### EXECUTIVE SUMMARY

2. The Christchurch City Council's transport strategies and programmes fit within national and regional frameworks and involve many other agencies all working together. While the end result is the capital programme, much planning goes into this over many years. It is not possible to easily change one part without reviewing the whole. In addition we must be mindful of funding requirements and integration with other Christchurch City Council strategies and community outcomes.

### FINANCIAL AND LEGAL CONSIDERATIONS

3. Not applicable because this report is for information.

### STAFF RECOMMENDATIONS

It is recommended that the Council agrees to conduct a seminar of the current status and content for the MCTS and GCTS.

## **BACKGROUND ON STRATEGIC TRANSPORT ISSUES**

4. The Regional Land Transport Strategy (RLTS) is a statutory document prepared under the requirements of the Land Transport Act 1998. It contributes to the Government's overall vision of achieving an affordable, integrated, safe, responsive and sustainable land transport system and it takes into account other government transport energy, health and economic development objectives and strategies.
5. The Regional Land Transport Committee (RLTC), a standing committee of Environment Canterbury, is responsible for preparing the Canterbury RLTS. This committee includes representatives from Environment Canterbury, City and District Councils, Government transport agencies and health business, cultural, environmental and transport interest groups. These agencies and groups are responsible for the ongoing development and implementation of the strategy.
6. Within the greater Christchurch area, the greater Christchurch urban development strategy (UDS) involves a co-ordinated approach between the Christchurch City Council, Selwyn District Council, Banks Peninsula District Council, Waimakariri District Council, Environment Canterbury, Land Transport New Zealand and Transit New Zealand. A greater Christchurch Transport statement is being developed as the transport section of the UDS, covering the same geographical area. These two projects are vital to the integration of land use development and the provision of land transport in and around Christchurch.
7. Key components of the MCTS include five strategies – parking, public transport, cycling, pedestrian and road safety. Integration is delivered through projects and the capital programme. Projects incorporate all strategies and take account of other Christchurch City Council strategies and statutory requirements.
8. The Canterbury RLTS 2005 to 2015 and its two new components – the Canterbury Regional Land Transport Freight Action Plan and Cycling in Canterbury (a strategy for the development of a regional network of cycling routes) were adopted and made operative by the Canterbury Regional Council in 31 March 2005. As stated above, the RLTC developed this strategy which sets out a framework for future planning and provision for regional land transport in Canterbury in consultation with its member agencies and the Canterbury public at large. The Christchurch City Council is a member of this committee.
9. If we wished to review/change the cycle strategy this could not be done in isolation from other strategies and the statutory requirements described above.
10. A major change to the cycling strategy would drive a basic review of parking, pedestrian, road safety and public transport strategies and would potentially involve changes to the transport sections in the city plan. A review of the impacts on/change to the MCTS/GCTS/UDS directions and philosophy would be necessary and the impacts on the RLTS (in particular Christchurch City Council commitments) would also need to be reviewed for impacts on consistency with NZTS; in particular to investigate whether this would impact on funding assistance from central government.
11. A review of the cycling component of current and future projects would impact on the forward capital programme possibly requiring a change to the LTCCP and a special consultative process.
11. The draft community outcomes currently out for consultation include outcomes related to the support of cycling. In addition, other Christchurch City Council policies need the support of the cycling infrastructure (Active Living Christchurch and Safer Christchurch). Any review of the cycling strategy therefore would need to take into account the need to be consistent with achieving community outcomes.
12. Appendix 1 (attached) contains a chart showing how various strategies and initiatives fit together and how they impact on each other.