

Reprint  
as at 19 April 2016



## Canterbury Earthquake (Transport Legislation— Canterbury Regional Transport Planning) Order 2011 (SR 2011/345)

Canterbury Earthquake (Transport Legislation—Canterbury Regional Transport Planning) Order 2011: revoked (after expiring on the close of 31 December 2012), on 19 April 2016, by section 146(2) of the Greater Christchurch Regeneration Act 2016 (2016 No 14).

Jerry Mateparae, Governor-General

### Order in Council

At Wellington this 3rd day of October 2011

Present:

His Excellency the Governor-General in Council

Pursuant to section 71 of the Canterbury Earthquake Recovery Act 2011, His Excellency the Governor-General makes the following order acting—

- (a) on the advice and with the consent of the Executive Council; and
- (b) on the recommendation of the relevant Minister following the Canterbury Earthquake Recovery Review Panel's review of a draft of the order.

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#### Note

Changes authorised by subpart 2 of Part 2 of the Legislation Act 2012 have been made in this official reprint.  
Note 4 at the end of this reprint provides a list of the amendments incorporated.

**This order is administered by the Ministry of Transport.**

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## Order

### 1 Title

This order is the Canterbury Earthquake (Transport Legislation—Canterbury Regional Transport Planning) Order 2011.

### 2 Commencement

This order is deemed to have come into force on 25 June 2011.

### 3 Expiry

This order expires on the close of 31 December 2012.

### 4 Interpretation

In this order, unless the context otherwise requires,—

**Plan** means the Canterbury Regional Passenger Transport Plan 2006 that the Canterbury Regional Council, for the purposes of the Transport Services Licensing Act 1989,—

- (a) adopted on 30 August 2006; and
- (b) amended on 25 September 2008; and
- (c) amended on 25 August 2011

**Strategy** means the Canterbury Regional Land Transport Strategy 2008–2018 that the Canterbury Regional Council adopted on 26 June 2008 under section 175 of the Land Transport Act 1998 (as in force immediately before the repeal of that section by the Land Transport Management Amendment Act 2008).

### 5 Continuation, modification, variation, and expiry of Plan

- (1) Despite section 66(1) and (3) of the Public Transport Management Act 2008, the Plan, whether or not varied by the Canterbury Regional Council, continues in effect until the earlier of the following:
  - (a) the date on which the Canterbury Regional Council adopts a regional public transport plan under section 9(1) of the Public Transport Management Act 2008;
  - (b) 1 January 2013.

- (2) The Plan continued under subclause (1) is modified as specified in the Schedule.
- (3) The Canterbury Regional Council may vary the Plan (as modified under subclause (2)) under Part 2 of the Transport Services Licensing Act 1989 as if it were a regional passenger transport plan being made under that Part (as in force immediately before the repeal of that Part by the Public Transport Management Act 2008).
- (4) To avoid doubt, section 66(5) and (6) of the Public Transport Management Act 2008 apply to the Plan as continued, modified, or varied under this clause.

## **6 Renewal, variation, and expiry of Strategy**

- (1) Despite clause 23 of Schedule 2 of the Land Transport Management Amendment Act 2008, the Strategy is deemed to have been renewed on 25 June 2011 under section 176(1)(b) of the Land Transport Act 1998 (as in force immediately before the repeal of that section by the Land Transport Management Amendment Act 2008).
- (2) The Canterbury Regional Council may vary the Strategy renewed under subclause (1) in accordance with section 81 of the Land Transport Management Act 2003.
- (3) The Strategy renewed under subclause (1), whether or not varied by the Canterbury Regional Council, continues in effect until the earlier of the following:
  - (a) the date on which the Canterbury Regional Council approves a new regional land transport strategy under section 79(2) of the Land Transport Management Act 2003:
  - (b) 1 January 2013.

## **Schedule Modifications to Plan**

cl 5(2)

### **2. Passenger Transport Trends**

The third paragraph is to be read as if the second sentence were substituted by the following:

Significant infrastructure improvements by Christchurch City Council have provided a package of improvements for passengers, fuelling patronage growth.

### **Policy Area 1. Network of Services**

Policy Area 1 is to be read as if Policy 1.2 and the Explanation were substituted by the following:

#### **Policy 1.2**

Subject to Policy 1.1,—

**Policy Area 1. Network of Services—*continued***

- (a) all suburbs in the urban areas of Timaru must have scheduled services, so that—
- (i) at least 90% of people resident in Timaru must be no more than 500 metres from a bus route; and
  - (ii) Monday to Friday services must be provided to run to and from the CBD; and
  - (iii) evening and weekend services must be provided on the same routes according to assessments of demand; and
- (b) all suburbs in the urban areas of Christchurch and Timaru must have scheduled services, so that—
- (i) core services must be routed through key interchange points to facilitate easy transfers between routes; and
  - (ii) services must be routed, as appropriate, to provide access to all major shopping, education, employment, entertainment, recreational, and medical facilities; and
  - (iii) to the extent that is reasonably practicable, core services must follow simple, direct routes without branch or route variations and operate with extensive hours of operation and high frequencies; and
  - (iv) an overall radial network structure is provided, running through key interchange points, combined where necessary with additional circular connections to expand the coverage of the network.

**Explanation**

Operators and their drivers should be made aware of the needs of persons with limited mobility and be prepared to load or disembark passengers at locations other than official stops where this can be undertaken safely.

Routing through key interchange points, such as the Landing Services Building in Timaru, enables people to more readily find their bus service and allows easier transfers from one service to another. At most, only one transfer should be necessary to travel between two destinations within Timaru.

**Policy Area 2. Service Performance Standards**

Policy Area 2 is to be read as if Policy 2.11 were substituted by the following:

**Policy 2.11**

**To the extent that is reasonably practicable, monthly average speeds of buses during the peak period should not be below 26 km/h on high passenger demand corridors.**

The fifth paragraph of the Explanation of policy 2.11 is to be read as if the first sentence were substituted by the following:

**Policy Area 2. Service Performance Standards—continued**

High passenger demand corridors currently include Riccarton Road, Papanui Road, Colombo Street, Lincoln Road, Brougham/Opawa Roads, Hills/Shirley/New Brighton Roads, Ferry Road, Blenheim Road, and Cranford Street.

**Policy Area 5. Providers of Services and Infrastructure**

The second paragraph of the Explanation of policy 5.3 is to be read as if the first sentence were substituted by the following:

It is desirable to develop high-quality public passenger transport infrastructure, such as interchanges, passenger shelters, and associated facilities, to a standard consistent with a modern and well-used network of services.

The second paragraph of the Explanation of policy 5.5 is to be read as if it were substituted by the following:

High passenger demand corridors currently include Riccarton Road, Papanui Road, Colombo Street, Lincoln Road, Brougham/Opawa Roads, Hills/Shirley/New Brighton Roads, Ferry Road, Blenheim Road, and Cranford Street.

**Glossary of Terms**

To be read as if the definition of Bus Exchange were not included.

Rebecca Kitteridge,  
Clerk of the Executive Council.

**Explanatory note**

*This note is not part of the order, but is intended to indicate its general effect.*

This Order in Council, which is deemed to have come into force on 25 June 2011 and expires on the close of 31 December 2012, modifies the application of transport legislation to—

- extend the date by which a new regional public transport plan for Canterbury must be in place; and
- modify the existing Canterbury Regional Passenger Transport Plan (the **Plan**); and
- extend the date by which the Canterbury Regional Land Transport Strategy (the **Strategy**) expires.

*Clause 5* provides that the Plan continues in effect until the date of its replacement by the Canterbury Regional Council or 1 January 2013, whichever is the earlier. It also modifies aspects of the Plan to account for the effects of the Canterbury earthquakes on passenger transport. The modifications are set out in the *Schedule*.

*Clause 6* provides that the Strategy is deemed to have been renewed on 25 June 2011. It also provides that the Strategy expires on the date of its replacement by the Canterbury Regional Council or 1 January 2013, whichever is the earlier.

This Order in Council is made under the Canterbury Earthquake Recovery Act 2011 and its effect is temporary.

Issued under the authority of the Legislation Act 2012.  
Date of notification in *Gazette*: 6 October 2011.

## Reprints notes

### **1** *General*

This is a reprint of the Canterbury Earthquake (Transport Legislation—Canterbury Regional Transport Planning) Order 2011 that incorporates all the amendments to that order as at the date of the last amendment to it.

### **2** *Legal status*

Reprints are presumed to correctly state, as at the date of the reprint, the law enacted by the principal enactment and by any amendments to that enactment. Section 18 of the Legislation Act 2012 provides that this reprint, published in electronic form, has the status of an official version under section 17 of that Act. A printed version of the reprint produced directly from this official electronic version also has official status.

### **3** *Editorial and format changes*

Editorial and format changes to reprints are made using the powers under sections 24 to 26 of the Legislation Act 2012. See also <http://www.pco.parliament.govt.nz/editorial-conventions/>.

### **4** *Amendments incorporated in this reprint*

Greater Christchurch Regeneration Act 2016 (2016 No 14): section 146(2)

Canterbury Earthquake (Transport Legislation—Canterbury Regional Transport Planning) Order 2011 (SR 2011/345): clause 3