



Active Transport Forum

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Regional Land Transport Committee

Statutory role of RLTC


Oversee development and monitoring of Regional Land Transport Strategy (RLTS)

- Standing committee of Environment Canterbury
- Meets 4 times a year
- Broad representation...



Regional Land Transport Committee - 29 members

- 4 ECan councillors (Judy Waters – chair)
- Councillor or Mayor from each TA (except Waitaki) (3 from CCC)
- Transit NZ (State Highways)
- Land Transport NZ
- NZ Police
- NZ Railways Corp (Rail lines - Ontrack)
- Bus and Coach association
- Automobile Association
- Road Transport Forum (road freight)
- Toll Rail (rail services)
- Canterbury District Health Board
- Canterbury Chamber of Commerce
- Institute of Logistics and Transport NZ
- Passenger Transport users
- Pedestrians
- Cyclists
- Cultural interest representative




Regional Land Transport Strategy

RLTS outlines a delivery framework under 5 Key Result Areas:

1. Alternative Modes
2. Roads: Safety, Environment and Infrastructure
3. Demand Management
4. Land Use
5. Freight


RLTS includes

- Specific policies, methods and activities promoting walking and cycling (KRA1).
- Guiding principles for walking and cycling.
- Pedestrian network and facilities audit guidelines.
- Cycling in Canterbury is also a component.



Monitoring


- RLTC produces an Annual Monitoring Report
- Provides an overview of transport activity in Canterbury
- Reports progress towards RLTS targets
- Presents a suite of transport indicators
- Reports progress on the projects identified in the RLTS
- Information collected from range of sources.
- Significant issue is limitation of data, particularly around active modes.



Key Result Area - Alternative Modes

INDICATOR	PERCENTAGE CHANGE FROM PREVIOUS YEAR					
	2001	2002	2003	2004	2005	2006
Alternative Mode Share	-7%					
Total Length of Bus Lanes				0%	0%	0%
Total Length of Cycle Lanes					13%	13%
Expenditure on Alternative Modes				27%	5%	15%
Population Coverage by Bus Route				0%	0%	0%
Urban Public Passenger Transport Trips	25%	13%		-1%	4%	4%
Public Passenger Service Quality	-9%	0%	0%	0%	7%	-6%
Perception of public pedestrian facilities					-3%	12%

Source: Annual Monitoring Report for 2005/06



Active Transport Working Group

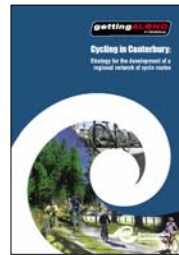
Terms of reference developed in response to Canterbury/West Coast activity plan:
Endorsed by RLTC in September 2005.

Functions defined as

- Provide technical advice and recommendations to the RLTC on active transport issues and matters in Canterbury
- Identify groups with an involvement in Active Transport
- Identify means of implementing Active Transport initiatives
- Provide co-ordination to other Active Transport sub-groups and organisations involved in active transport programmes
- Monitor the delivery of active transport activities in Canterbury.



Cycling in Canterbury:
Strategy for the development of a regional network of cycle routes



Purpose

- Support the development of a regional network of cycle routes.

- Aim to link:
 - districts,
 - regions, and
 - places of interest...

in a manner that will encourage cycling.

Three type of cyclists identified:

- novice
- intermediate
- advanced

Likely users of a regional network are advanced cyclists. Potential to cater for less confident cyclists in some areas also considered.



Policy Context



Issues and barriers

Four broad categories

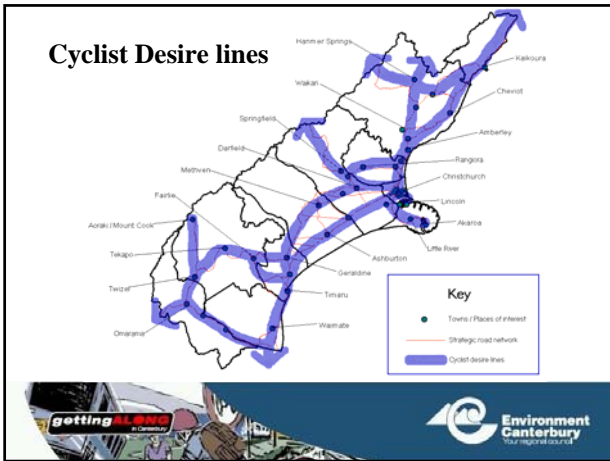
- A Infrastructure
- B Facilities
- C Information
- D Motor vehicle interaction



What cyclists want

- to visit local attractions and go to specific places of interest
- food, accommodation and freshwater available at regular intervals, reflecting comfortable cycling distances
- safe places to cycle and greater courtesy from other road users
- enjoyable routes, preferably with good scenery
- the routes and destinations to be well connected (and sign-posted) without long detours
- accessible maintenance and repair facilities, not just in the main centres
- routes to be promoted on maps
- access to alternative modes of transport, i.e. being able to take a cycle on the train, bus, ferry or plane
- smooth cycling surfaces.





Further work

- Data collected in the development of the desire lines was analysed further to assess route options (matching desire lines).
- Workshops have been held to identify the route options to be taken forward for further investigation.
- A process for undertaking route deficiency audits has been developed and tested.
- This is being expanded to assess further route options this year.

Next stage

- Above will be used to develop a strategic cycle network map.

Environment Canterbury
Your regional council