

Canterbury Regional Transport Committee

Agenda item number	8.0	Date	24 May 2018
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Variation to the Regional Land Transport Plan required to incorporate draft Transport Agency Investment Proposal

Purpose

1. This paper outlines a variation to the Regional Land Transport Plan (RLTP) that is required to incorporate the draft Transport Agency Investment Proposal (TAIP).

Recommendations

That the Canterbury Regional Transport Committee:

1. **Note that the NZ Transport Agency has proposed a variation to the Regional Land Transport Plan to incorporate the draft Transport Agency Investment Proposal, and a supporting paper is attached as Appendix 3.**
2. **Note the NZ Transport Agency had a short period of time to develop the draft Transport Agency Investment Proposal.**
3. **Note the NZ Transport Agency encourages councils to engage directly with the NZ Transport Agency regarding any changes they consider should be made to the draft Transport Agency Investment Proposal, but in the meantime it is recommended that the draft Transport Agency Investment Proposal be incorporated in the Regional Land Transport Plan, noting that an organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity.**
4. **Note that a table is attached to this paper as Appendix 2 outlining the proposed variation to the Regional Land Transport Plan that is required to incorporate the draft Transport Agency Investment Proposal.**
5. **Determine that the requested variation to the Regional Land Transport Plan, outlined in Appendix 2, is not significant for the purposes of section 18D(5) of the Land Transport Management Act 2003.**
6. **Resolve to lodge the variation to the Regional Land Transport Plan, as outlined in Appendix 2, with Environment Canterbury in accordance with section 18A of the Land Transport Management Act 2003 and recommend it adopt the variation to the draft Regional Land Transport Plan by adding the**

proposed activities in the draft Transport Agency Investment Proposal to Appendix 1 'Activities included in the Canterbury Land Transport Programme', also including all name changes to activities, and removing from Appendix 1 any Transport Agency activities that are not in the draft Transport Agency Investment Proposal, other than the matters referred to in Recommendation 7.

- 7. Note that, on the advice of NZ Transport Agency officials, the Tinwald Corridor Improvements and SH73 Weedons-Ross Road Intersection should be retained in the Regional Land Transport Plan, though they are not currently included in the draft Transport Agency Investment Proposal.**
- 8. Recommend that the NZ Transport Agency include the Tinwald Corridor Improvements in the final Transport Agency Investment Proposal.**
- 9. Recommend that the NZ Transport Agency work with Selwyn District Council on an approach to managing the impacts of CSM2 on SH73/ Weedons Ross Road including the opportunity to include the improvements in the Transport Agency Investment Proposal.**

Background to the Draft Transport Agency Investment Proposal

2. The draft TAIP was released at the end of April 2018. It replaces the former draft State Highway Investment Proposal (SHIP), and will include all New Zealand Transport Agency (Agency) activities, regardless of mode.
3. Changes were required to the State Highway Programme in TAIP to align with the significant change in Government transport priorities signalled in the draft Government Policy Statement on Land Transport 2018, and also because the GPS has signalled a reduction in the funding available for the State Highway Programme.
4. The Agency had a short period of time to develop the draft TAIP and further work may be needed to improve alignment with local communities. It should be noted that the Agency encourages councils to engage directly with the Agency with any matters they would like to raise in relation to the draft TAIP, which will be finalised by 31 August 2018.
5. It should be noted that Section 16(4) of the Land Transport Management Act (LTMA) provides that an organisation may only propose an activity for inclusion in the RLTP if it or another organisation accepts financial responsibility for the activity.

Inclusion of draft Transport Agency Investment Proposal in Regional Land Transport Plan

6. Item 7 on the agenda for this RTC meeting outlines changes to the RLTP that have been recommended, following the RTC undertaking its review of the RLTP in accordance with section 18CA of the Land Transport Management Act 2003 (LTMA), including changes to Appendix 1 (regional programme details).

7. Due to the timing of the release of the draft TAIP, the review was not able to accommodate changes to the RLTP needed to reflect the draft TAIP. Accordingly, this paper separately sets out a variation to Appendix 1 of the RLTP needed to reflect the draft TAIP.
8. The NZ Transport Agency is able to request a variation to the RLTP in accordance with section 18D(2)(a) of the LTMA. The provisions of the LTMA that apply to the preparation of an RLTP apply to the consideration of a variation, except that consultation is not required for any variation that is not significant.

Comment on significance

9. Appendix 1 to this paper analyses the significance of the proposed changes to the RLTP as outlined in the draft TAIP. The new significance policy (which was consulted on as part of the review) was used for this assessment. If the proposed changes are agreed by the RTC, the version of the RLTP incorporating the review will be updated to reflect this further variation proposed by NZTA. The proposed changes are outlined in the table in Appendix 2.
10. On the basis of this analysis, staff consider the requested variation to the RLTP to accommodate the draft TAIP is not significant and does not require public consultation before the RTC makes a recommendation to Environment Canterbury to approve the variation to the RLTP (incorporating the changes).

Appendix 1: Significance analysis

There are only two activities which it is proposed be removed from the version of the RLTP incorporating the review which are also presently in the RLTP and which are over \$5 million in total cost, as follows:

- ENR Canterbury 2018-21 (\$10.4m) – this programme of works has been disestablished going forward, with much of this work moving into the Low Cost/Low Risk programme
- Walnut Avenue Intersection Improvements (\$5.7 million) - Marginally over \$5 million. Excluded from Enhanced State Highway Safety Programme primarily due to lack of information. Brief review of intersections in Ashburton did not identify any which performed as poorly as other high-risk intersections included in the programme. Will have an impact on the network due to linked projects with Ashburton Corridor Improvements and the Ashburton Bridge and is of importance to the community.

Staff do not consider that the removal of either of these activities meets the significance threshold under the new significance policy, taking into account the nature of the activities as well as the following factors:

- The amounts, while over \$5 million, are relatively small
- The Agency has already made a decision not to fund these activities and consultation would be unlikely to affect that decision and would therefore be ineffective – the RTC cannot require an organisation to fund or proceed with a planned activity
- The Transport Agency must give effect to the GPS and the priorities signalled under the GPS
- Councils are able to work with the Agency if they consider there is a case for the inclusion of a project in the TAIP before it is finalised by 31 August, for example if more information is required to demonstrate the need for a particular project to proceed. If the Agency agrees to include a transport activity this change to the RLTP can be sought by way of variation at a later date.

The following excluded activities are under \$5 million in total cost for each activity across all years, based on the figures in current RLTP, and the exclusion of these activities are not therefore considered significant:

- SH77/Park St Int TS (\$1.7 million)
- Timaru Intersection Improvements (\$1.8 million)
- Main South/Aylesbury Intersection (\$0.8 million).

The Ashburton intersection improvements are \$800,000 in the consultation draft, and \$6.6 million in the current RLTP.

There are also a number of activities that were included in the consultation draft version of the RLTP but have not been included in the draft TAIP. These are not in the current RLTP and do not require a variation.

As noted above, the Agency has recommended the Tinwald Corridor Improvements and SH73 Weedons-Ross Road Intersection be retained in the RLTP even though they are not in the

draft TAIP, which will support ongoing discussions between Selwyn District Council and the Agency about inclusion of these projects in the final TAIP.

New activities

The following included activities are under \$5 million in total cost across all years, and these additions are not therefore considered significant

- Active Road User I/S (Canterbury) (\$3,018,206)
- SH1 Dunsandel Rd to Rakaia Safer Corridor (\$3,202,959)
- SH7 and SH7A Waipara to Hanmer Springs Corridor Imps (\$3,984,032)
- SH73 Yaldhurst to Old West Coast Rd Safe System Transformation (\$2,656,020)
- SH75 Seabridge Rd to Duckpond Rd Safer Corridor (\$1,629,830).

Three projects that are nearly complete and require contingency funds only have also been included: Barthers/Main South Intersection, Sawyers Arms to Harewood 4L, Groynes To Sawyers Arms 4L and are not considered to be significant changes.

The new activities in the table below are over \$5 million though none are over \$15 million. Several arise from existing programmes of work which have involved consultation with key stakeholders, such as through work on the Picton to Dunedin Business case, or they replace existing projects. All are focused on safety improvements and will have beneficial impacts on communities. For these reasons and also taking account of the comments in the table below, it is not considered that consultation is required under the significance policy in relation to these new activities.

Project	Total cost over all years	Comment
Noise Walls and Improvement Programme	\$10,377,723	A number of sites have been identified through the State Highway National Noise Improvement Initiative as feasible sites for the installation of noise barriers. The Canterbury programme is located on SH74 Dyers Rd and SH76 Brougham St westbound. Intended to improve the environmental outcomes of the RLTP along heavy transport corridors. Also intended to mitigate impacts on adjoining landowners.
SH1 Dominion Rd to SH1/8 I/S Safer Corridor	\$10,890,060	This project has been identified through the Enhanced State Highway Road Safety Programme due to poor road safety records. Details will be developed through the Business case process. Replaces the Rangitata to Timaru Safety Improvement
SH1 Greta Valley to Davaar Rd Safer Corridor	\$8,968,286	This project has been identified through the Enhanced State Highway Road Safety Programme due to poor road safety records. Details will be developed through the Business case process. Part of the Picton to Dunedin Programme Business Case.
SH1 Hinds to Winchester Safer Corridor	\$14,477,374	As above.

SH1 Templetons to Weedons Rd Safe System Transformation	\$6,036,412	As above.
SH1 Temuka to Dominion Road Safe System Transformation	\$13,280,106	As above.
SH1 Waipara to Kaiapoi Safer Corridor	\$10,865,540	As above.
SH73 Yaldhurst to Railway Rd I/S Safer Corridor	\$11,786,889	This project has been identified through the Enhanced State Highway Road Safety Programme due to poor road safety records. Details will be developed through the Business case process. This is a new project that has come from the SH1/73 Programme Business Case. The value is greater than \$10 million, but this is due to the corridor length.
SH74 and 74A Safer Corridor	\$14,487,388	This project has been identified through the Enhanced State Highway Road Safety Programme due to poor road safety records. Details will be developed through the Business case process. Part of the Safe Roads Programme and part of the Northern Corridor.
SH75 Little River to Seabridge Rd Safer Corridor	\$11,530,652	Part of the Tai-Tapu to Akaroa safety improvements. There are several overlapping projects focussing on safety and resilience. The improvements are over a long corridor.

Changes to existing activities

Some activities have been renamed and these are not discussed as these changes are not material.

All but one of the activities for which a change to cost has been made, have a change in total cost of less than \$5 million over all years, from the figure in either the consultation draft RLTP or the current RLTP, namely:

- SH1 Rolleston I/S Imps
- SH75 Halswell Rd Imps
- CAN ITS Improvement Programme
- CAN LED replacement programme
- Low cost / low risk improvements 2018-21
- SH75 Christchurch to Akaroa Corridor Imps
- SH82 Elephant Hill Stream Bridge
- Waimakariri Bridge safety and reliability improvements
- Weigh Right Rakaia.

One activity has experienced an increase of more than \$5 million – that is SH1 Oaro to Cheviot Safer Corridor and Resilience. There is a change from \$46 million in the consultation draft RLTP to \$70 million, as a result of projects costs being re-evaluated and the start and ends years changing. Given that this activity was included in the consultation draft of the RLTP, and the importance of safety and resilience improvements along this corridor, it is not considered that consultation is required under the significance policy.

Attachments:

1. NZTA Paper - Incorporating Transport Agency Investment Proposal 2018 – 27 in the Canterbury Regional Land Transport Plan

	Priority	Activity class	Project name	Start Year	End Year	Total Project Cost
A	2	Regional Improvements	Rakaia to Ashburton Safety Improvements	2017/2018	2019/2020	-\$31,575,819
B	3HH	Regional Improvements	SH1 - Rolleston Intersection improvements	2023/2024 <u>2018/2019</u>	2025/2026 <u>2020/2021</u>	-\$6,726,293 <u>-\$5,643,000</u>
C	3HH	Regional Improvements	Woodend Corridor Safety Improvements	2017/2018	2019/2020	-\$3,878,280
D	3HH	State highway improvements	Ashburton Intersection Improvements	2018/2019	2022/2023	-\$6,580,425
E	3HH	State highway improvements	Brougham Street Corridor Improvements <u>SH76 Brougham Street Corridor Imps</u>	2017/2018	2021/2022	-\$20,596,362
F	2	State highway improvements	CHCH Northern Arterial Rural with QE2	2008/2009 <u>2010</u>	2021/2022	-\$298,535,520
G	2	State highway improvements	CHCH Southern Motorway HJR to Rolleston (Stage 2 & 3)	2009/2010	2020/2021	-\$314,688,322
H	3HH	State highway improvements	ENR Canterbury 2018-21	2021/2022	2024/2025	-\$10,401,410
I	3HH	State highway improvements	Halswell Rd 4-Laning <u>SH75 Halswell Rd improvements</u>	2018/2019	2027/2028 <u>2028/2029</u>	-\$10,672,926 <u>-\$156,652,181,162,726</u>
J	4ML	State highway improvements	Hurunui River Bridge	2021/2022	2024/2025	-\$2,470,000
K	3HM	State highway improvements	<u>Canterbury ITS Improvement Programme</u>	2018/2019	2020/2021	-\$9,876,812 <u>-\$14,450,286</u>
L	2	State highway improvements	Kaikoura Nov 2016 EQ: SH1 Clarence & Oaro Improvement (NLTF)	2016/2017	2019/2020	-\$251,520,0 <u>1001</u>
M	1	State highway improvements	<u>Canterbury LED lighting improvement replacement programme</u>	2018/2019 <u>2026/2027</u>	2020/2021 <u>2026/2027</u>	-\$17,861,776 <u>-\$20,639,195</u>
N	1	State highway improvements	Low cost / low risk improvements 2018-21	2018/2019	2020/2021	-\$19,000,000 <u>-\$16,535,822</u>
O	2	State highway improvements	Lyttelton Tunnel Safety Retrofit (Deluge) System	2013/2014	2018/2019	-\$25,249,693
P	2	State highway improvements	Picton to Dunedin exc Clarence Oaro	2026/2027	2027/2028	-\$126,155,689
Q	2	State highway improvements	Rangitata to Timaru Safety Improvement	2016/2017	2019/2020	-\$16,583,341
R	3HM	State highway improvements	Rolleston Interconnection Improvement	2021/2022 <u>2018/2019</u>	2026/2027	-\$40,249,153
S	3HH	State highway improvements	SH1 Main South Rd Intersection Optimisations	2018/2019	2020/2021	-\$2,456,802
T	4HL	State highway improvements	SH1 Sawyers Arms Intersection Improvement	2022/2023	2027/2028	-\$66,188,612
U	4ML	State highway improvements	SH1S: Timaru to Waitaki Safety gap improvements	2021/2022	2024/2025	-\$12,706,236
V	4HL	State highway improvements	SH73 Curletts/Blenheim Corridor Improvements	2022/2023	2025/2026	-\$13,306,485
W	4ML	State highway improvements	SH73 passing opportunities improvements	2026/2027	2027/2028	-\$2,061,678
X	3HH	State highway improvements	SH73 Weedons-Ross Road Intersection	2018/2019 <u>2023/2024</u>	2020/2021 <u>2026/2027</u>	-\$5,643,000 <u>-\$6,727,471</u>
Y	3HM	State highway improvements	SH73 Yaldhurst Rd Intersection Improvements	2021/2022	2023/2024	-\$12,928,766

Z	34HML	State highway improvements	SH75 Tai Tapu – Akaroa Safety Gap Improvements SH75 Christchurch to Akaroa Corridor Improvements	2021/2022 2026/2027	2023/2024 2027/2028	-\$ 2,562,366 30,921
AA	4ML	State highway improvements	SH77 Coalgate south – Darfield Safety Improvements	2026/2027	2027/2028	-\$ 379,651
AB	4ML	State highway improvements	SH77/Park St int TS	2022/2023	2027/2028	-\$ 2,237,487
AC	4ML	State highway improvements	SH79 Freight and Tourism Improvements	2027/2028	2027/2028	-\$ 2,309,753
AD	3HH	State highway improvements	SH82 Elephant Hill Stream Bridge	2018/2019 2019/2020	2020/2021 2021/2022	-\$ 3,901,315 4,289,130
AE	3HH	State highway improvements	Timaru Intersection Improvements	2023/2024	2025/2026	-\$ 5,381,033
AF	3HH	State highway improvements	Tinwald Corridor Improvements	2023/2024	2026/2027	-\$ 4,040,973
AG	2	State highway improvements	Waimakariri Bridge safety and reliability improvements	2018/2019	2020/2021	-\$ 21,969,399 22,995,399
AH	2	State highway improvements	Walnut Avenue Intersection Improvements	2012/2013	2027/2028	-\$ 5,744,682
AI	3MH	State highway improvements	Weigh Right Rakaia	2017/2018 2019/2020 2017/2018	2019/2020	-\$ 4,257,900 4,263,030
AJ	2	State highway improvements	Western Belfast By-Pass	2009/2010	2018/2019	-\$ 180,283,416
AK	3HL	State highway improvements	Woodend SH1 Bypass	2010/2011	2026/2027	-\$ 69,175,197
AL	1	State highway improvements	Maintenance, Operations and Renewals Programme 2018-21	2018/2019	2020/2021	-\$ 164,948,616 66,569,860
AM	4ML 3H M	State highway improvements	Oaro to Cheviot safety & resilience improvements SH1 Oaro to Cheviot Safer Corridor and Resilience	2024/2025 2021/2022	2027/2028 2023/2024	-\$ 46,000,000 70,465,094
AN	2	State highway improvements	Ashley to Belfast Safety Improvement	2016/2017	2019/2020	-\$ 14,779,626
AO	2	State highway improvements	Brouchs Road Extension	2015/2016	2019/2020	-\$ 5,207,916
AP	2	State highway improvements	Weigh Right Glasnevin	2016/2017	2019/2020	-\$ 30,719,406
AQ	2	State highway improvements	Harewood Rd to Yaldhurst Rd 4 Laning	2009/2010	2018/2019	-\$ 159,105,212 8,274,875
AR	4ML	State highway improvements	Main South/Aylesbury Intersection	2018/2019	2027/2028	-\$ 784,369
AS	3MH	State highway improvements	Active Road User I/S (Canterbury)	2018/2019	2020/2021	-\$ 3,018,206
AT	2	State highway improvements	Barthers/Main Sth intersection	2014/2015	2018/2019	-\$ 17,709,262
AU	2	State highway improvements	Groynes To Sawyers Arms 4L	2009/2010	2018/2019	-\$ 58,986,015
AV	4LH	State highway improvements	Noise Walls and Improvement Programme	2018/2019	2020/2021	-\$ 10,377,723
AW	3MM	State highway improvements	SH1 Dominion Rd to SH1/8 I/S Safer Corridor	2021/2022	2023/2024	-\$ 10,890,060
AX	3MM	State highway improvements	SH1 Dunsandel Rd to Rakaia Safer Corridor	2021/2022	2022/2023	-\$ 3,202,959

AY	<u>3MM</u>	<u>State highway improvements</u>	<u>SH1 Greta Valley to Davaar Rd Safer Corridor</u>	<u>2021/2022</u>	<u>2022/2023</u>	<u>-\$8,968,286</u>
AZ	<u>3MM</u>	<u>State highway improvements</u>	<u>SH1 Hinds to Winchester Safer Corridor</u>	<u>2021/2022</u>	<u>2023/2024</u>	<u>-\$14,477,374</u>
BA	<u>3MH</u>	<u>State highway improvements</u>	<u>SH1 Templetons to Weedons Rd Safe System Transformation</u>	<u>2018/2019</u>	<u>2020/2021</u>	<u>-\$6,036,412</u>
BB	<u>3MH</u>	<u>State highway improvements</u>	<u>SH1 Temuka to Dominion Road Safe System Transformation</u>	<u>2018/2019</u>	<u>2019/2020</u>	<u>-\$13,280,106</u>
BC	<u>3MH</u>	<u>State highway improvements</u>	<u>SH1 Waipara to Kaiapoi Safer Corridor</u>	<u>2018/2019</u>	<u>2020/2021</u>	<u>-\$10,865,540</u>
BD	<u>3HM</u>	<u>State highway improvements</u>	<u>SH7 and SH7A Waipara to Hanmer Springs Corridor Imps</u>	<u>2021/2022</u>	<u>2023/2024</u>	<u>-\$3,984,032</u>
BE	<u>3MH</u>	<u>State highway improvements</u>	<u>SH73 Yaldhurst to Old West Coast Rd Safe System Transformati</u>	<u>2018/2019</u>	<u>2020/2021</u>	<u>-\$2,656,020</u>
BF	<u>3MM</u>	<u>State highway improvements</u>	<u>SH73 Yaldhurst to Railway Rd I/S Safer Corridor</u>	<u>2021/2022</u>	<u>2023/2024</u>	<u>-\$11,786,889</u>
BG	<u>3MH</u>	<u>State highway improvements</u>	<u>SH74 and 74A Safer Corridor</u>	<u>2018/2019</u>	<u>2020/2021</u>	<u>-\$14,487,388</u>
BH	<u>3MM</u>	<u>State highway improvements</u>	<u>SH75 Little River to Seabridge Rd Safer Corridor</u>	<u>2021/2022</u>	<u>2023/2024</u>	<u>-\$11,530,652</u>
BI	<u>3MH</u>	<u>State highway improvements</u>	<u>SH75 Seabridge Rd to Duckpond Rd Safer Corridor</u>	<u>2018/2019</u>	<u>2020/2021</u>	<u>-\$1,629,830</u>
BJ	<u>2</u>	<u>State highway improvements</u>	<u>Sawyers Arms To Harewood 4L</u>	<u>2008/2009</u>	<u>2018/2019</u>	<u>-\$28,352,313</u>

Appendix 3: NZTA paper

Title

Incorporating the Transport Agency Investment Proposal 2018 – 27 in the Canterbury Regional Land Transport Plan

Purpose

1. To:
 - outline the Canterbury component of the draft Transport Agency Investment Proposal (TAIP), and
 - request that the Canterbury Regional Transport Committee (RTC) recommend to Environment Canterbury that it vary the Canterbury Regional Land Transport Plan (RLTP) in order to incorporate the draft TAIP in the RLTP.

Proposal

2. That the Canterbury Regional Transport Committee:
 - a. Accept the NZ Transport Agency's request for the Regional Land Transport Plan to be varied to incorporate the draft Transport Agency Investment Proposal.
 - b. Retain the Tinwald Corridor Improvements and SH73/Weedons Ross Road intersection in the Regional Land Transport Plan (though they are not currently included in the draft Transport Agency Investment Proposal)
 - c. Recommend that the NZ Transport Agency include the Tinwald Corridor Improvements in the final Transport Agency Investment Proposal.
 - d. Recommend that the NZ Transport Agency work with Selwyn District Council on an approach to managing the impacts of CSM2 on SH73/ Weedons Ross Road including the opportunity to include the improvements in the Transport Agency Investment Proposal.
 - e. Note the Agency had a short period of time to develop the draft Transport Agency Investment Proposal.
 - f. Note the Agency encourages councils to engage directly with the Agency with any matters they would like to raise about the draft TAIP. However, it is recommended that the draft TAIP be incorporated in the RLTP for approval by Environment Canterbury in June 2018.
3. These proposals are reflected in the cover paper by Environment Canterbury and do not require separate agreement.

Overview

4. The NZ Transport Agency (the Agency) must give effect to the Government Policy Statement on Land Transport (GPS). The draft GPS was released on 3 April 2018 and signals a significant change in the Government's transport priorities. To align with the GPS, the Agency has needed to make changes to:
 - its draft Investment Assessment Framework (IAF) which determines investment allocation
 - TAIP – previously called SHIP – (the Statement Highway Investment Programme).
5. TAIP will now include all of the activities the Agency proposes to include in the National Land Transport Programme. This includes the State Highway Programme, Rapid Transit, Transitional Rail, nationally delivered programmes and Road Policing. This differs from the previous State Highway Investment Proposal (SHIP) which covered only the State Highway Programme.
6. The Agency now seeks inclusion of the Canterbury component of the draft TAIP in the RLTP. This needs to replace the Agency's programme of activities which were included in the consultation draft of the RLTP, and have been carried over to the version of the RLTP incorporating the review. This change is required as a direct consequence of the shift in the Government's key priorities – with the focus now being on safety and access. It is also required because there has been a reduction in the amount of funding that is available for investment in state highways under the GPS.
7. A copy of the draft TAIP is available on NZTA's website.¹

Process for developing TAIP

8. To develop the TAIP, the Agency reviewed all projects in SHIP using the new draft IAF. The review also took into account factors such as whether projects were committed (i.e. contracted), the need to refocus the programme on the Government's new transport priorities, and available funding.
9. TAIP reflects the changes in the GPS to the State Highway Activity Class over the next 10 years from a \$1.4 billion annual spend to \$500 million annual spend by 2027/28. This will result in a national State Highway Programme change from approximately \$17 billion to \$8 billion (excluding Regional Improvement and Provincial Growth fund opportunities).
10. The entire programme has been significantly refocused to reflect the new priorities, taking a whole of system approach. State highway projects have been reviewed to prioritise those that deliver:
 - improved safety interventions to reduce deaths and serious injuries
 - increased access and investment in resilience at the most critical points
 - integration with local road projects and other transport modes
 - support for walking and cycling

¹ <https://www.nzta.govt.nz/assets/planning-and-investment/docs/Draft-Transport-Agency-Investment-Proposal-201827.pdf>

- improved environmental outcomes
- value for money.

11. TAIP is still draft and will not be finalised until 31 August. The Agency had a short period of time to develop TAIP and further work may be needed to improve alignment with local communities. The Agency intends to keep working with councils to deliver solutions to improve the transport system for the Canterbury region and to take up the new funding opportunities in the 2018-21 NLTP.

Key Changes sought to the RLTP

12. Appendix Two of the cover paper by Environment Canterbury tracks the actual changes that are required to the text in the version of the RLTP incorporating the review, to give effect to the draft TAIP.

13. An overview of the changes is provided below. The Agency has also developed the tables in the Appendix to this paper to show in detail what has been added and what has been removed.

14. The Agency considers the Tinwald Corridor Improvements should be retained in the RLTP and added to TAIP as a safety priority. The crash history on this corridor includes 18 recorded injury between 2013-17 including one fatal and one serious. This information suggests that it should be in the higher category nationally and therefore should be included in TAIP.

15. Selwyn District Council has directly raised concerns with Weedons Ross Road/SH73 intersection and its exclusion from the TAIP. The Weedons Ross Road/ SH73 intersection is included as part of the SH73 Yaldhurst to Railway Rd I/S Safer Corridor. However, the investigation into the safety of this corridor is programmed outside of the next 3 years and not aligned to the completion of CSM2, which could have a direct impact on the safety performance of this intersection. The Transport Agency considers that this project should remain in the RLTP.

16. The Agency encourages councils to engage directly with the Agency as to whether they wish to raise any matters in relation to the draft TAIP before it is finalised on 31 August 2018. In the meantime, however, it is recommended that the draft TAIP be incorporated in the RLTP for approval by Environment Canterbury in June 2018.

Summary of programme changes

17. The programme changes and retentions in general are as follows:

a. Inclusions

- TAIP has a greater safety focus on key corridors along the State Highway network - 1, 7 and 7A Waipara to Hanmer Springs, 73 (extending to Railway Road), 74 North Christchurch to Port, and 75 to Akaroa.
- There are also environmental improvements focusing on noise around the Christchurch network.

- The Roads of National Significance projects around Christchurch are retained, in particular the Northern Arterial (including the Waimakariri Bridge third southbound lane), the Southern Motorway, and Brougham Street Business Case.
- The Woodend Safety Improvements are also included.

b. Exclusions

- Projects that have not been included in TAIP are the Ashburton and Timaru Intersection Improvements, Hurunui Bridge, and Woodend Bypass. There are a number of intersection improvements in Christchurch including Sawyers Arms Road that have not been included.
- These projects were assessed using the draft IAF and either do not meet the draft GPS priorities or there was insufficient evidence to support inclusion into the programme compared to other higher priority projects.

c. Renamed/repackaged projects

- Some other projects including the Picton to Dunedin works, and Rangitata to Timaru safety projects, have been renamed or repackaged.

Appendix 1

Table 1: New inclusions to the programme

Project Name	Start Year	End Year	Total Cost All Years	Commentary
Active Road User I/S (Canterbury)	2018/2019	2020/2021	\$3,018,206	A national programme that was previously covered by road safety promotion, and is part of the Enhanced State Highway Road Safety Programme. This is a proposed programme to target corridors or sites where there is a high frequency of pedestrian or cyclist deaths and serious injuries. These may be sites such as intersections, that may not be prioritised based upon the overall risk alone, but they are risky for active or other vulnerable road users.
Groynes To Sawyers Arms 4L	2009/2010	2018/2019	\$58,986,015	This project has reached practical completion and there is a small amount of funding for contingency (\$250k).
Noise Walls and Improvement Programme	2018/2019	2020/2021	\$10,377,723	A number of sites have been identified through the State Highway National Noise Improvement Initiative as feasible sites for the installation of noise barriers. The Canterbury programme is located on SH74 Dyers Rd and SH76 Brougham St westbound. This work is intended to support environmental outcomes along heavy transport corridors. It is also intended to mitigate impacts on adjoining landowners.
SH1 Dominion Rd to SH1/8 I/S Safer Corridor	2021/2022	2023/2024	\$10,890,060	This project has been identified through the Enhanced State Highway Road Safety Programme due to poor road safety records. Details will be developed through the Business case process. It replaces the Rangitata to Timaru Safety Improvement.
SH1 Dunsandel Rd to Rakaia Safer Corridor	2021/2022	2022/2023	\$3,202,959	This project has been identified through the Enhanced State Highway Road Safety Programme due to poor road safety records. Details will be developed through the Business case process. It is a continuation of the Selwyn to Ashburton safe roads project.
SH1 Greta Valley to Davaar Rd Safer Corridor	2021/2022	2022/2023	\$8,968,286	This project has been identified through the Enhanced State Highway Road Safety Programme due to poor road safety records. Details will be

				developed through the Business case process. It is part of the Picton to Dunedin Programme Business Case.
SH1 Hinds to Winchester Safer Corridor	2021/2022	2023/2024	\$14,477,374	This project has been identified through the Enhanced State Highway Road Safety Programme due to poor road safety records. Details will be developed through the Business case process. It is part of the Picton to Dunedin Programme Business Case.
SH1 Templetons to Weedons Rd Safe System Transformation	2018/2019	2020/2021	\$6,036,412	This project has been identified through the Enhanced State Highway Road Safety Programme due to poor road safety records. Details will be developed through the Business case process. It is part of the Picton to Dunedin Programme Business Case.
SH1 Temuka to Dominion Road Safe System Transformation	2018/2019	2019/2020	\$13,280,106	This project has been identified through the Enhanced State Highway Road Safety Programme due to poor road safety records. Details will be developed through the Business case process. It replaces the Rangitata to Timaru Safety Improvement.
SH1 Waipara to Kaiapoi Safer Corridor	2018/2019	2020/2021	\$10,865,540	This project has been identified through the Enhanced State Highway Road Safety Programme due to poor road safety records. Details will be developed through the Business case process. It is part of the Picton to Dunedin Programme Business Case.
SH7 and SH7A Waipara to Hanmer Springs Corridor Imps	2021/2022	2023/2024	\$3,984,032	This project has been identified through the Enhanced State Highway Road Safety Programme due to poor road safety records. Details will be developed through the Business case process. It is a continuation of the Waipara to Waikari Safe Roads Project.
SH73 Yaldhurst to Old West Coast Rd Safe System Transformation	2018/2019	2020/2021	\$2,656,020	This project has been identified through the Enhanced State Highway Road Safety Programme due to poor road safety records. Details will be developed through the Business case process.
SH73 Yaldhurst to Railway Rd I/S Safer Corridor	2021/2022	2023/2024	\$11,786,889	This project has been identified through the Enhanced State Highway Road Safety Programme (SH73-76-1 Programme Business Case) due to poor road safety records. Details will be developed through the Business case process.
SH74 and 74A Safer Corridor	2018/2019	2020/2021	\$14,487,388	This project has been identified through the Enhanced State Highway Road Safety Programme due to poor road safety records. Details will be

				developed through the Business case process. It is part of the Safe Roads Programme and part of the northern corridor.
SH75 Little River to Seabridge Rd Safer Corridor	2021/2022	2023/2024	\$11,530,652	Part of the Tai-Tapu to Akaroa safety improvements. There are several overlapping projects focussing on safety and resilience. This project has been identified through the Enhanced State Highway Road Safety Programme due to poor road safety records. Details will be developed through the Business case process.
SH75 Seabridge Rd to Duckpond Rd Safer Corridor	2018/2019	2020/2021	\$1,629,830	Part of the Tai-Tapu to Akaroa safety improvements. There are several overlapping projects focussing on safety and resilience. This project has been identified through the Enhanced State Highway Road Safety Programme due to poor road safety records. Details will be developed through the Business case process.

Table 2: Exclusions to the programme

Project Name	Start Year	End Year	Total Cost All Years	Commentary
Ashburton Intersection Improvements	2018/2019	2022/2023	\$6,580,425	Intersections in Ashburton did not perform as poorly as other high-risk intersections included in the Enhanced State Highway Safety programme.
ENR Canterbury 2018-21	2021/2022	2024/2025	\$10,401,410	This programme of works has been disestablished going forward. With the increased budget for Low Cost/Low Risk projects much of the minor resilience improvements are now picked up by that programme.
Hurunui River Bridge	2021/2022	2024/2025	\$2,470,000	Primary outcome of journey time reliability does not meet the objectives of the new GPS.
Picton to Dunedin exc Clarence Oaro	2026/2027	2027/2028	\$126,155,689	There are now multiple corridor projects that address safety and resilience issues along SH1 e.g. Rakaia to Ashburton safety improvements and other safer corridor programmes.
Rangitata to Timaru Safety Improvement	2016/2017	2019/2020	\$16,583,341	Two new safer corridor projects cover this section of SH1; namely SH1 Dominion Rd to SH1/8 I/S Safer Corridor and SH1 Temuka to Dominion Road Safe System Transformation.
SH1 Main South Rd Intersection Optimisations	2018/2019	2020/2021	\$2,456,802	Primary outcome of journey time reliability does not meet the objectives of the new GPS.
SH1 Sawyers Arms Intersection Improvement	2022/2023	2027/2028	\$66,188,612	Primary outcome of journey time reliability does not meet the objectives of the new GPS.
SH1S: Timaru to Waitaki Safety gap improvements	2021/2022	2024/2025	\$12,706,236	Safety along the SH1 corridor has been reassessed and this is now a lower priority compared to other safer corridor projects that are included in the programme.
SH73 Curletts/Blenheim Corridor Improvements	2022/2023	2025/2026	\$13,306,485	Primary outcome of journey time reliability does not meet the objectives of the new GPS.

SH73 passing opportunities improvements	2026/2027	2027/2028	\$2,061,678	Primary outcome of journey time reliability does not meet the objectives of the new GPS.
SH73 Weedons-Ross Road Intersection	2023/2024	2026/2027	\$6,727,471	This is covered under the SH73 Yaldhurst to Railway Rd I/S Safer Corridor project.
SH73 Yaldhurst Rd Intersection Improvements	2021/2022	2023/2024	\$12,928,766	This project has now been rescoped and is part of the Yaldhurst to Old West Coast Safer Corridor.
SH77 Coalgate south - Darfield Safety Improvements	2026/2027	2027/2028	\$379,651	Relatively good safety record when compared to other corridors which were included in the programme.
SH77/Park St int TS	2022/2023	2027/2028	\$2,237,487	Intersections in Ashburton did not perform as poorly as other high-risk intersections included in the programme.
SH79 Freight and Tourism Improvements	2027/2028	2027/2028	\$2,309,753	Primary outcome of journey time reliability does not meet the objectives of the new GPS.
Timaru Intersection Improvements	2023/2024	2025/2026	\$5,381,033	Does not have particularly poor safety records compared to other high-risk intersections included in the safety programme.
Tinwald Corridor Improvements	2023/2024	2026/2027	\$4,040,973	Has a high crash record and may warrant inclusion into the programme based on crash data.
Walnut Avenue Intersection Improvements	2012/2013	2027/2028	\$5,744,682	Review of intersections in Ashburton did not identify any which performed as poorly as other high-risk intersections included in the Enhanced State Highway Safety programme.
Woodend SH1 Bypass	2010/2011	2026/2027	\$69,175,197	Primary outcome of journey time reliability does not meet the objectives of the new GPS.
Main South/Aylesbury Intersection	2018/2019	2027/2028	\$784,369	Lower priority project compared to other that are included in the programme.

Table 3: Revised Projects

Project Name	Start Year	End Year	Total Cost All Years	Commentary
SH1 Rolleston I/S Imps	2018/2019	2020/2021	\$5,643,000	Previously called SH1 - Rolleston Intersection improvements, Project name has been revised based on new naming convention and project timescale has been moved forward. Minor change in total cost from \$6.7 million to \$5.6 million in NZTA programme.
SH76 Brougham Street Corridor Imps	2017/2018	2021/2022	\$20,596,362	Previously called Brougham Street Corridor Improvements, the name of the project has been revised based on new naming convention. Only the DBC phase of the project is currently in the TAIP (\$1M), commitment to the project will be reviewed once the scope and details of the project has been completed. In the consultation draft RLTP, \$20.6 million.
SH75 Halswell Rd Imps	2024/2025	2025/2026	\$18,162,726	Previously called Halswell Rd 4-Laning, the name of the project has been revised based on new naming convention. Only the DBC phase of the project is currently in the TAIP (\$160k), commitment to the project will be reviewed once the scope and details of the project has been completed. In the current RLTP, \$17 million and also in the consultation draft RLTP, \$10.7 million.
CAN ITS Improvement Programme	2018/2019	2020/2021	\$14,450,286	Previously called ITS Improvement Programme, minor name change and forecast changes. Minor change in total cost from \$9.9 million to \$14.5 million in NZTA programme.
CAN LED replacement programme	2026/2027	2026/2027	\$20,639,195	Previously called LED lighting improvement, minor name change and forecast changes. Minor change in total cost from \$17.9 million to \$20.6 million in NZTA programme.
Low cost / low risk improvements 2018-21	2018/2019	2020/2021	\$16,535,822	Minor change in total cost from \$19 million to \$16.5 million in NZTA programme.
Rolleston Interconnection Improvement	2018/2019	2026/2027	\$40,249,153	DBC phase to start in 18/19. In the consultation draft RLTP, \$40.3 million.
SH75 Christchurch to	2021/2022	2023/2024	\$2,562,366	Previously called SH75 Tai Tapu - Akaroa Safety Gap Improvements,

Akaroa Corridor Imps				minor name change and forecast changes, corridor length extended to Christchurch. Minor change in total cost from \$631 thousand to \$2.6 million in NZTA programme.
SH82 Elephant Hill Stream Bridge	2019/2020	2021/2022	\$4,289,130	Minor changes to project cost and forecast changes. Minor change in total cost from \$3.9 million to \$4.3 million in NZTA programme.
Waimakariri Bridge safety and reliability improvements	2018/2019	2020/2021	\$22,995,399	Minor project cost change. Minor change in total cost from \$22.0 million to \$23.0 million in NZTA programme.
Weigh Right Rakaia	2019/2020	2019/2020	\$4,263,030	Start year change. Very minor change in total cost of \$5,000 in NZTA programme.
SH1 Oaro to Cheviot Safer Corridor and Resilience	2021/2022	2023/2024	\$70,465,094	Start/end year changed, project cost re-evaluated. Change in total cost from \$46 million to \$70 million in NZTA programme

Table 4: Other included projects

Project Name	Start Year	End Year	Total Cost All Years	Commentary
Barthers/Main Sth intersection	2014/2015	2018/2019	\$17,709,262	This project has reached practical completion, but has some contingency funds for 18/19 (\$220k). To be consistent with the rest of the programme, this should also be included in the TAIP and the RLTP.
Sawyers Arms To Harewood 4L	2008/2009	2018/2019	\$28,352,313	This project has reached practical completion, but has some contingency funds for 18/19 (\$57k). To be consistent with the rest of the programme, this should also be included in the TAIP and the RLTP.