

Canterbury Regional Land Transport Plan

2021-31

Prepared by the Regional Transport Committee, a collaboration
of the region's councils and Waka Kotahi NZ Transport Agency
1 July 2021





State Highway 7, crossing the Hurunui River



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Foreword

As the chair of the Canterbury Regional Transport Committee (RTC) I am pleased to present this Regional Land Transport Plan (RLTP).

The Plan is comprehensively reviewed every six years and we have taken a strong collaborative focus with territorial authorities and Waka Kotahi NZ Transport Agency to develop this plan for the region. Our aim has been to ensure the plan reflects the Canterbury community's desired future for their transport network, and that it will meet their ever-changing needs.

The Canterbury Regional Transport Committee is a statutory body established under the Land Transport Management Act 2003. The Act requires Environment Canterbury to appoint a councillor from each territorial authority to the Committee, as well as a representative from Waka Kotahi. In Canterbury we value this arrangement as it ensures local community aspirations are considered at the regional level and communicated nationally.

The Committee's principal task is to identify key transport-related outcomes, objectives and issues for the Canterbury region and create a prioritised programme of transport activities to address them. These are articulated in the Plan. This is not an easy task as activities submitted by local councils and Waka Kotahi have been identified through complex modelling to identify the optimal activities for inclusion.

Canterbury's transport network develops over successive generations of planning and replanning. The network provides us with access to economic, cultural and social opportunities and contributes to making Canterbury a great place to live. The current network has some enduring attributes:

- It reaches deeply across our large region to keep communities connected from the mountains to the sea; ki uta, ki tai
- It is changing quickly to support growing urban populations in Greater Christchurch
- It provides a safe way for people and goods to be moved around our region and beyond.

These enduring attributes need to be supported in our planning as they lead to improved economic, cultural and social outcomes. However, there are serious challenges that impact the future effectiveness of our transport network:

- The resilience of our network – with climate change, the resilience of our network will continue to be tested as extreme events occur at a more frequent rate. In the long term we need to shift from a network that can recover, to a network that continues to function during adversity
- The environmental impact of the network – reducing transport related greenhouse gas emissions is part of our responsibility as kaitiaki, in addition to ensuring the transport network continues to contribute to the well-being of future generations.

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In this Plan, we introduce headline targets: to reduce road deaths and injuries; to reduce transport emissions contributing to climate change; to reduce impact on the road network by moving more of the region's ever-growing freight load by rail. The first two of these align the region to national targets. The latter builds on our research showing that this modal shift is economically and environmentally astute for the South Island.

This Plan will be reviewed in three years' time. By that time, the Plan may need to respond to law changes, including resource management reform, and new strategic planning and climate change legislation. But the challenges Canterbury's transport network faces – safety, resilience, decarbonisation, demand, maintenance – are unlikely to change, irrespective of changes to statutory roles and responsibilities to tackle these matters.

The submissions received on the draft plan recognised the importance of recalibrating our transport planning to meet those challenges. There was a high level of support for the strategic objectives, key targets and investment priorities. The Committee thanks the organisations and individuals that made submissions.

A core factor in achieving our collective vision is to ensure our investment is addressing the large-scale challenges we face. Quarterly reporting against the monitoring framework, to the Regional Transport Committee, will support us to monitor progress against the objectives of the Plan and enable robust, evidence-based investment decisions.

The Committee welcomes the opportunity to collaborate with central government, councils outside our region, private sector partners, our communities and all those affected, to improve transport outcomes in Canterbury and across the South Island. A joint statement from the South Island Regional Transport Committee Chairs Group has been included in this Plan and highlights this need to work together. Collaboration across the South Island is particularly important as critical freight and visitor journeys cross regional boundaries and connect to both Stewart Island and the North Island.

Finally, I want to thank all the people who have worked hard to bring this plan together. Nā te rourou, nāku te rourou, ka ora ai te iwi. With your food basket and mine, we all live well.

Peter Scott

**Chair, Canterbury Regional
Transport Committee**



State Highway 1, Kaikōura Coast

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Joint statement from the South Island Regional Transport Chairs

The transport system provides the arteries and veins that bring life to our communities, support regional prosperity and improve the overall wellbeing of the South Island. The transport system connects our communities, allowing people to travel safely and efficiently across our diverse landscapes, and enables the safe and efficient movement of freight. It is imperative to ensure the transport network is working as effectively as possible.

The South Island Regional Transport Committee Chairs Group was formed in 2016 for this purpose. The Group seeks to significantly improve transport outcomes in the South Island through better inter-regional collaboration and integration.

The Group is focused on ensuring the South Island stays at the forefront of Government thinking. The formation of the Group recognises that the South Island advocating with one voice is more effective than seven regions advocating independently on the same matters.

This approach seeks to ensure that the needs and aspirations of our South Island communities are recognised and understood by the Government.

We want to be seen by Government as a group of 1 million people with a common aspiration for our transport system.

Notwithstanding, each region in the South Island has unique characteristics, but at the same time, will share similar transport priorities and challenges.

These shared priorities form the priorities of this group and are listed below.

Priority areas

1. Advocacy for transportation in the South Island, including tracking how central government investment, including the National Land Transport Fund and Provincial Growth Fund, is being allocated across the country
2. Resilience of the transport network
3. Freight journeys across the South Island
4. Tourism journey improvements across the South Island
5. An enabling funding approach for innovative multi-modal (road, rail, air, sea) solutions
6. Explore opportunities for inter-regional public transport.

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Introduction

The Canterbury Regional Land Transport Plan (RLTP) sets out the current state of our transport network, the challenges we face, and the priorities for future investment. The Plan sets out:

- the context in which the transport system operates
- the vision and strategic objectives for the transport system
- the priorities for investment – key areas where further investment is required in order to achieve the vision and objectives
- a prioritised regional programme of transport activities.

This RLTP was developed by the Canterbury Regional Transport Committee (RTC). The RTC is a joint committee of the region's councils¹ as well as Waka Kotahi. Developing the RLTP is the primary role of the RTC and is a requirement for each region's RTC across New Zealand. It is part of the nationwide process in which local councils, regional councils and Waka Kotahi work together to identify the problems and prioritise investment in the land transport network.

The vision for Canterbury's transport network in this RLTP is to *provide all transport users with sustainable options that move people and freight around and through our region in a safe and efficient way that enables us to be responsive to future challenges.*

Our work programme must consider and include projects that benefit all of Canterbury. While a local authority may wish to advance a particular project, we must look to the regional benefits that flow from it.

The aim is to have an agreed regional programme which contributes to shared prosperity – economic, social, cultural and environmental. In alignment with this requirement, the RTC defined a theme for the draft RLTP early in discussions: A rising tide lifts all ships.

In developing the RLTP, the Canterbury RTC has considered the strategic direction provided by the Government through the Ministry of Transport's Outcomes Framework and the Government Policy Statement on Land Transport.

The Committee has also been mindful of the planning and investment work completed by Waka Kotahi in Arataki, the 10-year view of what is needed to deliver on the government's current priorities and long-term objectives for the land transport system. While this RLTP acknowledges the work completed to develop Arataki, our focus is on delivering a strongly regional response – from our region, for our region.

This RLTP was developed during the COVID-19 pandemic. While the pandemic creates uncertainties, it has not changed our collective vision and objectives. We will continue to advocate hard at a national level for the region's transport needs to be acknowledged and met.

¹ Excluding Waitaki, which is part of the Otago Southland Regional Transport Committee.

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Our region

Transport connects people to services, recreation opportunities, employment and education, and it contributes to our wellbeing as individuals, communities and a region.

A successful land transport system provides people with choice about the way they travel. It moves people and freight safely, sustainably and efficiently, contributing to prosperity. The system must be resilient to external influences, including natural and climate hazards.

Our starting point for development of this RLTP is a region that is the largest in New Zealand by land area, with 44,508 square kilometres of disparate landscapes. The Canterbury region is also very diverse, being home to the second-largest urban area in New Zealand – Greater Christchurch – and also a number of largely rural districts with small populations. Our size and diversity mean the issues for our urban areas differ significantly to those faced by less populated, rural or remote districts; an uneven population distribution is a core feature of Canterbury.

As technology, demographics and land use change, our region needs to be able to evolve and deliver a sustainable, resilient, multi-modal transport system for the safe, efficient and effective movement of people and goods.

The objectives of this RLTP reinforce the need for a network that improves the wellbeing of Cantabrians, enhances regional prosperity and provides better freight transport options. The network must also be resilient to a range of stresses, reinforce and contribute to road safety goals, and facilitate sustainable transport choices.

We will achieve these objectives through effective advocacy for our transport programme and through evidence-based programmes proposed by regional territorial authorities that identify and prioritise investment.

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Economic factors

Canterbury drives much of the South Island's economic and social activity. For the year ended March 2018, Canterbury generated 12.4% of the national GDP and 57% of the South Island's GDP. By comparison, its estimated population of 620,830 (as at 30 June 2018) was around 12.7% of the national total and 54.3% of the population of the South Island².

Canterbury accounts for 19% of the total area farmed in New Zealand. Primary production derives from a diverse range of intensive dairy, sheep and beef, and cropping operations on the plains and hill country. Primary production has become more dairy focused over the past 20 years, which has contributed to increased freight movements on our rural roads as milk must frequently be moved off farm, generally by truck.

The Canterbury economy has grown substantially since 2000, with regional GDP growing by 170 per cent over the period.

Manufacturing is also a key component of the Canterbury economy, particularly transport and machinery equipment, and food and beverage products. Christchurch is the manufacturing hub of the region, with strengths in machinery and equipment manufacturing, and in chemical, minerals and metal manufacturing.

The Canterbury economy has grown substantially since 2000, with regional GDP growing by 170% over the period. This growth has had a flow-on impact on the travel network – especially given the prominence of primary production and manufacturing, sectors of the economy that are reliant on the transport of physical products.

Travel to and from work is a key driver of trips on Canterbury's transport network.

Based on Census 2018



72.5% of those in employment usually used a private or company vehicle to get to work within the Canterbury region



12.2% of people worked from home



4% walked or jogged to work



While 6.2% of New Zealanders in the 2018 census took public transport to work, only **2.8%** of Cantabrians did



4% of Cantabrians chose to bike to work compared with 2% nationally.

Of course, there is wide variation in these numbers across the districts in Canterbury, reflecting the diversity of the region. Christchurch City, with its higher population density, has higher levels of public transport and active transport than Canterbury as a whole – 5.6% of workers in Christchurch cycled to work and 4% bused.

While this cycling figure compares favourably with other large urban areas (4% in Wellington and 1% in Auckland), usage of public transport is lower (21.3% in Wellington and 11.1% in Auckland). In addition, despite the higher use of public and active transport, the percentage of people who use a car to get to work in Christchurch is higher than in Canterbury as a whole (76.1% for Christchurch and 75.6% for Canterbury). These figures illustrate the continued need to focus on mode shift in Canterbury's larger urban areas.

²The 2018 estimate has been used for its consistency with available historic and projected population figures used elsewhere in this document. For the most up to date subnational population estimates by district, please visit nzdotstat.stats.govt.nz

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Tourism is another key aspect of the Canterbury economy and provides a pivotal role in the wider tourism offering of the South Island. Tourism spending in the region was \$337 million in January 2020 (before COVID-19 travel restrictions began). Many of the visitors to Canterbury hire a car to visit the region's attractions.

Canterbury is a centre for knowledge and innovation. The region is home to two universities (Lincoln University and Canterbury University) and one polytechnic (Ara Institute of Canterbury). The main Ara campus is in Christchurch City and there is also a large campus in Timaru. Canterbury is also well supported with Research and Development agencies focused on land and food production. There are seven Crown Research Institutions (CRIs) carrying out scientific research for the benefit of New Zealand, each aligned with a productive sector of the economy or a grouping of natural resources.

Transport plays a key role as an enabler for each sector of the regional economy. Efficient and effective transport of people, ideas, inputs and outputs is critical in supporting economic activity, keeping costs down and contributing to international competitiveness. Maintenance of the existing transport network, and additional investment to respond to changes in how roads are being used, is therefore critical to sustaining the region's prosperity.

Impact of COVID-19

As this Plan was being prepared, COVID-19 was creating significant uncertainty. The economic and social impact of the global pandemic and flow-on effects to our transport network are unknown but could be substantial. Nevertheless, we anticipate that there will be a shift in priorities and transport use in the short term. There may also be longer-term impacts if the pandemic results in structural shifts in the economy; it is too early to tell whether this will occur and what the implications for the transport network might be.

Treasury forecasts showed immediate significant impacts on output, employment, and flows of people and goods. Certain industries – tourism, retail, rental services, and transport – were likely to be most impacted. International tourism, for example was expected to be heavily reduced in 2020/21 at a minimum.

Other industries, such as agriculture, are reasonably insulated from the economic impacts of the virus.

Overall, Canterbury was expected to fare slightly worse than the country as a whole due to its role as a gateway to international tourists. Canterbury has the third largest spend in the country, of which 40% comes from international arrivals. This impact would be offset somewhat due to Canterbury's sizeable primary sector, which was expected to perform comparatively well.

Forecasters expected reduced immigration, international student arrivals and work visa arrivals over the short-to-medium term. This would have a significant impact on Canterbury; Canterbury is highly reliant on net migration for population growth, and the region has the country's second highest number of temporary migrant workers. An expected reduction in immigration would slow growth and negatively impact the construction sector in and around Christchurch. It could also result in a shortage of skilled migrants to help deliver new infrastructure investments, such as roads.

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Landscape

The Canterbury region extends from Kēkerengū, north of the Waiau Toa/Clarence River, to the Waitaki River catchment in the south. East to west, the region extends from the coast to Kā Tiritiri o te Moana/Southern Alps.

Canterbury is home to:



**NEW ZEALAND'S
HIGHEST
MOUNTAIN (AORAKI/
MOUNT COOK)**

MORE THAN **4700** LAKES AND TARNs



**OVER 78,000
KM OF RIVERS**



Some of the country's most productive farmland. 19% of the total area farmed in NZ is in Canterbury.

In acknowledging these features and landscapes it is no coincidence that tourism and primary production are key regional economic contributors, both of which require a resilient and safe transport network to ensure future success.

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Canterbury must adapt its transport network so that it is more climate resilient...

Resilience and climate change

Canterbury's unique landscape creates resilience issues for its transport network. It has exposure to a number of risks, including flooding, earthquakes, and coastal erosion.

Canterbury regularly experiences flooding events, a natural hazard which includes river flooding, surface flooding and coastal inundation. These events can be particularly problematic in Canterbury given our heavy reliance on bridges for river crossings on critical freight and visitor routes.

The region's exposure to earthquakes is well known. The 2010 and 2011 quakes caused significant damage to the network in the Greater Christchurch area and the 2016 Kaikōura Earthquake ruptured more than 24 faults, with the largest horizontal displacement of 12m on the Kēkerengū Fault and vertical displacement (uplift) of 9m on the Papatea Fault. Along 110km of coastline, vertical movement ranged from subsidence of 2.5m to uplift of 6.5m. Landslides continue to be an issue in North Canterbury.

Greater resilience of Canterbury's transport infrastructure is needed to secure regional and national supply chains. These risks place pressure on our transport links and have the potential to isolate districts or communities; in many instances alternative routes that must be used are indirect, resulting in extremely long detours, or are unsuitable for certain vehicles (such as high-productivity motor vehicles). These impacts are well illustrated by the flooding of the Rangitata River in late 2019, which effectively cut the South Island in two.

Longer term, climate change will increase this risk and extreme weather events that compromise the network's security are expected to become more frequent. The changing climate is expected to increase the vulnerability of the network.

Climate change will also lead to increasing exposure to risks associated with sea level rise, coastal erosion and storm surges. Much of the region is low-lying, and key transport corridors (including State Highway 1 and the Main North rail line) are coastal. Disruption of these corridors has the potential for significant negative impact, as shown by the 2016 Kaikōura quake.

Transport Emissions

Of course, climate change means more than needing to resolve these resilience challenges. Canterbury must adapt its transport network so that it is more climate-resilient, but it must also reduce its transport emissions.

Transport is a source of greenhouse gas emissions in New Zealand. In 2018 emissions from transport were 16.6 mt CO₂-e or 21.1% of all gross emissions. Moreover, transport emissions are growing quickly – increasing by 89.7% since 1990.

This increase in emissions has been driven by population and economic growth. Since 1990 New Zealand's population has increased by around 50% and GDP has grown by more than 130% – the increase in the number of New Zealanders and their improved prosperity has meant more travel and freight movements, and therefore more emissions from transport.

Growth in GDP and New Zealand's population are expected to continue, but emissions from transport cannot if New Zealand is to meet its targets under the Paris Agreement and the Climate Change Response (Zero Carbon) Act. Transport emissions need to be de-coupled from economic and population growth.

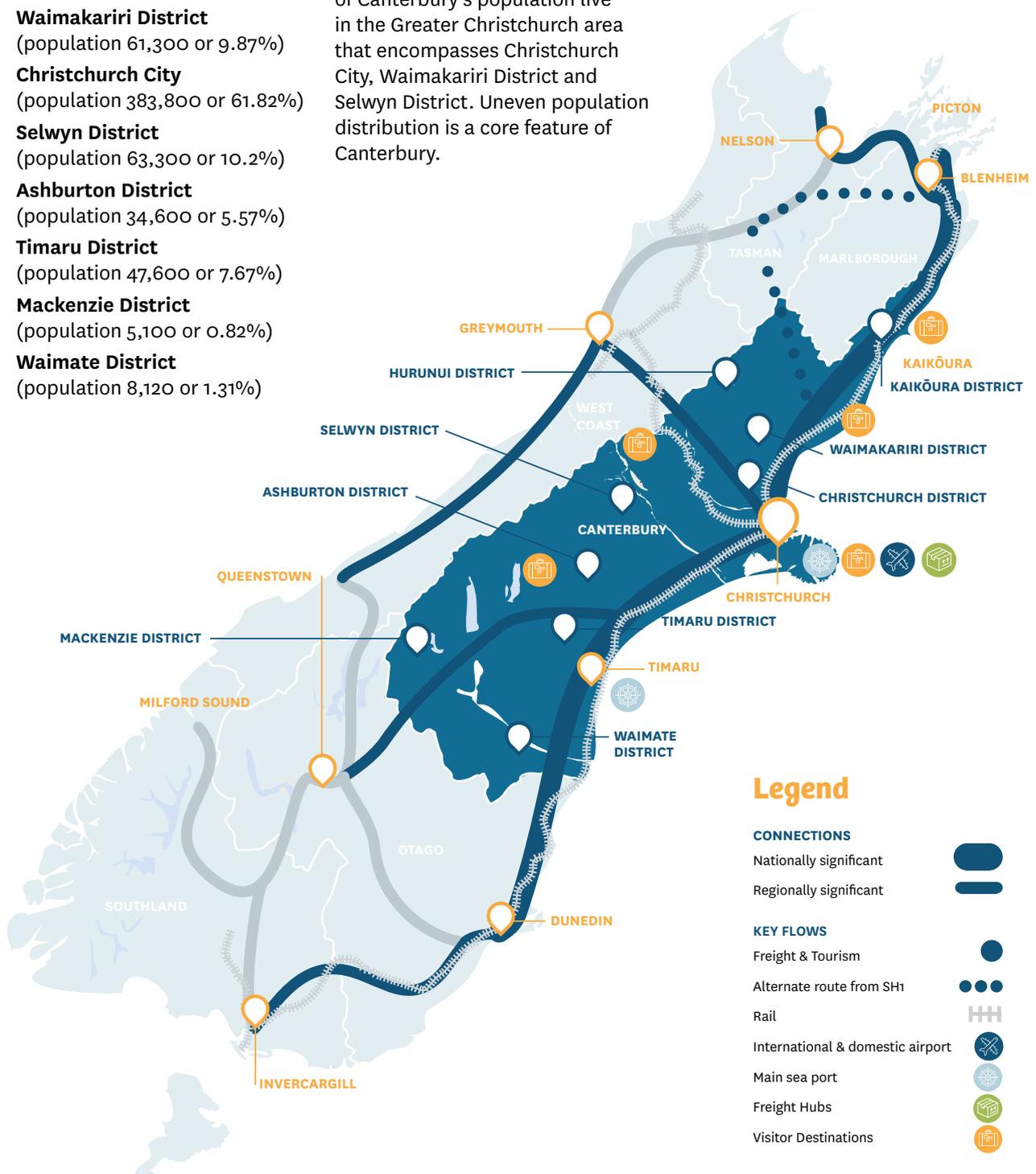
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Our people

Nine territorial authorities are affected by this Plan, including:

- **Kaikōura District**
(population 4,060 or 0.65%)
- **Hurunui District**
(population 12,950 or 2.09%)
- **Waimakariri District**
(population 61,300 or 9.87%)
- **Christchurch City**
(population 383,800 or 61.82%)
- **Selwyn District**
(population 63,300 or 10.2%)
- **Ashburton District**
(population 34,600 or 5.57%)
- **Timaru District**
(population 47,600 or 7.67%)
- **Mackenzie District**
(population 5,100 or 0.82%)
- **Waimate District**
(population 8,120 or 1.31%)

The Canterbury population on 30 June 2018 was estimated at 620,830. These figures informed the development of the Plan, however, further growth has occurred since then. Approximately 82% of Canterbury’s population live in the Greater Christchurch area that encompasses Christchurch City, Waimakariri District and Selwyn District. Uneven population distribution is a core feature of Canterbury.

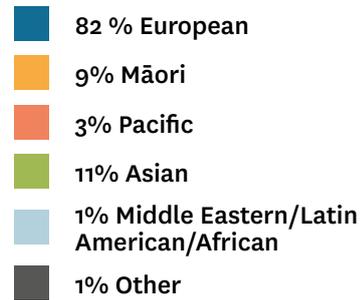
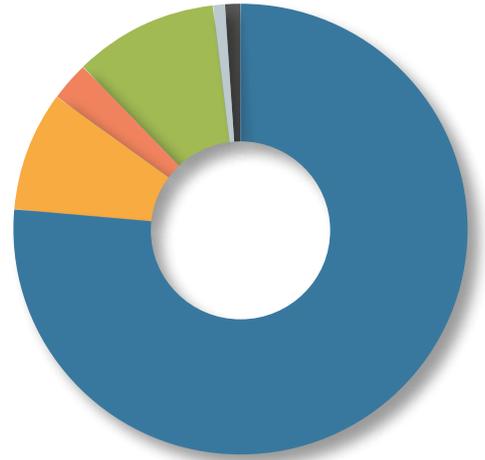


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Ngāi Tahu are tangata whenua in Canterbury. The region is home to 10 Ngāi Tahu papatipu rūnanga.

- Arowhenua
- Kaikōura
- Koukourārata
- Moeraki
- Ngāi Tūāhuriri
- Ōnuku
- Rāpaki
- Taumutu
- Waihao
- Wairewa

In the 2018 Census, residents in the region identified themselves as:



Totals will not add up to 100% as people may belong to more than one ethnic group.

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Expected growth

Canterbury is a fast-growing area of the country, with several of our districts leading population growth in New Zealand. Selwyn District is the second fastest-growing territorial authority in New Zealand, growing by 6.3% between 2006 and 2018. Waimakariri District (3.5%) and Mackenzie District (3.2%) experienced average annual population increases greater than either the national or regional averages between Census 2013 and Census 2018.

Stats NZ’s 2048 population projections for the region show that Canterbury’s population is expected to reach around 778,500, an increase of around 158,000 people³. It is unknown what impact COVID-19 will have on these projections.

Most of this growth is projected to occur in Greater Christchurch, with Waimakariri District growing by 21,700 people (a 35% increase), Selwyn District growing by around 43,200 people (a 68% increase) and Christchurch City growing by around 79,700 people (a 21% increase). Ashburton, Mackenzie and Hurunui are also projected to grow moderately, by around 7,300 people (21%), 1,500 people (29%) and 1,950 people (15%), respectively. The populations in the other Canterbury districts are projected to stay roughly their current size.

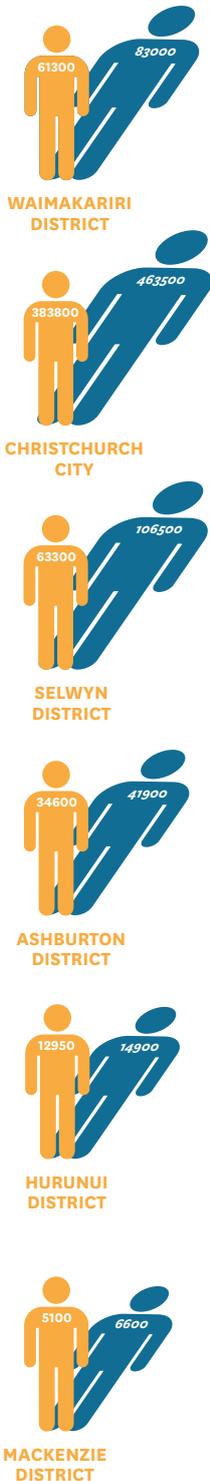
This significant population growth will see more people making more trips across the transport network. This growth is a key driver of the need to invest in the transport system – steps must be taken now to minimise increased traffic volumes that accompany population growth. Without significant investment and effective transport choices, there will be more congestion, longer journey times and an increase in vehicle emissions. This will be particularly evident in the greater

Christchurch area, where the majority of the population growth for the region is projected to occur.

Freight volumes are also expected to grow in Canterbury. The 2019 South Island Freight Study reported that freight volumes in the region are expected to increase from 40.3m tonnes in 2017 to 61.1m tonnes in 2042 – an increase of 52%. The majority of this increase was expected to be in road freight and therefore place increasing strain on the transport network in Canterbury and also the rest of the South Island. Other sources of traffic, such as tourism, are expected to continue to grow too long term, after the impacts of COVID-19 have waned.

There will be other substantial changes over the next 30 years; much as 2021 is very different to 1991, we expect that 2051 will be substantially different to now. The transition to a low carbon economy and increased automation, for example, will change what gets produced (and therefore freighted) in Canterbury and how people travel to work and study. And, as noted above, climate change will increase the resilience challenges facing the transport network and elsewhere.

Regardless of the changes to the shape of Canterbury in the future, the transport network will still be a critical part of the region’s and the nation’s infrastructure. In 30 years’ time there will still be a need for a sustainable and resilient transport network that can move people and freight safely and efficiently. This need has shaped the 30-year vision for Canterbury’s transport network expressed in this RLTP: *to provide all transport users with sustainable options that move people and freight around and through our region in a safe and efficient way that enables us to be responsive to future challenges.*



³StatsNZ subnational population projections (2018 base) 2018-2048 (accessed 17 May 2021 from NZ.Stat)



Transport systems

This section provides a high-level overview of the key transport systems' contribution to the network in Canterbury:



Road



Public transport



Cycleways and active transport



Rail



Air



Sea

Road

Canterbury has 1,330km of State Highways and 14,636km of local roads. These roads have been established over generations to provide access to rural land, visitor destinations and small and large settlements. These networks are a mix of sealed and unsealed roads (38% of the network is unsealed), mainly with two lanes but in busier urban centres like Christchurch, Ashburton and Timaru some of the roads are four lanes to manage volumes efficiently and safely.

State Highway 1 provides the main north-south link. State Highways 7 and 73 link Canterbury to the West Coast. Other key links are State Highway 79, now the busiest route between Christchurch and Fairlie, and State Highway 8, which carries visitors and freight to Central Otago and Queenstown.

AREA	LENGTH OF SEALED ROADS		LENGTH OF UNSEALED ROADS	
	km	%	km	%
Kaikōura	83.6	0.8%	100.9	1.7%
Hurunui	620.5	6.2%	840.8	13.8%
Waimakariri	989.5	9.9%	607.2	10.0%
Christchurch	2074.3	20.8%	346.7	5.7%
Selwyn	1516.9	15.2%	1122.8	18.5%
Ashburton	1512.0	15.2%	1101.7	18.1%
Timaru	972.8	9.8%	749.7	12.3%
Mackenzie	223.1	2.2%	517.8	8.5%
Waimate	645.6	6.5%	693.1	11.4%
State highways	1331.8	13.4%	0.0	0.0%
Total	9970.1		6080.7	

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MyWay is the first service of its kind to operate in New Zealand. Passengers request a vehicle using an app, website or by phoning and specifying their start and end points.

Cycleways and active transport

Transport is an important determinant of health. Increasing physical activity levels and making active transport modes a safer, more accessible travel option can have a profound impact on population health and wellbeing, as well as reducing transport emissions.

A significant number of urban roads have bicycle facilities within the same corridor, either beside traffic lanes or separated from them, alongside footpaths. Greater Christchurch, for example, has invested heavily in cycleways, cycle paths and shared paths following the Canterbury earthquakes and now enjoys over 50km of them.

These paths, together with footpaths, play an important role in facilitating active transport; walking, cycling and the use of micro-mobility devices such as e-scooters. At the 2018 census, 4% of Cantabrians chose to cycle to work and 4% walked or jogged. \$183m of investment in walking and cycling is proposed through this RLTP.

While common in urban areas, cycle paths and even footpaths are less common in rural areas. This can be a significant barrier to the uptake of cycling and other types of active transport in rural areas. However, there are many low cost, low risk initiatives underway in the region to support an increase in walking and cycling in rural areas. One major initiative in the RLTP as an inter-regionally significant project is the development of the Whale Trail across Kaikōura and Marlborough.



Public transport

There are three key public transport systems operating in Canterbury.

Urban public transport services operate in Greater Christchurch and Timaru. In 2021 the Greater Christchurch system has 250 buses and one ferry, together completing around 2,000 trips each workday. There are 26 urban bus routes that carry around 1 million passengers each month. Delivery of public transport is collaborative across the four councils in Greater Christchurch. Christchurch City Council, Waimakariri District Council and Selwyn District Council lead the management of public transport infrastructure, parking assets, planning and policy within their jurisdictions, while Environment Canterbury is the primary investor in public transport operations and administers public transport service improvements.

In 2020-2021, Timaru trialled an on-demand public transport service – MyWay – which has replaced much of the former scheduled, fixed route network. It is the first service of its kind to operate in New Zealand. Passengers request a vehicle using an app, website or by phoning and specifying their start and end points. The system identifies a nearby ‘virtual’ bus stop (or an existing bus stop) for pick-up and drop-off, providing a much more flexible service than traditional fixed-route services.

Outside of Greater Christchurch and Timaru, rural public transport, in the form of community vehicle trusts, has emerged. These community-led initiatives make a vehicle available for booking and are partially supported, alongside fares, by the regional council through a local rate.

Finally, subsidised door-to-door transport services are available for people with mobility impairments through the Total Mobility scheme. The scheme is available to people in Greater Christchurch, Ashburton, Timaru and Waimate. Eligible individuals are entitled to discounts that give them 50% off transport fares with approved operators, up to a maximum of \$35 per trip.

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Public transport futures

The Greater Christchurch Partnership is considering what further investments should be made to this system through the Public Transport Futures programme. This is in response to high growth and changing travel demand in the sub-region, for which a successful, evolving public transport network has major and lasting benefits.

The Public Transport Futures programme consists of three packages: Foundations, Rest of Network, and Mass Rapid Transit (MRT). The first two packages outline the priority opportunity for improving Greater Christchurch's current public transport network. The development of these two packages was finished in late 2020; they are now in the implementation phase with Greater Christchurch councils' Long-Term Plans deciding the appropriate phasing and timing of investment.

The third package – Mass Rapid Transit – is a transformational package that lays the foundation for significant urban development and land use changes and transformation in transport accessibility. In 2021, work is underway to identify and protect the corridors and to enable policy changes that support intensification and regeneration in key areas.

The implementation of MRT is currently mode agnostic and it is anticipated that the MRT business case will determine the timing and methodology for MRT implementation.



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Rail

Canterbury’s rail network plays an important transportation role in Canterbury – especially for freight. The region has around 650km of rail network, providing links to Picton along the Main North Line, Dunedin and Invercargill along the Main South Line, and the West Coast along the Midland Line. These lines are mainly used for moving containerised freight and logs.

Tourism passenger services operate between Greymouth and Christchurch and Picton and Christchurch (operating as the TranzAlpine and Coastal Pacific, respectively). These form an important part of the tourism landscape for the South Island, helping to funnel travellers from Christchurch to other parts of the country.

Canterbury does not currently have any commuter or general passenger rail services.

Air

Air transport is critical for both tourism and the export of certain goods – particularly high-value exports such as live seafood. Air links are also critical for receiving time-sensitive imports, such as certain medications.

Christchurch International Airport is the region’s largest airport and the nation’s second largest. In normal circumstances it operates numerous national, short-haul and long-haul flights a day. The airport provides the South Island’s only direct access to long-haul destinations. Canterbury also has a second airport, Richard Pearse Airport in Timaru, which is owned by the Timaru District Council. The airport provides domestic/regional services only.



*Main North Line, South of Kaikōura.
Photo: KiwiRail*

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Sea

Lyttelton Port of Christchurch (LPC) provides handling and stevedoring services for containers and bulk cargoes.

The port anticipates cargo volumes doubling over the next two decades, after having doubled in the last decade.

2010 

2020  

2040    

The port handles a wide range of cargo for many customers, from fishing and grain to cement, cars and coal exports. In 2019, Lyttelton's import volumes grew to

\$4.75b, and there was a significant 16% increase in export volumes to \$5.63b, a lift of nearly \$800m. Container volume was up nearly 3% to 437,413 Twenty Foot Equivalent Units (TEU).

LPC operates two inland port sites in Christchurch at Woolston and Rolleston.

PrimePort (Port of Timaru) is Canterbury's second port. It handles container freight and acts as a feeder to the Port of Tauranga. The facility is jointly owned by Port of Tauranga and Port of Timaru. Bulk cargo volumes reached 1.73m tonnes in 2019, despite a 9% decrease in ship visits to 436 over the year. Log exports and fertiliser imports drove the increase in trade. PrimePort also operates an inland port in Rolleston.



Lyttelton Port, Christchurch

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Transport and land use integration

The transport system is inextricably linked with land use. Land development, or changes in how land is used, generates demand in the transport system – but development and land use changes are often reliant on adequate supply from the system. Moreover, some transport challenges, such as congestion and carbon emissions, are sometimes better solved by better land use planning, urban planning and policy settings, rather than transport infrastructure investment.

Much of the region was designed with a primary focus on private vehicle travel. Developments were placed far away from core public transport routes and designed in ways that do not encourage active modes (such as cul-de-sacs and curvilinear streets, which reduce the number of destinations that can be reached in a given amount of time walking).

The Canterbury earthquakes serve to illustrate the impact land use changes can have on transport systems. Post-earthquake, public transport patronage levels dropped significantly due to the shift of residents and businesses away from the Central City – this dispersal made it less likely that the network would be able to effectively transport a person to where they needed to go.

A key consideration for the Greater Christchurch Partnership is the development of a well-functioning urban environment that enables the integration of land use and transport planning to ensure the creation of safe, accessible and liveable urban areas. This includes the alignment of access to a range of transport modes and a joined-up network to reduce the

reliance on private vehicles, and provide associated social, environmental and economic benefits to maximise wellbeing. The Government Urban Growth Agenda and National Policy Statement on Urban Development impact how we plan in urban areas for the future.

In rural environments the interrelationship between land use and transport systems plays out differently. Changes to land use, such as a farm conversion, can have a significant impact on the use of roads – in terms of both volume and type of vehicle. A sheep and beef farm converting to dairy would likely result in an increase in trucks during the milking season, while a conversion to forestry may result in fewer trucks (until the plantation is harvested).

The location of a development also influences feasible transport modes. A major processing plant or an inland port placed near to a rail line could look to use the rail network instead of the roading network. A development placed away from a rail line is unlikely to have rail as a feasible option due to the costs that would be involved.

Policy context

This section describes the key statutes and policy documents that have informed the RLTP strategic framework, 10-year transport priorities and programme as it has been developed.

Core statutes

The **Land Transport Management Act (LTMA) 2003** is the principle statute guiding land transport planning and funding in New Zealand. The purpose of the Act is to contribute to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system. The LTMA sets out the core requirements of regional land transport plans and regional public transport plans for every region.

The **Resource Management Act (RMA) 1991** aims to promote the sustainable management of natural and physical resources and provides the statutory framework for land use planning and the development of regional policy statements, regional plans and district plans. Land use planning can have a significant influence on travel choice and transport network demand, and transport network investment can likewise shape land use patterns within a region. This may be particularly the case in Greater Christchurch due to the recently released National Policy Statement on Urban Development 2020. The Canterbury Regional Transport Committee must also take the Canterbury Regional Policy Statement into account during development of the Canterbury RLTP.

The **Local Government Act (LGA) 2002** guides local government planning and the way Councils carry out their functions. It includes provisions guiding

the development of Council long-term plans and infrastructure strategies, where the local funding share for transport network investment is identified alongside other local investment priorities. The LGA also sets out consultation principles that are relevant for development of regional land transport plans.

The **Climate Change Response Act 2002** was amended by the Climate Change Response (Zero Carbon) Amendment Bill in 2019. Key provisions include setting a target to reduce net carbon emissions to zero by 2050. The transport sector will have a key role in contributing to achieving this target and the direction set at a national level has informed the development of this RLTP.

The **Resource Management system reform programme (RM reform)** is an ambitious plan to repeal the RMA and replace it with three new pieces of legislation; a Natural and Built Environments Act (NBA), a Strategic Planning Act (SPA) and a Climate Change Adaptation Act (CAA). The objectives of the reform are to better protect and restore the environment, to be more enabling of development within natural limits, to greater recognise the principles of Te Tiriti o Waitangi, to better mitigate and adapt to climate change, and to improve the efficiency and effectiveness of New Zealand's resource management system.

The reform programme aims to have the NBA passed into law by the end of 2022 and the SPA and CAA in 2023. Implementation and transition to the new system will then be phased over several years. At this point it is unclear how the new resource management system will align and interact with the transport planning and funding processes set out in the LTMA, including the activities of this RLTP.

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Other national policy context

The **Transport Outcomes Framework** takes a strategic, long-term, and integrated approach to transport and makes clear what Government is aiming to achieve through the transport system in the long term. The five outcomes are:

-  • **Inclusive access:** enabling all people to participate in society through access to social and economic opportunities, such as work, education, and healthcare
-  • **Healthy and safe people:** protecting people from transport-related injuries and harmful pollution, and making active travel an attractive option
-  • **Environmental sustainability:** transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality, and air quality
-  • **Resilience and security:** minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events
-  • **Economic prosperity:** encouraging economic activity via local, regional, and international connections, with efficient movements of people and products.



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...the transport system also needs to be integrated with land use planning, urban development, and regional development strategies.

These outcomes are inter-related. To make a positive contribution across the five outcomes, the transport system also needs to be integrated with land use planning, urban development, and regional development strategies. The draft Canterbury RLTP has included these outcomes as the foundation of its strategic framework, to align with this enduring long-term direction.

The Land Transport Management Act (LTMA 2003) requires the Minister of Transport to issue the **Government Policy Statement on Land Transport (GPS)** every three years. The GPS sets out the Government's priorities for expenditure from the National Land Transport Fund over a 10-year period, and how funding should be allocated. Regional land transport plans must be consistent with the GPS, and Waka Kotahi must give effect to it with regards to land transport planning and funding.

The GPS 2021 outlines four strategic priorities for land transport: Safety, Better Transport Options, Improving Freight Connections, and Climate Change.

Arataki is Waka Kotahi's 10-year view of what is needed to deliver on the Government's current priorities and long-term objectives for the land transport system. Arataki outlines the context for change, the step changes in existing responses that it believes are needed, and the levers Waka Kotahi will use, in partnership with others, to shape change. It includes national, pan-regional and regional summaries.

The focus of Arataki in Canterbury is to help create a safer, more resilient transport system, that supports the movement of people and goods. In Greater Christchurch, the focus is to work with partners to ensure future growth and the land transport system are better integrated to support changing community needs and delivery of the five step changes.

Road to Zero – NZ Road Safety Strategy 2020–2030 articulates the Government's vision 'a New Zealand where no one is killed or seriously injured in road crashes', guiding principles for design of the road

network and road safety decisions, as well as targets and outcomes for 2030. It sets out the five areas of focus for the next decade: infrastructure improvements and speed management; vehicle safety; work-related road safety; road user choices; and system management.

The **New Zealand Rail Plan** outlines the Government's vision and priorities for rail. The vision for the rail network in New Zealand is to provide modern transit systems in our largest cities, and to enable increasing volumes of freight to be moved off the roads and onto rail. The investment priorities identified in the plan are: investing in the national network to support growing freight demand; investing in metropolitan rail in Auckland and Wellington; and enhancing inter-regional services. A new planning and funding framework for rail has recently been introduced to better integrate rail into the land transport system. The new framework allows rail to compete for funding from the National Land Transport Fund alongside local road and state highway activities, putting rail on a more equal footing with other land transport modes.

The Road Efficiency Group partnership is evolving the current national classification system for roads (ONRC) to the **One Network Framework (ONF)**. It will introduce the importance of adjacent land use and place functions in defining how the network should look and feel at any location. ONF provides an opportunity for more integrated delivery of regional outcomes. This is achieved through the incorporation of end-to-end business processes to support transport planning through to the delivery of agreed outcomes.

The Setting of Speed Limits Rule

Waka Kotahi has proposed a new speed management planning framework to decide speed limits on roads within each region. Regional Speed Management Plans will be coordinated and consulted on at a regional level once every three years. Road controlling authorities will no longer be required to make a bylaw or gazette to set a speed. Regional transport committees will have new roles and responsibilities in this process.

Local and regional policy context

The **Canterbury Regional Policy Statement (CRPS)** provides an overview of the resource management issues in the Canterbury region, and the objectives, policies and methods to achieve integrated management of natural and physical resources. These methods include directions for provisions in district and regional plans. The policy statement became operative on 15 January 2013. The CRPS gives direction to and is implemented through Council District Plans and Environment Canterbury's Regional Plan.

Our Space 2018-2048 is the document that outlines land use and development proposals to ensure there is sufficient development capacity for housing and business growth across Greater Christchurch to 2048. It was developed by the Greater Christchurch Partnership, which has worked collaboratively for more than a decade on planning and managing urban growth and development across Greater Christchurch (Christchurch City, Waimakariri District and Selwyn District). This Partnership brings together the leadership roles of local government, Te Rūnanga o Ngāi Tahu, the district health board, and Government agencies, and is guided by the vision, principles and strategic goals outlined in the Urban Development Strategy (UDS).

A key challenge within Our Space that directly impacts the RLTP centres on how urban areas grow, through redevelopment and new greenfield subdivisions, without increasing the traffic congestion that would occur if current travel patterns do not evolve as well.

The **Canterbury Regional Public Transport Plan 2018-28** sets out the public transport system that Environment Canterbury, in partnership with local councils in Greater Christchurch and Timaru, proposes to fund and operate.

Top priorities, over the next 10 years, are:



- **Improving our environment:** Increase the number of people using public transport and reduce the carbon footprint of public transport by shifting to zero emission vehicles



- **Growing patronage:** Greater priority on high-demand routes and a high-quality travel experience. As the population grows, rapid transit may be added to improve travel times along key corridors to and from the city



- **Accessibility:** Provide more frequent public transport services so that more people can get to workplaces, shopping, education and recreation within 30 minutes



- **Innovation:** Trial and introduce new transport and technology initiatives with lower environmental impacts, greater safety, and lower costs



- **Affordability:** Expand the network at a rate the community can afford, with cost effective new services and infrastructure that is financially sustainable for ratepayers.

Long-Term Plans are developed by Environment Canterbury and local Councils every three years, with a 10-year outlook. They are a key planning tool for a Council, describing the activities and the community outcomes it aims to achieve, which transport systems need to support.

Long-Term Plans also identify transport activities that will feed into the RLTP for funding from the NLTF.

The **Canterbury Mayoral Forum’s Plan for Canterbury** contributes to the Government’s wellbeing aspirations for New Zealand. The vision of the Mayoral Forum for Canterbury is sustainable development with shared prosperity, resilient communities and proud identity. Priorities and objectives relevant to the RLTP include shared economic prosperity, fewer trucks on roads (optimising transport of long-distance freight by rail and coastal shipping), and climate change mitigation and adaptation.

The Canterbury Mayoral Forum Plan for Canterbury (2020-2022) has consistently advocated for a multi-modal transport network that increases the region’s resilience to natural disasters and ensures the efficient movement of freight within Canterbury and our national and international markets.

Greater Christchurch 2050 will describe the kind of place the sub-region should be for future generations, and the actions that are needed over the next 30 years to make it happen. It is being undertaken by the Greater Christchurch Partnership. Decisions made through Greater Christchurch 2050 will help inform the development of long-term work programmes and budgets for partners in the Greater Christchurch Partnership and will ensure the community and economy are best placed to recover from the impacts of COVID-19. This work will also help reposition the urban area for a more prosperous, inclusive, sustainable and resilient future.

The **Greater Christchurch Mode Shift Plan** is the first document to describe the sub-region’s integrated and cohesive approach to delivering mode shift. It responds to a request from the Government for all high-growth urban areas to produce regional mode shift plans.

Mode shift entails encouraging people using single occupancy vehicles (one person per vehicle) to use other forms of travel such as active and public transport, or rideshare, to establish a foundation for future transport technologies. Travel demand management encompasses mode shift but also considers a wider range of behavioural change, including the time that people travel (peak/off peak), route choice, and ways to reduce the need to travel in the first instance.

The Mode Shift Plan provides a baseline of information that Greater Christchurch currently holds. It recognises that there is more work to do and the Partnership has aspirations to move Greater Christchurch to respond positively to meeting the challenges of climate change and moving towards a net zero carbon economy. This Plan represents a firm first step for transport and can be fed into the wider strategic planning of Greater Christchurch 2050 to form a more holistic plan for the future.

The Plan will be valuable when communicating with the Government and wider stakeholders, and is designed to underpin and inform future planning and investment decisions. Waka Kotahi will recognise the Plan as if it were a strategic case for any subsequent business cases or funding.

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Strategic framework

The Land Transport Management Act 2003 seeks an effective, efficient, and safe land transport system.

Ministry of Transport's Outcomes Framework

The purpose of the transport system is to improve people's wellbeing, and the liveability of places

Inclusive access

Healthy and safe people

Environmental sustainability

Resilience and security

Economic prosperity

Regional Land Transport Plan – 30-year vision

Provide all transport users with sustainable options that move people and freight around and through our region in a safe and efficient way that enables us to be responsive to future challenges.

Strategic objectives we will deliver our vision with



Improved advocacy

Improved national advocacy for regional transport needs



Better freight transport options



Reduced harm

Fewer deaths and serious injuries on our roads



Mode shift

Sustainable transport choices (mode shift) with reduced negative environmental and health impacts



Shared Prosperity

A network that facilitates shared prosperity across our region (economic, social, environmental and cultural)



Reliable and consistent journeys

A transport network with options that facilitate reliable and consistent journey times



Resilience

A resilient transport network that can better cope with unknown stresses, natural disasters and climate change impacts

Headline targets



Number of deaths and serious injuries on Canterbury's roads:

40% reduction in deaths and serious injuries on Canterbury roads



Greenhouse gas emissions from land transport in Canterbury:

30% reduction in greenhouse gas emissions from land transport in Canterbury



Tonnage of freight moved by rail in Canterbury:

100% increase in tonnage of freight moved by rail in Canterbury

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Ten-year transport priorities

This section sets out the most urgent and significant problems that require focus over the next 10 years if we are to make progress towards this vision.

The key problems we need to address within the next 10 years are:

- Unforgiving network provision, deficiencies in design and vehicle quality, and poor decision making by transport users, are leading to deaths and serious injuries on our transport network
- Land use change, and increased freight and tourism demand, can result in inefficiency and reduce the condition and suitability of infrastructure
- Planning and investment do not always support sustainable transport choices, resulting in high greenhouse gas emissions and adverse health impacts
- Lack of resilience of the network to unknown stresses, severe events and climate change are resulting in community severance and infrastructure being damaged or destroyed.

The main benefits of addressing these problems are:

- A safer transport network and system
- The transport network is fit-for-purpose for different user needs
- Better access to sustainable transport mode options
- Improved network reliability and adaptability to deal with unknown stresses, severe events and climate change.

In response to these problems and investment benefits, Canterbury's 10-year transport investment priorities are:

- Safer systems implemented (Road to Zero)
- Manage demand sustainably
- Invest in a sustainable transport network that is integrated with land use
- Manage risk of exposure to extreme events.

Sitting across these problems, benefits and investment priorities is the COVID-19 pandemic. As noted earlier, it is a worldwide health crisis that will result in substantial economic and social changes. The pandemic and the response to it may change the way and extent to which people use the transport network, making it more difficult than usual to plan and justify investment.



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Priority: Safer systems implemented (Road to Zero)

PRIMARY PROBLEM	PRIMARY BENEFIT
<p>Unforgiving network provision, deficiencies in design and vehicle quality, and poor decision making by transport users, are leading to deaths and serious injuries on our transport network.</p>	<p>Safer transport network and system.</p>
THE CASE FOR INVESTMENT	SUMMARY OF EVIDENCE
<p>Deaths and serious injuries on our roads cause devastation for whānau, friends, communities, workplaces, and the region. Investment in safer network infrastructure will protect peoples’ safety and help prevent mistakes turning into tragedies. Investment in safety improvements to reduce risk is essential.</p> <p>Expected increases in population, freight volumes and tourism will increase the number of trips on Canterbury’s networks. This will continue the increasing trend in the number of deaths and serious injuries in Canterbury unless a step change is made.</p>	<p>Canterbury has a poor record for deaths and serious injuries, with the third highest number out of all NZ regions in 2017/18 (388 deaths and serious injuries).</p> <p>In 2019 52 people died on Canterbury’s roads, continuing a general trend of increasing deaths and serious injuries on our roads.</p> <p>Arataki identifies significantly reducing harms as a priority for Canterbury, particularly in the Christchurch urban area and surrounding townships, State Highway 1 between Christchurch and Timaru, and high-risk rural roads. Road safety issues in Canterbury include:</p> <ul style="list-style-type: none"> • Crashes at intersections and involving vulnerable users (such as cyclists) • Inappropriate speeds on urban and rural roads • Driver behaviour, especially not using seatbelts.
LONG-TERM RESULTS/MEASURES	OTHER PRIORITY IMPLEMENTATION AREAS
<ul style="list-style-type: none"> • 40% reduction in the number of deaths and serious injuries by 2031 • Decrease in annual injuries per million kilometres travelled • Decrease in annual crashes involving trucks. 	<ul style="list-style-type: none"> • Prioritise the safety of vulnerable transport users, in particular cyclists and pedestrians • Provide a safe transport network by prioritising maintenance and renewals.

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Priority: Manage demand sustainably

PRIMARY PROBLEM

Land use change, and increased freight and tourism demand, can result in inefficiency and reduce the condition and suitability of infrastructure.

PRIMARY BENEFIT

The transport network is fit-for-purpose for different user needs.

THE CASE FOR INVESTMENT

Land use, working and commuting patterns, and (longer-term) tourism numbers will continue to change over the next 10 years. This will, in turn, change how the land transport network is used and what is required from it.

These changes in land use, populations, freight movement, and tourism will require a change in the transport network. If suitable investments are not made the network will cease to be fit-for-purpose. This can lead to a range of problems, including inefficient journeys, increased maintenance costs, safety issues, a lack of resilience to shocks, and a lack of sustainable transport options.

All network users stand to benefit from a system that responds to changes in how it is being used.

SUMMARY OF EVIDENCE

Evidence of increased demand and changing use of Canterbury's network includes:

- A 12% increase in December quarter guest nights in Canterbury visitor accommodation in the 10 years between 2010 and 2019
- A 15% increase in heavy vehicle kilometres travelled over Canterbury's State Highways between 2007/08 and 2016/17
- An increase in overall vehicle kilometres travelled by 17% (local roads) and 20% (state highways) between 2007/08 and 2016/17. In some districts this increase was much higher – by 233% in Kaikōura, 78% in Waimakariri and 45% in Selwyn
- The population in Canterbury, and some areas in particular, has grown much faster than the national average. Between 2013 and 2018, Selwyn's population grew by 33%, Waimakariri's by 16% and Mackenzie's by 9%.

The impact of these increases is evident in maintenance spending on the network, which has almost doubled over the last 10 years.

These changes in network use are expected to continue – as noted in the growth section above, population and freight volumes are expected to continue to increase.

LONG-TERM RESULTS/MEASURES

Increase in the annual proportion of vehicle kilometres that occur on 'smooth' sealed roads.

OTHER PRIORITY IMPLEMENTATION AREAS

- Ensure there is regional alignment across transport priorities
- Ensure future transport investment supports intergenerational prosperity.

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Priority:

Invest in a sustainable transport network that is integrated with land use

PRIMARY PROBLEM	PRIMARY BENEFIT
<p>Planning and investment do not always support sustainable transport choices, resulting in high greenhouse gas emissions and adverse health impacts.</p>	<p>Better access to sustainable transport mode options.</p>
THE CASE FOR INVESTMENT	SUMMARY OF EVIDENCE
<p>Congestion is not as much of an issue in Canterbury as it is in some other regions, but it will become an increasing issue over time due to the forecast growth in the region – particularly in the Greater Christchurch area. Moreover, mode shift is a powerful lever to bring about a range of other priorities for the region, including reduced greenhouse gas emissions and improved safety.</p>	<p>The transport sector has the fastest growing level of greenhouse gas emissions in New Zealand. Canterbury is currently responsible for 14% of New Zealand’s vehicle emissions – higher than our share of the national population (12.8%) reflecting our high use of private vehicles. Emissions from transport will need to begin falling for New Zealand to meet its 2030 and 2050 targets.</p>
<p>Without significant infrastructure investment and effective transport choices, there will be more congestion, longer journey times and an increase in vehicle emissions. This will be particularly evident in the Greater Christchurch area and other more densely populated urban areas within the region, such as Timaru and Ashburton. If not addressed through transport choice and infrastructure, these negatives will impact regional productivity.</p>	<p>Public transport usage in Christchurch is still below its pre-earthquake level. The 2018 Census showed that 4.2% of people commuted by bus, which lags behind usage in other large urban centres such as Wellington and Auckland. Moreover, Christchurch has a high prevalence of driving to work or study.</p>
<p>Without changes in travel behaviour, Vehicle Kilometres Travelled in the Greater Christchurch area are expected to increase by 11% over the next 10 years, and 19% over the next 20 years, reflecting the projected population growth in the area over that period.</p>	
LONG-TERM RESULTS/MEASURES	OTHER PRIORITY IMPLEMENTATION AREAS
<ul style="list-style-type: none"> • Reduction in greenhouse gas emissions from transport • Increase in public transport boardings. 	<ul style="list-style-type: none"> • Improve uptake of active and public transport • Utilisation of demand management tools to support optimal use of the network.

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Priority:

Manage risk of exposure to extreme events

PRIMARY PROBLEM

Lack of resilience of the network to unknown stresses, severe events and climate change are resulting in community severance and infrastructure being damaged or destroyed.

PRIMARY BENEFIT

Improved network reliability and adaptability.

THE CASE FOR INVESTMENT

Canterbury is New Zealand’s largest region by area and its roading network traverses a wide range of environments – and hazards. The region is susceptible to earthquakes and is highly reliant on bridges for river crossings – across Canterbury there are over 1,900 bridges.

Climate change is expected to increase the vulnerability of the network.

Disruption in the network affects the efficiency and reliability of freight movements, which reduces productivity and potential output. Longer disruptions can also greatly reduce visitor flows which can have significant impacts on local economies, especially those reliant on tourism.

Disruptions in the network also has impacts beyond the economic. Transport networks are critical for connecting communities and people to each other and places they value. They also provide critical access during emergency events allowing responders to perform more effectively.

Breaks in the network can have substantial impacts on social and cultural wellbeing. Investing in robust secondary pathways is critical to ensure there is redundancy in the network when adverse events disrupt primary routes – especially since such events will become more common due to climate change.

SUMMARY OF EVIDENCE

Canterbury’s transport system is vulnerable to a range of risks. The Waka Kotahi National Resilience Programme Business Case identified Canterbury as being exposed to ‘extreme’ and ‘major’ risks of rockfall, erosion, wildfire, flooding, landslips, earthquakes and ice/snow. Canterbury had the highest number of ‘extreme’ or ‘major’ risks across New Zealand (together with the Top of the South and Otago).

Climate change will increase many of these risks in the long term. Climate change is expected to result in increased frequency and severity of flooding and storm surges, storms and wildfires. Sea level rise will impact Canterbury’s coastal corridors, such as State Highway 1 and the Main North railway line.

In the 2018/19 year, there were 87 incidents on Canterbury’s State Highway network, which resulted in disruptions on the network lasting 540 hours.

LONG-TERM RESULTS/MEASURES

- Reduction in number and duration of incidents on the Canterbury State Highway network.

OTHER PRIORITY IMPLEMENTATION AREAS

- Improve understanding of network vulnerabilities arising from climate change and natural hazards.



Kaikōura Township, North Canterbury

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Fit with strategic context

The table below outlines how each investment priority aligns with the outcomes in the Ministry of Transport Outcomes Framework, the priorities identified in the Government Policy Statement on Land Transport, and the strategic objectives of this Regional Land Transport Plan. Collectively, the priorities align with all the outcomes, priorities and objectives in these documents.

INVESTMENT PRIORITY	MOT OUTCOMES						GPS PRIORITIES			RLTP OBJECTIVES						
	Inclusive access	Healthy and safe people	Environmental sustainability	Resilience and security	Economic prosperity	Safety	Better transport options	Improving freight connections	Climate change	Shared prosperity	Better freight options	Reduced harm	Resilience	Reliable and consistent journeys	Mode shift	Improved advocacy*
Safer systems implemented (Road to Zero)		✓			✓	✓				✓		✓		✓		
Manage demand sustainably		✓		✓	✓	✓	✓	✓		✓	✓	✓	✓	✓		
Invest in a sustainable transport network that is integrated with land use	✓	✓	✓			✓	✓	✓	✓	✓		✓	✓	✓	✓	
Manage risk of exposure to extreme events		✓		✓	✓	✓		✓	✓		✓	✓	✓	✓		

*Improved advocacy is not achieved through investment in transport infrastructure, but rather is a key objective to unlock further investments.

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Policies

Achieving the strategic objectives identified in this Regional Land Transport Plan will require more than just investment in transport activities. The policies below will also be taken into account by the Regional Transport Committee and approved organisations when making transport decisions to help achieve the objectives.

OBJECTIVE	POLICIES
Shared Prosperity (environmental, social, economic and cultural)	<ul style="list-style-type: none"> • Ensure future transport investment supports intergenerational prosperity • Improve uptake of active and public transport to support improved public health • Transition to a low carbon transport system by moving people and goods efficiently
Better Freight Options	<ul style="list-style-type: none"> • Collaborate and coordinate planning to prioritise investment to optimise freight mode shift • Support investment to provide a resilient freight network
Reduced Harm	<ul style="list-style-type: none"> • Prioritise investment to align with the Road to Zero strategy • Prioritise the safety of vulnerable transport users, in particular cyclists and pedestrians • Provide a safe transport network by prioritising maintenance and renewals
Improved advocacy	<ul style="list-style-type: none"> • Advocate for Government funding and changes in legislation for our Regional Transport Programme • Ensure there is regional alignment across our transport priorities
Reliable and consistent journeys	<ul style="list-style-type: none"> • Reduce congestion through mode shift from single occupant vehicles to shared and sustainable modes • Greater use of demand management tools to support optimal use of the network
Mode Shift	<ul style="list-style-type: none"> • Improve the attractiveness of sustainable transport options through integrating land use and transport planning and investment • Improve access to sustainable transport modes • Deliver travel demand management to encourage sustainable transport choices and optimise the network
Resilience	<ul style="list-style-type: none"> • Improve understanding of network vulnerabilities arising from climate change and natural hazards • Ensure critical assets and corridors are resilient to disruptions so that lifelines can be maintained • Invest in alternative routes to build network resilience



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New Regent Street, Christchurch

Programme and funding

This section outlines the regional programme of activities (land transport activities being proposed for funding by Road Controlling Authorities) that align with the strategic framework and 10-year transport priorities of the Regional Land Transport Plan (RLTP).

The regional programme has been developed by the contributing organisations using a range of tools and feedback. This includes consideration of the aspirations of Māori, involvement of the Police and road safety groups, collaboration with interested organisations, and public consultation where required. The level of investment is indicative as it is contingent on Waka Kotahi funding approvals and Councils' long-term and annual planning processes. Details of specific projects can be obtained from the organisation responsible, for example in Transport Plans or Long-Term Plans.

The programme is divided into two categories of activities in accordance with a policy adopted by the Regional Transport Committee:

1. Business as usual activities

These activities were given the highest possible priority as they relate to the stewardship of the region's land transport network. They were automatically included in order to sustain Canterbury's existing, geographically-extensive network – for example, local road maintenance. These activities are outlined in Table 01 (page 41), Table 02 (page 44) and Table 03 (page 47) and include:

- Maintenance, operations and renewal programmes
- Public transport programmes (existing services)
- Low cost/low risk programmes
- Road safety promotion programmes

- Investment management activities, including transport planning and modelling
- Business Cases that are not part of a package.

2. Regionally significant activities

These activities are network improvements. The Committee set 'regional significance' criteria:

- Projects requiring investment of greater than \$2 million
- Projects planned within three years

Those projects were then ranked under the agreed strategic framework. Activities of this nature generate significant benefit to the network and are part of shaping the future of how and where we live – for example, the road network needs to develop to accommodate population growth within Greater Christchurch. These activities are outlined in Table 04 (page 49).

The rankings draw a line of sight between the investment priorities and activities. Investment priorities identified by the Committee were weighted based on their contribution towards the strategic framework:

- Safe systems implemented (35%)
- Manage demand sustainably (15%)
- Invest in a sustainable transport network that is integrated with land use (35%)
- Manage risk of exposure to extreme events (15%)

There were several steps in the ranking approach for regionally significant activities:

- Activities were identified as regionally significant based on the definition approved by the Committee
- Regionally significant activities were assigned against the investment priority they contribute towards

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- Activities were rated for the relative contribution they make towards the investment priority, against other activities, creating a raw score. The raw score was multiplied by the weighting of the investment priority to generate a final score
- The final score was used to generate a preliminary ranking of all regionally significant activities
- The preliminary rankings were reviewed by the Committee to determine if the preliminary ranking was reflective of their collective view of the intent of the investment priorities and the definition of regionally significant. By agreement the committee could move activities up or down. The approved order then became the overall ranking for the purposes of this Plan.

The regional ranking process is separate from Waka Kotahi's funding prioritisation.

Impact of COVID-19 on programmes and funding

The Government has undertaken a wide programme of response and recovery measures, including promoting economic stimulus. As part of this, specific transport projects have been funded through the New Zealand Upgrade Programme and a selection of 'shovel-ready projects' collated by the Infrastructure Reference Group. Initiatives undertaken under the Government Policy Statement on Land Transport (GPS) also provide an opportunity for economic growth.

The transport system was affected in a number of ways, including in a reduction in the levels of revenue collected from Fuel Excise Duties and Road User Charges as a result of lower vehicle use. This has put pressure on the National Land Transport Fund. The Government addressed the financial impacts on the National Land Transport Fund through a grant to Waka Kotahi and the opportunity for further borrowing to meet any revenue gap.

Councils also face pressure on current budgets and their future ability to strike rates. Councils may vary in how they choose to prioritise their local share of transport investment. The pandemic has shown that transport is a key service, even in times of lockdown.

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Business as usual activities

This section outlines the activities for inclusion in the Plan that are classed as ‘business as usual’ activities per the approach agreed by the Regional Transport Committee. The types of activities include:

- Maintaining the road to Aoraki/Mount Cook on Department of Conservation land
- Funding for Community Vehicle Trusts to purchase new vehicles
- Local councils work to keep neighbourhood roads maintained
- Waka Kotahi work to make State Highways safer and reduce the road toll
- Collaborative business cases that plan for future regionally significant activities.

The majority of these activities, such as maintenance and existing public transport, contribute to the objective of reliable and consistent journeys. Road to Zero activities contribute to the objective of reducing harm. Low cost low risk improvements contribute to a range of objectives and policies.

The activities represent a significant investment by The Government and Councils to ensure the level of service provided by our transport network does not reduce over time. They are presented in three tables, relating to the nature of funding required:

- Work that will require National Land Transport Fund investment to proceed
- Work that already has National Land Transport Funding approval
- Work funded by other sources.

Without the additional funding from sources other than the National Land Transport Fund many projects in our region would not be progressing.

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Table 01: Business as usual activities requiring National Land Transport Fund investment to proceed

ACTIVITY CLASS	NAME	COST	PERIOD START	PERIOD END
Ashburton District Council				
Local Road Maintenance	Maintenance, Operations and Renewals Programme 2021-24	\$40,519,776	2021/22	2023/24
Road to Zero	Road Safety Promotion 2021-24	\$515,000	2021/22	2023/24
Various	Low cost / low risk improvements 2021-24	\$9,380,365	2021/22	2023/24
Christchurch City Council				
Investment Management	Business Case activities	\$900,000	2021/22	2023/24
Local Road Improvements	Local Road Improvement Activities 2021-24	\$12,668,733	2021/22	2023/24
Local Road Maintenance	Maintenance, Operations and Renewals Programme 2021-24	\$225,811,360	2021/22	2023/24
Public Transport Infrastructure	Bus interchange upgrades	\$625,000	2021/22	2023/24
Road to Zero	Road Safety Promotion 2021-24	\$5,365,358	2021/22	2023/24
Various	Low cost / low risk improvements 2021-24	\$42,844,303	2021/22	2023/24
Department of Conservation				
Local Road Improvements	Low cost / low risk improvements 2021-24	\$100,000	2021/22	2023/24
Local Road Maintenance	Maintenance, Operations and Renewals Programme 2021-24	\$2,710,083	2021/22	2023/24
Environment Canterbury				
Investment Management	Project Next (national ticketing system)	\$4,080,000	2021/22	2023/24
Investment Management	RLTP Development and RTC Work Programme	\$3,035,085	2021/22	2023/24
Public Transport Services	Public Transport Services Continuous Programme	\$215,025,132	2021/22	2023/24
Public Transport Services	Low cost / low risk improvements 2021-24	\$4,447,766	2021/22	2023/24
Public Transport Infrastructure	Public Transport Services Continuous Programme	\$15,569,563	2021/22	2023/24
Hurunui District Council				
Road to Zero	Road Safety Promotion 2021-24	\$225,000	2021/22	2023/24
Various	Low cost / low risk improvements 2021-24	\$2,780,000	2021/22	2023/24
Various	Maintenance, Operations and Renewals Programme 2021-24	\$33,148,550	2021/22	2023/24
Kaikoura District Council				
Local Road Maintenance	Maintenance, Operations and Renewals Programme 2021-24	\$3,624,750	2021/22	2023/24

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ACTIVITY CLASS	NAME	COST	PERIOD START	PERIOD END
Road to Zero	Road Safety Promotion 2021-24	\$330,000	2021/22	2023/24
Various	Low cost / low risk improvements 2021-24	\$3,924,000	2021/22	2023/24
Mackenzie District Council				
Local Road Improvements	Local Road Improvement Activities 2021-24	\$612,000	2021/22	2023/24
Local Road Maintenance	Maintenance, Operations and Renewals Programme 2021-24	\$14,699,250	2021/22	2023/24
Various	Low cost / low risk improvements 2021-24	\$5,333,675	2021/22	2023/24
Selwyn District Council				
Investment Management	Business Case activities	\$3,195,000	2021/22	2023/24
Local Road Maintenance	Maintenance, Operations and Renewals Programme 2021-24	\$46,670,360	2021/22	2023/24
Road to Zero	Road Safety Promotion 2021-24	\$980,000	2021/22	2023/24
Various	Low cost / low risk improvements 2021-24	\$10,351,900	2021/22	2023/24
Timaru District Council				
Local Road Maintenance	Maintenance, Operations and Renewals Programme 2021-24	\$64,535,000	2021/22	2023/24
Road to Zero	Road Safety Promotion 2021-24	\$1,740,000	2021/22	2023/24
Various	Low cost / low risk improvements 2021-24	\$20,070,000	2021/22	2023/24
Waimakariri District Council				
Local Road Maintenance	Maintenance, Operations and Renewals Programme 2021-24	\$37,394,155	2021/22	2023/24
Road to Zero	Road Safety Promotion 2021-24	\$615,110	2021/22	2023/24
Various	Low cost / low risk improvements 2021-24	\$26,107,890	2021/22	2023/24
Waimate District Council				
Local Road Improvements	Low cost / low risk improvements 2021-24	\$1,035,000	2021/22	2023/24
Local Road Maintenance	Maintenance, Operations and Renewals Programme 2021-24	\$16,335,508	2021/22	2023/24
Waka Kotahi				
Investment Management	PT Futures Mass Rapid Transit	\$2,500,000	2021/22	2023/24
Road to Zero	Road to Zero Activities 2021-24	\$6,948,137	2021/22	2023/24
State Highway Improvements	State Highway Improvement Activities 2021-24	\$11,080,000	2021/22	2023/24
State Highway Maintenance	Maintenance, Operations and Renewals Programme 2021-24	\$223,908,834	2021/22	2023/24
Various	Low cost / low risk improvements 2021-24	\$20,661,601	2021/22	2023/24
Total				\$1,142,403,244

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Committed National Land Transport Fund activities

Committed activities are defined as currently committed phases for activities that are expected to continue into 2021. A committed activity is one where there is an approved phase that has received funding approval and is either being implemented or will allow a contract to be let to complete the phase of work. For example:

Reducing greenhouse gases through cycleways

Increasing the number of people choosing to cycle is key to addressing climate change, creating healthier communities, and reducing congestion. Major cycle routes in Christchurch were developed in response to a community desire for more travel choice and safer cycling options identified through the ‘Share an Idea’

campaign carried out in 2011. The major cycle routes and other cycleways are designed to encourage people to travel this way because they can see it’s a safe, convenient option to get where they want to go. As well as funding from the NLTF, funding also comes from the \$220 million cycleway package, out of the COVID Response and Recovery Fund, and from the Christchurch City Council.

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Table 02: Business as usual activities that have received National Land Transport Fund approval

ACTIVITY CLASS	NAME	COST	PERIOD START	PERIOD END
Waka Kotahi				
State Highway Improvements	Weigh Right Glasnevin	\$9,091,550	2021/22	2021/22
State Highway Improvements	Weigh Right Rakaia	\$3,596,224	2021/22	2022/23
Christchurch City Council				
Local road improvements	AAC Hereford Street (Manchester-Cambridge)	\$50*	2021/22	2021/22
Walking and Cycling	AAC High Street (Cashel to Tuam)	\$3,475,224	2021/22	2021/22
Public transport	Cluster 6: Core PT Route/Facilities: SW Lincoln Road Phase 1	\$50*	2021/22	2021/22
Local road improvements	Corridor 2 - Inters Improvement: Lower Styx/Marshland	\$1,402,000	2021/22	2021/22
Local road improvements	Dyers Pass Route Standard Safety Intervention (SIS)	\$50*	2021/22	2021/22
Local road improvements	Intersection Improvement: Cashmere/Hoon Hay/Worsley	\$6,000	2021/22	2021/22
Walking and Cycling	Major Cycleway: Heathcote Expressway (Heathcote Rail-City) UCF Section 2	\$2,000,000	2021/22	2021/22
Walking and Cycling	Major Cycleway: Little River Link (Little River Route) UCF	\$50*	2021/22	2021/22
Walking and Cycling	Major Cycleway: Nor'West Arc Section 1c	\$1,000,000	2021/22	2021/22
Walking and Cycling	Major Cycleway: Nor'West Arc Section 2	\$50*	2021/22	2021/22
Walking and Cycling	Major Cycleway: Nthn Line (Nthn Rail Rte to Rcton) UCF T Section 1a	\$50*	2021/22	2021/22
Walking and Cycling	Major Cycleway: Nthn Line (Nthn Rail Rte to Rcton) UCF T Section 2	\$50*	2021/22	2021/22
Walking and Cycling	Major Cycleway: Nthn Line (Nthn Rail Rte to Rcton) UCF T Section 3	\$50*	2021/22	2021/22
Walking and Cycling	Major Cycleway: Rapanui - Shag Rock (Sumner to City) UCF Section 3	\$50*	2021/22	2021/22
Walking and Cycling	Major Cycleway: South Express (Hornby Rail-Templeton to City) - Hagley to Riccarton	\$502,260	2021/22	2021/22
Walking and Cycling	Major Cycleway: South Express (Hornby Rail-Templeton to City) - Riccarton to Craven	\$258,740	2021/22	2021/22
Walking and Cycling	Northern Arterial Extension and Cranford Street Upgrade - CCC Design Fees	\$50,000	2021/22	2021/22
Local road improvements	Northern Arterial Extension and Cranford Street Upgrade - DEMP Cycle Way Links	\$50*	2021/22	2021/22
Total			\$21,382,498	

*These projects are already underway and the nominal amounts are to ensure funding from previous financial years is carried over and physical works completed.



Christchurch bus routes carry over 10 million passengers per year

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Committed non-National Land Transport Fund activities

Significant transport funding has been provided through a range of initiatives such as the Provincial Growth Fund, COVID Response and Recovery Fund, and the New Zealand Upgrade Programme (NZUP). Some activities still need funding from the National Land Transport Fund and are included above. Other activities do not require funding from the NLTF to proceed. For example:

Improving safety for residents in Rolleston

In Rolleston, \$60 million from the NZUP will be spent to provide safer and better access from the residential area across SH1 and the Main South Line railway to the industrial zone. A new two-lane overbridge will be built to connect the two areas and provide improved walking and cycling facilities. It will cross SH1 from Rolleston Drive to Hoskyns Road. Four intersections along SH1 between Burnham and Rolleston will also be upgraded, with a range of safety improvements to reduce deaths and serious injuries and better manage the forecast future growth in traffic volumes along this section of the highway.

Reducing congestion along Brougham Street

In Christchurch City, \$40 million from NZUP will be spent on SH 76 (Brougham Street) to improve safety, provide better travel choice, and support a more reliable freight route through to Lyttelton Port. The work includes creating prioritised north-south public transport routes, safer dedicated walking and cycling access across the busy

highway, and ensuring there is better east-west traffic flow and capacity to keep freight moving. Residents will be provided with a more reliable bus service and safer shared paths, making it easier to leave their cars at home. It will help reduce central city traffic congestion and alleviate pressure on a busy highway which is a main freight route.

Safe enjoyment of the Mackenzie Basin

An increasing number of self-driving tourists in the Mackenzie Basin has meant we need safer places for people to pull over. Creating safe areas to pull over to rest and to appreciate the Mackenzie Basin's world-renowned alpine and lake vistas will improve the visitors' experience and benefit the regional economy. This initiative will cover many safety and access improvements including:

- Upgrading and increasing capacity at existing rest areas, and creating new rest areas at scenic locations
- Better signage, directional arrows and tourism information
- Edge protection, intersection improvements, road widening and passing locations.

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Table 03: Business as usual activities that do not require National Land Transport Funding approval

FUNDING SOURCE	NAME	COST	PERIOD START	PERIOD END
Waka Kotahi				
NZUP	Rolleston Inter-connection improvement	\$60,000,000	2022/23	2025/26
NZUP	Rural intersection safety improvements	\$34,000,000	2021/22	2023/24
NZUP	SH75 Halswell Road Improvements	\$25,000,000	2021/22	2023/24
NZUP	SH76 Brougham Street corridor improvements	\$40,000,000	2022/23	2024/25
NZUP	SH8 SH79 SH80 Mackenzie Basin improvements	\$5,000,000	2021/22	2021/22
Total		\$164,000,000		

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Regionally significant activities

This section outlines the activities classed as ‘regionally significant’ activities per the approach agreed by the Regional Transport Committee. The types of activities that are covered here include:

- Significant changes to the transport network that enable the region to adapt to a fast-growing population in Greater Christchurch
- Changes to urban transport demand which enable Christchurch to become a more accessible city for all, significantly impacting how people live
- Significant changes to make busy roads and state highways safer, reducing the road toll for the region
- Changes to the transport network that enable the region to gain significant benefit from the development of the Canterbury Multi-Use Arena.

The regionally significant activities below represent intentional investment by The Government and Councils to ensure the transport network is part of shaping the future of how and where we live. These activities will require funding from the National Land Transport Fund in order to progress.



Ashburton River/Hakateru

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Table 04: Ranked Regionally Significant Local Road Activities

OVERALL RANK	REGIONAL INVESTMENT PRIORITY	NAME	ORGANISATION	COST	PERIOD START	PERIOD END
1	Manage risk of exposure to extreme events	Pages Road Bridge Renewal (OARC)	Christchurch City Council	\$19,553,873	2021/22	2024/25
2	Safe systems implemented	Pound and Ryans Intersection Improvement	Christchurch City Council	\$5,000,000	2021/22	2023/24
2	Safe systems implemented	Pound and Ryans Corridor Improvements	Christchurch City Council	\$7,000,000	2022/23	2029/30
2	Safe systems implemented	Shands and Hamptons Rural Roundabout	Selwyn District Council	\$5,000,000	2021/22	2030/31
2	Safe systems implemented	Shands and Trents Rural Roundabout	Selwyn District Council	\$4,500,000	2023/24	2023/24
6	Safe systems implemented	Evans Pass Road and Reserve Terrace Remedial Works	Christchurch City Council	\$15,350,000	2021/22	2027/28
7	Invest in a sustainable transport network that is integrated with land use	Major Cycleway - Otakaro-Avon Route (Section 1) Fitzgerald to Swanns Road Bridge (OARC)	Christchurch City Council	\$7,199,701	2021/22	2025/26
7	Invest in a sustainable transport network that is integrated with land use	Major Cycleway - Wheels to Wings Route (Section 1) Harewood to Greers	Christchurch City Council	\$5,582,762	2024/25	2026/27
9	Invest in a sustainable transport network that is integrated with land use	Bus lane priority programme	Christchurch City Council	\$47,199,257	2023/24	2030/31
9	Invest in a sustainable transport network that is integrated with land use	Core Public Transport Corridor & Facilities - South (Colombo St)	Christchurch City Council	\$2,628,605	2023/24	2026/27
9	Invest in a sustainable transport network that is integrated with land use	Greers, Northcote & Sawyers Arms Intersection Improvement	Christchurch City Council	\$5,000,000	2022/23	2025/26
9	Invest in a sustainable transport network that is integrated with land use	Lincoln Road Passenger Transport Improvements (between Curletts & Wrights)	Christchurch City Council	\$9,866,575	2021/22	2024/25
13	Invest in a sustainable transport network that is integrated with land use	Canterbury Multi-Use Arena Support Package	Christchurch City Council	\$4,999,735	2023/24	2024/25

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OVERALL RANK	REGIONAL INVESTMENT PRIORITY	NAME	ORGANISATION	COST	PERIOD START	PERIOD END
14	Invest in a sustainable transport network that is integrated with land use	Belfast Park, Cycle & Pedestrian Rail Crossing	Christchurch City Council	\$3,959,107	2021/22	2025/26
15	Safe systems implemented	Skew Bridge Replacement	Waimakariri District Council	\$11,000,000	2022/23	2022/23
16	Invest in a sustainable transport network that is integrated with land use	Halswell Junction Road Extension	Christchurch City Council	\$9,156,922	2021/22	2024/25
17	Manage demand sustainably	Central City Projects - Antigua Street (Tuam to Moorhouse)	Christchurch City Council	\$2,700,000	2022/23	2023/24
17	Manage demand sustainably	Central City Projects - Wayfinding	Christchurch City Council	\$4,249,153	2021/22	2023/24
17	Manage demand sustainably	Central City Projects - Ferry Road (St Asaph to Fitzgerald)	Christchurch City Council	\$4,330,121	2021/22	2025/26
17	Manage demand sustainably	Central City Projects - Lichfield Street (Madras to Manchester)	Christchurch City Council	\$3,165,004	2022/23	2024/25
17	Manage demand sustainably	Central City Projects - Worcester Street (Fitzgerald Ave to Madras Street)	Christchurch City Council	\$4,000,000	2023/24	2026/27
22	Manage demand sustainably	Central City Projects - High Street (Tuam to St Asaph)	Christchurch City Council	\$1,102,000	2021/22	2024/25
23	Invest in a sustainable transport network that is integrated with land use	Cranford Street New Signalised Intersection	Christchurch City Council	\$3,133,556	2027/28	2028/29
23	Invest in a sustainable transport network that is integrated with land use	Radcliffe Road Corridor Improvement	Christchurch City Council	\$2,345,000	2021/22	2025/26
23	Invest in a sustainable transport network that is integrated with land use	Mairehau Road Corridor Improvement (Burwood to Marshland)	Christchurch City Council	\$2,035,517	2021/22	2022/23
26	Manage demand sustainably	Central City Projects - Gloucester Street (Manchester to Colombo)	Christchurch City Council	\$3,250,000	2023/24	2024/25
26	Manage demand sustainably	Moorhouse to Stewart Intersection Improvements	Christchurch City Council	\$4,000,000	2022/23	2024/25
Total				\$197,306,888		

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Table 05: Ranked Regionally Significant State Highway Activities

RANK	NAME	COST	PERIOD START	PERIOD END
Waka Kotahi				
1	SH1 Templeton to Selwyn River	\$61,432,800	2021/22	2026/27
2	SH73 Christchurch to Darfield	\$59,704,500	2022/23	2026/27
3	SH1 Rakaia to Ashburton CI - Stage 2	\$27,092,000	2021/22	2023/24
4	SH1 Timaru to St Andrews	\$28,340,000	2021/22	2023/24
5	Selwyn to Ashburton Safety Improvements	\$14,275,000	2021/22	2021/22
6	SH75 Tai Tapu to Little River	\$13,650,000	2022/23	2023/24
7	SH71 Rangiora to SH1	\$16,640,000	2021/22	2023/24
8	SH75 Little River to Akaroa	\$10,940,000	2022/23	2023/24
9	SH1 Ashley to Belfast [Additional Scope]	\$6,400,000	2021/22	2023/24
Total		\$238,474,300		

The regionally significant state highway improvements programme targets a substantial reduction in deaths and serious injuries on our network. The work programme focuses on key corridors and the details of the work programme are being finalised. Waka Kotahi will be engaging with local councils as part of this.

For the purpose of ranking, Waka Kotahi's programme was not completed in sufficient detail for comparison with the regionally significant local road improvements, outlined in Table 04. The activities are ranked based on their contribution to road safety in the region.

Significant activities on the horizon

There are some future regionally significant activities that were either not developed enough to be part of this prioritisation process or were not proposed by a Road Controlling Authority due to their own prioritisation processes. Future regionally significant activities can be prioritised when the Regional Land Transport Plan is reviewed in three years or by variation. A good example of work on the horizon within the period of this plan is the planned business case for Mass Rapid Transit, which is required under the Government Policy Statement for land transport and supports our work to improve transport in Greater Christchurch.

Future projections for Greater Christchurch show that a continuation of current settlement and travel patterns into the future will result in a significant increase in transport costs, congestion and reduced accessibility to key economic and social opportunities. Transport emissions will increase, making it a challenge to meet the target for New Zealand to be net zero carbon by 2050 as set in the Climate Change Response (Zero Carbon) Act. There is an opportunity to change this future – before it's too late – by focusing development around high demand mass rapid transit corridors that enhance low-carbon transport options.

Greater Christchurch partners are collaborating on a study to understand the implications of a Mass Rapid Transit solution for Greater Christchurch. The study focuses in on the main travel corridors to the North (between Rangiora and Central Christchurch) and south-west (between Rolleston and central Christchurch). This process has commenced and is following Waka Kotahi New Zealand Transport Agency's business case approach to ensure any development toward a Mass Rapid Transit solution progresses in a fit-for-purpose way that provides value for money.

This Regional Land Transport Plan is putting greater emphasis on network resilience as a strategic investment priority. It is expected that Road Controlling Authorities will in future advance activities that directly address this priority. There are projects listed here which underscore Canterbury's reliance on 1,900 bridges for network resilience to hazards.

Other examples of work on the horizon include:

- Woodend bypass – Traffic volumes along State Highway 1 in North Canterbury and through Woodend are expected to double over the next 30 years. This traffic increase will come from a rise in long-distance traffic such as freight vehicles and residential developments. Investigations show that a four-lane bypass is the best option. This would:
 - Improve capacity and efficiency of traffic travelling through the Woodend corridor
 - Improve the road safety, accessibility and liveability of Woodend for residents
 - Improve access and connectivity for residents and businesses in Woodend, Pegasus, Kaiapoi and other local communities

On the basis of submissions, the Regional Transport Committee has asked Waka Kotahi to consider including the Woodend Bypass in their 10-year work programme.

- Upper Ōrari Bridge – The Upper Ōrari Bridge two-laning project has been considered a priority by the Geraldine Community Board and the Timaru District Council for a number of years. Reports have noted two-laning the bridge would have benefits for road users regarding road safety, accessibility for cyclists, travel times and vehicle running costs. This bridge is used by all traffic if the nearby section of SH 1 is blocked for any reason, supporting network resilience for freight and travel connections to the lower South Island.

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- Hurunui Mouth Bridge (SH1) – The 140m-long Hurunui Mouth Bridge is one of 15 state highway one-lane bridges in Canterbury and is the South Island’s only remaining one-lane bridge on SH 1. The planned increased port activity at Picton and Lyttelton will create a flow-on effect along the east coast where traffic such as trucks, trailers and tourist campervans will need to cross the Hurunui Mouth Bridge. Potential benefits that could be investigated include road safety, travel times and vehicle running costs.
- Second Ashburton Bridge – The existing Ashburton Bridge often operates at or near its capacity at peak times and has limited capacity to accommodate further growth in vehicle traffic. There is funding included in this RLTP to progress the business case for a second Ashburton Bridge, potential benefits of which include improved capacity, safety and resilience. The business case process will determine project funding.



Tekapo-Twizel Road at Lake Pukaki

Inter-regional significant activities

Within the proposed business as usual activities and proposed regionally significant activities there are contributions to initiatives that impact the connection of our region to other regions, which together create significant public benefit. To create this benefit often requires collaboration of government, councils, private sector and community organisations. Other regional councils will be including the relevant activities that apply to their side of the connection in their Regional Land Transport Plans.

iReX (Inter-Island Resilience Connection)

KiwiRail is introducing two new, larger, rail-enabled Cook Strait ferries to replace the three existing ferries as part of its Inter-Island Resilience Connection project (iReX) to meet future demands for inter-island freight and passenger travel. These changes will result in longer trains of up to 900m in length, and an overall increase in capacity for freight (rail and road) and passengers. This will impact the length of closure of the two level crossings as trains arrive and depart from Picton. Trains will close both crossings simultaneously for up to six and a half minutes, four times a day, severing east-west connections across Picton.

The assembly of longer trains will also result in the rail marshalling yard being extended over the Dublin Street crossing, resulting in up to 60-minute closures at that level crossing, twice a day. Additionally, the amount of rail and vehicular traffic being discharged at any one time, especially at peak times, will increase with the higher capacity of the new ferries.

The Whale Trail

A 200-km cycle trail and walkway from Picton to Kaikōura (known as The Whale Trail) is a three-year build expected to deliver thousands of international tourists to Marlborough's east coast. The project was expected to create 42 full-time jobs over three years of construction, with around 130 indirect jobs created each year through increased tourism in the area. Due to the impact of the trail, the construction will also be supported by \$18m of funding from the Provincial Growth Fund.

The Whale Trail has been in the planning stage since the 2016 Kaikōura Earthquake. Its name is a nod to the importance of whales to the area. It also mirrors the whales' migratory path, which the trail will follow down the east coast of the South Island. It will connect the communities of Picton, Blenheim, Seddon, Ward, Kēkerengū, Clarence and Kaikōura. This includes 30km that were part of Waka Kotahi and KiwiRail works to improve safety, access and amenities along SH 1. The 32km Picton to Blenheim stretch will be the first stage completed. The trail will be accessible for a diverse range of ages and abilities, including families.

Improving freight flow on the West Coast

In 2017/18, 3.1 million tonnes of freight was exported from the West Coast to other regions, with 1.7 million tonnes imported. Unequal incoming and outgoing freight flows on the road network reduce the efficiency of freight on the West Coast. Much of the goods that are exported from the West Coast do so by rail, while many commodities come in via road; many vehicles travelling into the region have unused capacity. There is an opportunity to improve the efficiency of freight by upgrading bridges on the West Coast to cater to HPMV and 50MAX trucks, reducing the overall number of trips and travel time. SH73 between the West Coast and Canterbury has been identified as a key route for upgrading over the next five to 10 years.

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Extreme events require resilient connections to Otago

SH1 is a nationally significant road and the main route connecting Canterbury and Otago. In December 2019 the Rangitata Flooding impacted movement between Canterbury and Otago. Additional flights and alternative routes from SH 1 were employed to alleviate the impact on the network and ensure people and freight, including food, could continue to move between regions. The effect of this severe

weather event was felt by both regions' transport networks. This indicates the importance of Canterbury's regional network resilience on other regional networks we connect to. Initiatives on the horizon, like two-laning the Ōrari Bridge, are part of building inter-regional network resilience.



The 2019 Rangitata flood closed two bridges, severing state highway and local networks.



State Highway 8, Lake Pukaki

Expenditure and revenue forecast

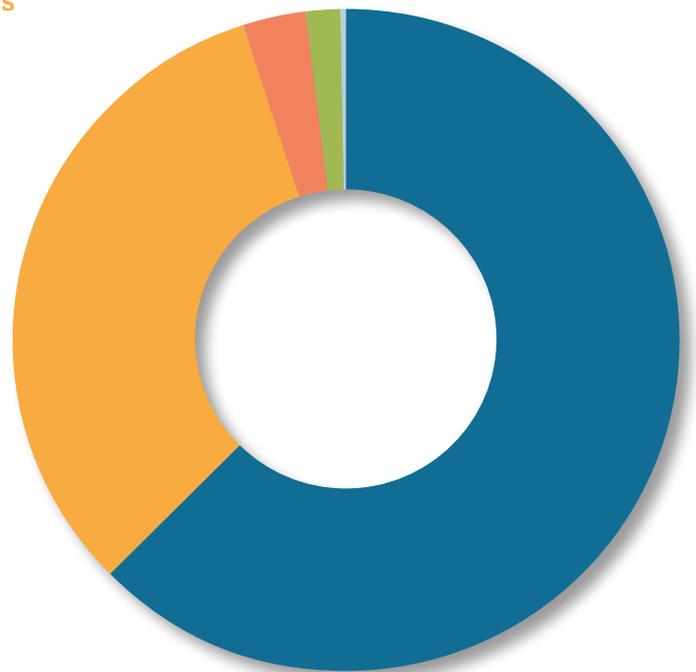
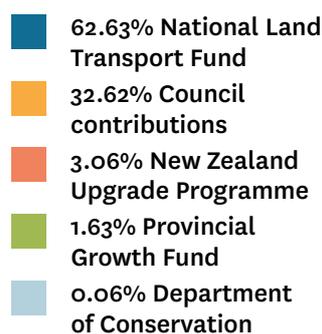
Total public expenditure for Canterbury land transport projects is forecast (as at December 2020) to be around \$5.35 billion over the 10 years from 2021/22 to 2030/31. Charts 1 and 2 show the distribution of this expenditure by activity class and by road controlling authority, respectively.

Ten-year expenditure by activity and by road controlling authority is shown in Table 05 (page 51). The primary source of revenue for publicly-funded transport projects are the National Land Transport Fund (NLTF) and local government contributions, with the respective contributions depending on the Financial Assistance Rate (FAR) applied by NZTA to each organisation. The total potential contribution from the National Land Transport Fund, if all activities are funded, is \$2.7 billion. NLTF contributions to the 10-year expenditure figures are shown in Table 06 (page 59). These are net

claimable costs and exclude fare revenue and unclaimable costs like depreciation.

Revenue also includes around \$350m from funds like the Christchurch Regeneration Acceleration Facility, COVID Response and Recovery Fund, Provincial Growth Fund, and the New Zealand Upgrade Programme. These have contributed to initiatives mentioned in the Plan like Mackenzie Basin State Highway safety improvements (\$5m), major cycleway developments in Christchurch (\$125m), the Whale Trail in Kaikoura (\$18m), and \$159 million for three projects to support growth in Selwyn District and the south-west sector of Christchurch. Community Vehicle Trusts also obtain revenue from local fundraising and community grants, but this revenue is not included in the tables as it is not received by a Road Controlling Authorities as per the Land Transport Management Act.

Chart 01: Funding Sources



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Chart 02: Expenditure by Organisation

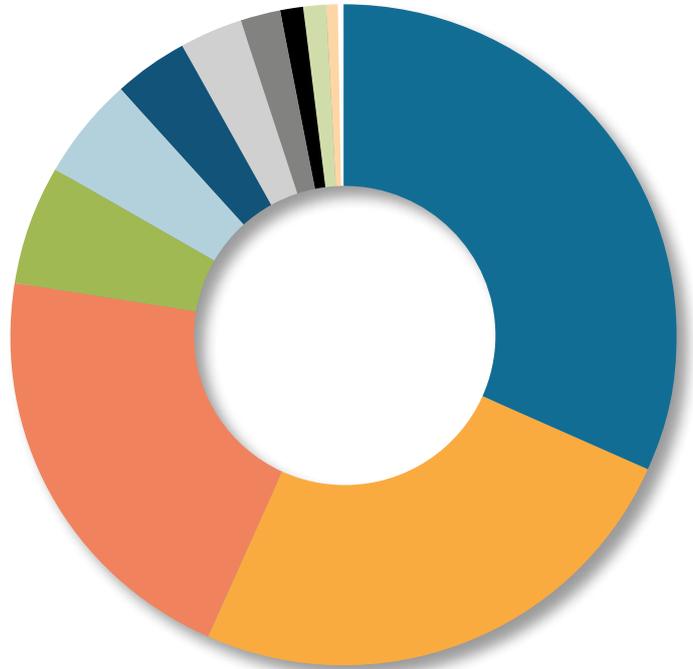
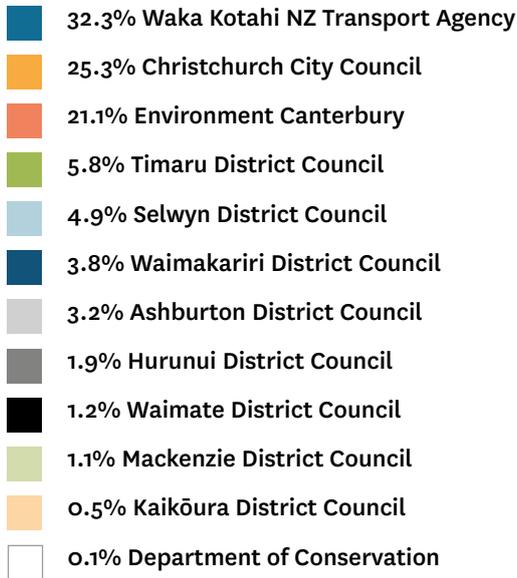
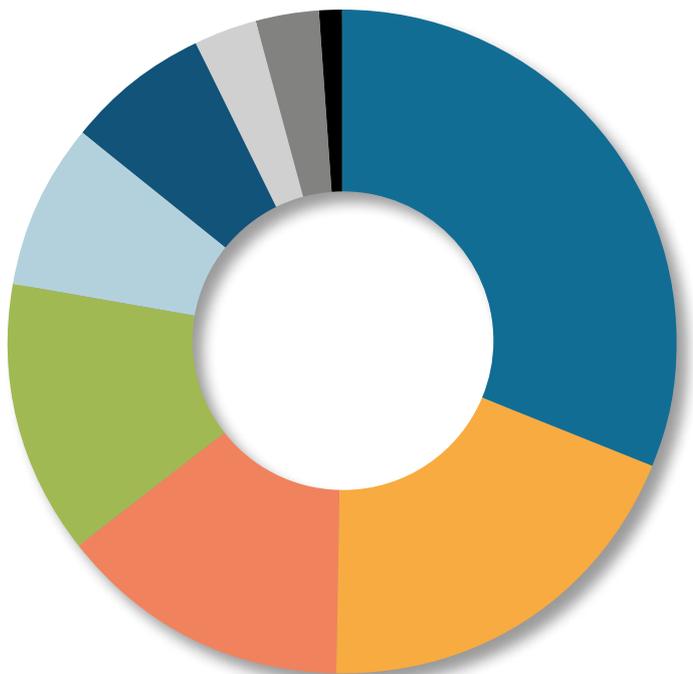
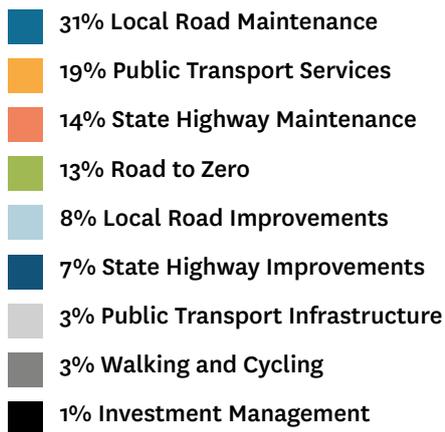


Chart 03: Expenditure by Activity Class



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Table 06: Expenditure by Road Controlling Authority across the Government Policy Statement activity classes

Activity Class	Kaikōura District Council	Hurunui District Council	Waimakariri District Council	Christchurch City Council	Selwyn District Council	Ashburton District Council
Road to Zero	\$1,147,978	\$942,638	\$36,806,459	\$87,828,547	\$19,133,677	
Public Transport Services					\$74,250	
Public Transport Infrastructure			\$5,629,000	\$60,661,025	\$7,101,000	
Walking and Cycling	\$521,806	\$1,650,000	\$4,700,000	\$154,562,003	\$10,675,000	\$2,074,040
Local Road Improvements	\$11,790,982	\$7,860,000	\$32,221,000	\$211,731,569	\$57,790,000	\$42,913,500
State Highway Improvements						
State Highway Maintenance						
Local Road Maintenance	\$12,609,481	\$93,021,421	\$130,048,545	\$861,091,272	\$160,993,360	\$130,937,077
Investment Management				\$3,000,000	\$12,174,000	
Grand Total	\$26,070,247	\$103,474,059	\$209,405,004	\$1,378,874,416	\$267,941,287	\$175,924,617

Activity Class	Timaru District Council	Mackenzie District Council	Waimate District Council	Department of Conservation	Environment Canterbury	Waka Kotahi	Total
Road to Zero	\$7,290,000	\$908,000				\$582,143,337	\$736,200,636
Public Transport Services					\$1,056,433,898		\$1,056,508,148
Public Transport Infrastructure					\$82,250,334		\$155,641,359
Walking and Cycling						\$8,966,670	\$183,149,519
Local Road Improvements	\$77,680,000	\$14,890,675	\$3,792,585	\$352,766			\$461,023,077
State Highway Improvements						\$375,100,258	\$375,100,258
State Highway Maintenance						\$790,346,567	\$790,346,567
Local Road Maintenance	\$230,845,000	\$46,199,250	\$60,950,263	\$6,067,223			\$1,732,762,892
Investment Management					\$11,434,231	\$2,500,000	\$29,108,231
Grand Total	\$315,815,000	\$61,997,925	\$64,742,848	\$6,419,989	\$1,150,118,463	\$1,759,056,832	\$5,519,840,687

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Monitoring indicator framework

The performance of the programme of activities in this Plan will be assessed through the measures in the Regional Transport Scorecard outlined below. These measures will be reported quarterly to the Regional Transport Committee, with data being updated as it becomes available.

The table below shows how each of these measures aligns with Waka Kotahi’s Benefits Framework. This framework was released in mid-2020 and designed to provide a common framework to consider benefits across the entire decision-making process for land transport investments. Most measures directly match a benefit identified in that framework; the remaining measures have a strong nexus with a benefit.

SAFER SYSTEMS IMPLEMENTED (Road to Zero)				
Measure	Desired trend	Data sources	Alignment with Waka Kotahi Benefits Framework	Alignment with Ministry of Transport Outcomes Framework
Number of deaths and serious injuries	40% reduction by 2031	Centralised NTLP database	Benefit 1.1 (Impact on social cost and incidents of crashes)	Healthy and Safe People
Annual injuries per million kilometres travelled	Decrease	Centralised NTLP database	Benefit 1.1 (Impact on social cost and incidents of crashes)	
Annual crashes involving trucks	Decrease	Waka Kotahi Crash Analysis System database	No direct alignment, but similar to benefit 1.1.	
MANAGE DEMAND SUSTAINABLY				
Measure	Desired trend	Data sources	Alignment with Waka Kotahi Benefits Framework	Alignment with Ministry of Transport Outcomes Framework
Monthly average travel time on key corridors in Greater Christchurch	Reduce	Christchurch Transport Operations Centre	Benefit 5.1 (Impact on system reliability)	Economic Prosperity Inclusive Access
Monthly variability on key corridors in Greater Christchurch	Decrease	Christchurch Transport Operations Centre	Benefit 5.1 (Impact on system reliability)	
Freight to and from Canterbury ports by rail	Increase	MoT Freight Information Gathering System	No direct alignment, but similar to Benefit 5.2 (Impact on network productivity and utilisation)	
Rail movements to, from and within Canterbury	Increase	MoT Freight Information Gathering System	No direct alignment, but similar to Benefit 5.2 (Impact on network productivity and utilisation)	
Annual proportion of vehicle kilometres travelled that occur on ‘smooth’ sealed roads	Increase	Waka Kotahi ONRC database	Benefit 10.1 (Impact on user experience of the transport system)	

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INVEST IN A SUSTAINABLE TRANSPORT NETWORK THAT IS INTEGRATED WITH LAND USE				
Measure	Desired trend	Data Sources	Alignment with Waka Kotahi Benefits Framework	Alignment with Ministry of Transport Outcomes Framework
Greenhouse gas emissions from transport in Canterbury	Decrease	Regional fuel sales from individual	Benefit 8.1 (Benefit on greenhouse gas emissions)	
Public transport boardings	Increase	Environment Canterbury	Benefit 10.1 (Impact on user experience of the transport system)	Inclusive Access
Reliability of public transport services in Greater Christchurch	Increase	Environment Canterbury	Benefit 5.1 (Impact on system reliability)	Environmental Sustainability
Mobility service usage (the Total Mobility Scheme)	Increase	Environment Canterbury	No direct alignment, but similar to benefit 10.2 (Impact on mode choice)	
MANAGE RISK OF EXPOSURE TO EXTREME EVENTS				
Measure	Desired trend	Data Sources	Alignment with Waka Kotahi Benefits Framework	Alignment with Ministry of Transport Outcomes Framework
Number and duration of incidents on the Canterbury State Highway Network	Reduce	Centralised NTLP database	Benefit 1.1 (Impact on social cost and incidents of crashes)	Resilience and Security
ADVOCACY FOR INVESTMENT IN CANTERBURY TRANSPORT NETWORK				
Measure	Desired trend	Data Sources	Alignment with Waka Kotahi Benefits Framework	Alignment with Ministry of Transport Outcomes Framework
% of Maintenance bid funded by Waka Kotahi by RCA		Individual RCAs	N/A	Healthy and Safe People
Percent of maintenance 100% rate funded by RCA		Individual RCAs (excluding Waka Kotahi)	N/A	Resilience and Security

In addition to the above measures, reporting to the Regional Transport Committee will also include contextual data such as regional GDP, results from Stats NZ’s General Social Survey and relevant tourism statistics. In response to feedback on the draft plan, the committee has agreed to investigate and develop new or improved indicators for the monitoring framework regarding wellbeing, accessibility, active transport, and investment in rail. These will form part of quarterly reporting going forward.



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Appendix 01: Regional programme details

The full regional programme is shown in the following tables. This includes business as usual activities that are not regionally significant.

Details of specific projects can be obtained from the organisation responsible, for example the Canterbury Regional Public Transport Plan and Long-Term Plans.

Table 07: all activities by approved authority

STATUS	ACTIVITY CLASS	NAME	COST	PERIOD START	PERIOD END
Ashburton District Council					
BAU	Local Road Improvements	Low cost / low risk improvements 2021-31	\$42,913,500	2021/22	2030/31
BAU	Local Road Maintenance	Maintenance, Operations and Renewals Programme 2021-31	\$130,422,077	2021/22	2030/31
BAU	Road to Zero	Road Safety Promotion 2021-24	\$515,000	2021/22	2023/24
BAU	Walking and Cycling	Low cost / low risk improvements 2021-31	\$2,074,040	2021/22	2030/31
Christchurch City Council					
BAU	Investment Management	Business Case activities	\$3,000,000	2021/22	2030/31
BAU	Local Road Improvements	Low cost / low risk improvements 2021-24	\$18,943,129	2021/22	2023/24
BAU	Local Road Improvements	Programme - Northern Corridor Improvements	\$2,611,230	2021/22	2026/27
BAU	Local Road Improvements	Subdivisions (Transport Infrastructure)	\$6,206,643	2021/22	2030/31
Committed	Local Road Improvements	AAC Hereford Street (Manchester-Cambridge)	\$50*	2021/22	2021/22
Committed	Local Road Improvements	Corridor 2 - Inters Improvement: Lower Styx/Marshland	\$1,402,000	2021/22	2021/22
Committed	Local Road Improvements	Dyers Pass Route Standard Safety Intervention (SIS)	\$50*	2021/22	2021/22
Committed	Local Road Improvements	Intersection Improvement: Cashmere/Hoon Hay/Worsley	\$6,000	2021/22	2021/22
Committed	Local Road Improvements	Northern Arterial Extension and Cranford Street Upgrade - CCC Design Fees	\$50,000	2021/22	2021/22
Priority	Local Road Improvements	Central City Projects Wayfinding	\$4,249,153	2021/22	2023/24
Priority	Local Road Improvements	Halswell Junction Road Extension	\$9,156,922	2021/22	2024/25
Priority	Local Road Improvements	Greers, Northcote & Sawyers Arms Intersection Improvement	\$5,000,000	2022/23	2025/26
Priority	Local Road Improvements	Moorhouse & Stewart Intersection Improvements	\$4,000,000	2022/23	2024/25

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STATUS	ACTIVITY CLASS	NAME	COST	PERIOD START	PERIOD END
Priority	Local Road Improvements	Cranford Street New Signalised Intersection	\$3,133,556	2027/28	2028/29
Priority	Local Road Improvements	Pound and Ryan Road Corridor Improvements	\$7,000,000	2022/23	2029/30
Priority	Local Road Improvements	Pages Road Bridge Renewal (OARC)	\$19,553,873	2021/22	2024/25
Priority	Local Road Improvements	Radcliffe Road Corridor Improvement	\$2,345,000	2021/22	2025/26
Priority	Local Road Improvements	Mairehau Road Corridor Improvement (Burwood to Marshland)	\$2,035,517	2021/22	2022/23
4 or more years out	Local Road Improvements	Central City Projects - Fitzgerald Ave Twin Bridge Renewal (OARC) (R109)	\$24,840,066	2027/28	2029/30
4 or more years out	Local Road Improvements	Innes Road Corridor Improvement	\$2,506,825	2029/30	2030/31
4 or more years out	Local Road Improvements	Northcote Road Corridor Improvement	\$12,885,226	2027/28	2030/31
BAU	Local Road Maintenance	Maintenance, Operations and Renewals Programme 2021-31	\$861,091,272	2021/22	2030/31
BAU	Public Transport Infrastructure	Bus interchange upgrades	\$12,750,000	2021/22	2030/31
BAU	Public Transport Infrastructure	Low cost / low risk improvements 2021-24	\$100,022	2021/22	2023/24
Committed	Public Transport Infrastructure	Cluster 6: Core PT Route/Facilities: SW Lincoln Road Phase 1	\$50*	2021/22	2021/22
Priority	Public Transport Infrastructure	Bus lane priority programme	\$47,199,257	2023/24	2030/31
Priority	Public Transport Infrastructure	Core Public Transport Corridor & Facilities - South (Colombo St)	\$2,628,605	2023/24	2026/27
Priority	Public Transport Infrastructure	Lincoln Road Passenger Transport Improvements (Between Curletts & Wrights)	\$9,866,575	2021/22	2024/25
4 or more years out	Public Transport Infrastructure	Main North Road Corridor Improvement	\$4,585,370	2024/25	2030/31
BAU	Road to Zero	Low cost / low risk improvements 2021-24	\$16,658,090	2021/22	2023/24
BAU	Road to Zero	Road Safety Promotion 2021-24	\$5,365,358	2021/22	2023/24
Priority	Road to Zero	Evans Pass Road and Reserve Terrace Remedial Works	\$15,350,000	2021/22	2027/28
Priority	Road to Zero	Pound & Ryans Intersection Improvement	\$5,000,000	2021/22	2023/24
4 or more years out	Road to Zero	Hawkins, Hills & Prestons Intersection Improvement	\$2,872,328	2025/26	2027/28
BAU	Walking and Cycling	Low cost / low risk improvements 2021-24	\$3,943,062	2021/22	2023/24
BAU	Walking and Cycling	Major Cycleway - Wheels to Wings Route (Section 2) Greers to Wooldridge	\$9,366,808	2021/22	2025/26
Committed	Walking and Cycling	AAC High Street (Cashel to Tuam)	\$3,475,224	2021/22	2021/22

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STATUS	ACTIVITY CLASS	NAME	COST	PERIOD START	PERIOD END
Committed	Walking and Cycling	Major Cycleway: Heathcote Expressway (Heathcote Rail-City) UCF Section 2	\$2,000,000	2021/22	2021/22
Committed	Walking and Cycling	Major Cycleway: Little River Link (Little River Route) UCF	\$50*	2021/22	2021/22
Committed	Walking and Cycling	Major Cycleway: Nor'West Arc Section 1c	\$1,000,000	2021/22	2021/22
Committed	Walking and Cycling	Major Cycleway: Nor'West Arc Section 2	\$50*	2021/22	2021/22
Committed	Walking and Cycling	Major Cycleway: Nthn Line (Nthn Rail Rte to Rcton) UCF T Section 1a	\$50*	2021/22	2021/22
Committed	Walking and Cycling	Major Cycleway: Nthn Line (Nthn Rail Rte to Rcton) UCF T Section 2	\$50*	2021/22	2021/22
Committed	Walking and Cycling	Major Cycleway: Nthn Line (Nthn Rail Rte to Rcton) UCF T Section 3	\$50*	2021/22	2021/22
Committed	Walking and Cycling	Major Cycleway: Rapanui - Shag Rock (Sumner to City) UCF Section 3	\$50*	2021/22	2021/22
Committed	Walking and Cycling	Major Cycleway: South Express (Hornby Rail-Templeton to City) - Hagley to Riccarton	\$502,260	2021/22	2021/22
Committed	Walking and Cycling	Major Cycleway: South Express (Hornby Rail-Templeton to City) - Riccarton to Craven	\$258,740	2021/22	2021/22
Committed	Walking and Cycling	Northern Arterial Extension and Cranford Street Upgrade - DEMP Cycle Way Links	\$50*	2021/22	2021/22
Priority	Walking and Cycling	Central City Projects - Antigua Street (Tuam to Moorhouse)	\$2,700,000	2022/23	2021/22
Priority	Walking and Cycling	Central City Projects - Ferry Road (St Asaph to Fitzgerald)	\$4,330,121	2021/22	2025/26
Priority	Walking and Cycling	Central City Projects - Gloucester Street (Manchester to Colombo)	\$3,250,000	2023/24	2024/25
Priority	Walking and Cycling	Central City Projects - High Street (Tuam to St Asaph)	\$1,102,000	2021/22	2024/25
Priority	Walking and Cycling	Central City Projects - Lichfield Street (Madras to Manchester)	\$3,165,004	2022/23	2024/25
Priority	Walking and Cycling	Central City Projects - Worcester Street (Fitzgerald Ave to Madras Street)	\$4,000,000	2023/24	2026/27
Priority	Walking and Cycling	Belfast Park Cycle & Pedestrian Rail Crossing	\$3,959,107	2021/22	2025/26
Priority	Walking and Cycling	Canterbury Multi-Use Arena Support Package	\$4,999,735	2023/24	2024/25
Priority	Walking and Cycling	Major Cycleway - Ōtākaro-Avon Route (Section 1) Fitzgerald to Swanns Road Bridge (OARC)	\$7,199,701	2021/22	2025/26

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STATUS	ACTIVITY CLASS	NAME	COST	PERIOD START	PERIOD END
Priority	Walking and Cycling	Major Cycleway - Wheels to Wings Route (Section 1) Harewood to Greers	\$5,582,763	2024/25	2026/27
4 or more years out	Walking and Cycling	Central City Projects - Cathedral Square & Colombo (Hereford to Armagh Street)	\$14,799,836	2024/25	2030/31
4 or more years out	Walking and Cycling	Central City Projects - Bealey Avenue	\$5,308,450	2029/30	2030/31
4 or more years out	Walking and Cycling	Central City Projects - Cambridge Terrace (Montreal to Rolleston)	\$2,320,000	2027/28	2028/29
4 or more years out	Walking and Cycling	Central City Projects - Colombo Street (St Asaph to Moorhouse)	\$5,390,000	2024/25	2028/29
4 or more years out	Walking and Cycling	Central City Projects - Gloucester Street (Madras to Manchester)	\$3,118,068	2025/26	2029/30
4 or more years out	Walking and Cycling	Central City Projects - Gloucester Street (Oxford to Montreal)	\$2,805,000	2025/26	2027/28
4 or more years out	Walking and Cycling	Central City Projects - Madras Street (Stages 1 - 3)	\$5,000,000	2027/28	2028/29
4 or more years out	Walking and Cycling	Central City Projects - Madras Street (Kilmore to Lichfield)	\$6,720,000	2025/26	2029/30
4 or more years out	Walking and Cycling	Central City Projects - Montreal Street (Tuam to St Asaph)	\$2,652,000	2027/28	2028/29
4 or more years out	Walking and Cycling	Central City Projects - Rolleston Avenue (Hereford to Armagh)	\$4,440,000	2024/25	2027/28
4 or more years out	Walking and Cycling	Central City Projects - Salisbury & Kilmore	\$19,600,000	2021/22	2030/31
4 or more years out	Walking and Cycling	Cathedral Square Improvements - Northern Side	\$5,000,000	2028/29	2029/30
4 or more years out	Walking and Cycling	Cycle Connections: Little River Link	\$2,156,000	2024/25	2029/30
4 or more years out	Walking and Cycling	Local Cycle Network: Avonside & Wainoni	\$2,720,500	2025/26	2027/28
4 or more years out	Walking and Cycling	Local Cycle Network: North-West Outer Orbital	\$2,117,500	2029/30	2030/31
4 or more years out	Walking and Cycling	Local Cycle Network: Northwood	\$2,200,000	2028/29	2030/31
4 or more years out	Walking and Cycling	Major Cycleway - Ōtākaro-Avon Route (Section 2) Swanns Road Bridge to Anzac Drive Bridge (OARC)	\$9,999,862	2024/25	2026/27
4 or more years out	Walking and Cycling	Major Cycleway - Ōtākaro-Avon Route (Section 3) Anzac Drive Bridge to New Brighton (OARC)	\$9,999,869	2024/25	2026/27
4 or more years out	Walking and Cycling	Major Cycleway - Ōpāwaho River Route (Section 1) Princess Margaret Hospital to Corson Avenue	\$10,009,080	2021/22	2021/22

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STATUS	ACTIVITY CLASS	NAME	COST	PERIOD START	PERIOD END
4 or more years out	Walking and Cycling	Major Cycleway - Ōpāwaho River Route (Section 2) Corson to Waltham	\$5,353,450	2024/25	2027/28
4 or more years out	Walking and Cycling	Major Cycleway - Ōpāwaho River Route (Section 3) Waltham to Ferrymead Bridge	\$33,384,647	2021/22	2028/29
4 or more years out	Walking and Cycling	Major Cycleway - Southern Lights Route (Section 1) Strickland to Tennyson	\$3,527,202	2024/25	2026/27
4 or more years out	Walking and Cycling	Major Cycleway - Wheels to Wings Route (Section 3) Wooldridge to Johns Road Underpass	\$4,336,914	2025/26	2028/29

**These projects are already underway and the nominal amounts are to ensure funding from previous financial years is carried over and physical works completed.*

Department of Conservation					
BAU	Local Road Improvements	Low cost / low risk improvements 2021-31	\$352,766	2021/22	2030/31
BAU	Local Road Maintenance	Maintenance, Operations and Renewals Programme 2021-31	\$6,067,223	2021/22	2030/31
Environment Canterbury					
BAU	Public Transport Services	Low cost / low risk improvements 2021-24	\$4,447,766	2021/22	2023/24
BAU	Public Transport Services	Public Transport Services Continuous Programme	\$1,056,433,898	2021/22	2030/31
BAU	Public Transport Infrastructure	Public Transport Services Continuous Programme	\$82,250,334	2021/22	2030/31
BAU	Investment Management	Project Next (national ticketing system)	\$6,054,907	2021/22	2030/31
BAU	Investment Management	RLTP Development and RTC Work Programme	\$11,434,231	2021/22	2030/31
Hurunui District Council					
BAU	Local Road Improvements	Low cost / low risk improvements 2021-31	\$7,785,000	2021/22	2030/31
BAU	Local Road Improvements	SPR Low cost / low risk improvements 2021-24	\$75,000	2021/22	2023/24
BAU	Local Road Maintenance	Maintenance, Operations and Renewals Programme 2021-31	\$82,414,371	2021/22	2030/31
BAU	Local Road Maintenance	SPR Maintenance, Operations and Renewals Programme 2021-24	\$10,607,050	2021/22	2023/24
BAU	Walking and Cycling	Low cost / low risk improvements 2021-31	\$1,650,000	2021/22	2030/31
BAU	Road to Zero	Road Safety Promotion 2021-31	\$942,638	2021/22	2030/31
Kaikōura District Council					
BAU	Local Road Improvements	Low cost / low risk improvements 2021-31	\$11,790,982	2021/22	2030/31

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STATUS	ACTIVITY CLASS	NAME	COST	PERIOD START	PERIOD END
BAU	Local Road Maintenance	Maintenance, Operations and Renewals Programme 2021-31	\$12,609,481	2021/22	2030/31
BAU	Road to Zero	Road Safety Promotion 2021-31	\$1,147,978	2021/22	2030/31
BAU	State Highway Improvements	Low cost / low risk improvements 2021-24	\$200,000	2021/22	2023/24
BAU	Walking and Cycling	Low cost / low risk improvements 2021-31	\$521,806	2021/22	2030/31
Mackenzie District Council					
BAU	Local Road Improvements	Braemar Road Seal Extension	\$3,000	2021/22	2021/22
BAU	Local Road Improvements	Haldon Road Seal Extension	\$3,000	2021/22	2021/22
BAU	Local Road Improvements	Hayman Road Seal Extension	\$3,000	2021/22	2021/22
BAU	Local Road Improvements	Lilybank Road Seal Extension	\$603,000	2021/22	2023/24
BAU	Local Road Improvements	Low cost / low risk improvements 2021-31	\$14,278,675	2021/22	2030/31
BAU	Local Road Maintenance	Maintenance, Operations and Renewals Programme 2021-31	\$46,199,250	2021/22	2030/31
BAU	Road to Zero	Low cost / low risk improvements 2021-31	\$908,000	2021/22	2030/31
Selwyn District Council					
BAU	Investment Management	Business Case activities	\$12,174,000	2021/22	2030/31
BAU	Local Road Improvements	Low cost / low risk improvements 2021-31	\$48,290,000	2021/22	2030/31
Priority	Local Road Improvements	Shands and Hamptons Rural Roundabout	\$5,000,000	2023/24	2023/24
Priority	Local Road Improvements	Shands and Trents Rural Roundabout	\$4,500,000	2022/23	2022/23
BAU	Local Road Maintenance	Maintenance, Operations and Renewals Programme 2021-31	\$160,993,360	2021/22	2030/31
BAU	Public Transport Infrastructure	Low cost / low risk improvements 2021-31	\$7,101,000	2021/22	2030/31
BAU	Public Transport Services	Low cost / low risk improvements 2021-22	\$63,400	2021/22	2021/22
BAU	Road to Zero	Low cost / low risk improvements 2021-31	\$18,153,677	2021/22	2030/31
BAU	Road to Zero	Road Safety Promotion 2021-24	\$980,000	2021/22	2023/24
BAU	Walking and Cycling	Low cost / low risk improvements 2021-31	\$10,675,000	2021/22	2030/31
Timaru District Council					
BAU	Local Road Improvements	Low cost / low risk improvements 2021-31	\$77,680,000	2021/22	2030/31
BAU	Local Road Maintenance	Maintenance, Operations and Renewals Programme 2021-31	\$225,045,000	2021/22	2030/31
BAU	Road to Zero	Low cost / low risk improvements 2021-31	\$7,290,000	2021/22	2030/31
BAU	Road to Zero	Road Safety Promotion 2021-31	\$5,800,000	2021/22	2030/31

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STATUS	ACTIVITY CLASS	NAME	COST	PERIOD START	PERIOD END
Waimakariri District Council					
BAU	Local Road Improvements	Low cost / low risk improvements 2021-31	\$32,221,000	2021/22	2030/31
Priority	Local Road Improvements	Skew Bridge Replacement	\$11,000,000	2021/22	2023/24
BAU	Local Road Maintenance	Maintenance, Operations and Renewals Programme 2021-31	\$130,666,954	2021/22	2030/31
BAU	Public Transport Infrastructure	Low cost / low risk improvements 2021-31	\$5,629,000	2021/22	2030/31
BAU	Public Transport Services	Low cost / low risk improvements 2021-24	\$1,800,000	2021/22	2023/24
BAU	Road to Zero	Low cost / low risk improvements 2021-31	\$36,191,349	2021/22	2030/31
BAU	Road to Zero	Road Safety Promotion 2021-24	\$615,110	2021/22	2023/24
BAU	Walking and Cycling	Low cost / low risk improvements 2021-31	\$4,700,000	2021/22	2030/31
Waimate District Council					
BAU	Local Road Improvements	Low cost / low risk improvements 2021-31	\$3,792,585	2021/22	2030/31
BAU	Local Road Maintenance	Maintenance, Operations and Renewals Programme 2021-31	\$60,950,263	2021/22	2030/31
Waka Kotahi					
BAU	Investment Management	PT Futures Mass Rapid Transit	\$2,500,000	2021/22	2023/24
Other funds	New Zealand Upgrade Programme	Rolleston Inter-connection improvement	\$60,000,000	2022/23	2025/26
Other funds	New Zealand Upgrade Programme	Rural intersection safety improvements	\$34,000,000	2021/22	2023/24
Other funds	New Zealand Upgrade Programme	SH75 Halswell Road Improvements	\$25,000,000	2021/22	2023/24
Other funds	New Zealand Upgrade Programme	SH76 Brougham Street corridor improvements	40,000,000	2022/23	2024/25
Other funds	New Zealand Upgrade Programme	SH8 SH79 SH80 Mackenzie Basin improvements	5,000,000	2021/22	2021/22
BAU	Road to Zero	Canterbury SH Speed Management Guide Imp	2,398,137	2021/22	2021/22
BAU	Road to Zero	Road to Zero Speed and Infrastructure Low cost / low risk improvements 2021-31	16,620,000	2021/22	2030/31
BAU	Road to Zero	SH1 Ashley to Belfast (SH71 to Tram Rd)	1,635,000	2021/22	2021/22
BAU	Road to Zero	SH1 Ashley to Belfast SSI (Williams St to Gressons Rd)	555,000	2021/22	2021/22
BAU	Road to Zero	SH79 Taylor Road to Railway Place	1,180,000	2021/22	2021/22
BAU	Road to Zero	Speed Management Improvements 2021-31	6,540,000	2021/22	2030/31
BAU	Road to Zero	Speed Management Low cost / low risk improvements 2021-31	5,460,000	2021/22	2030/31

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STATUS	ACTIVITY CLASS	NAME	COST	PERIOD START	PERIOD END
Priority	Road to Zero	Rakaia to Ashburton Safety Improvements	14,275,000	2021/22	2021/22
Priority	Road to Zero	SH1 Ashley to Belfast [Additional Scope]	6,400,000	2021/22	2023/24
Priority	Road to Zero	SH1 Rakaia to Ashburton CI - Stage 2	27,092,000	2021/22	2023/24
Priority	Road to Zero	SH1 Templeton to Selwyn River	61,432,800	2021/22	2026/27
Priority	Road to Zero	SH1 Timaru to St Andrews	28,340,000	2021/22	2023/24
Priority	Road to Zero	SH71 Rangiora to SH1	16,640,000	2021/22	2023/24
Priority	Road to Zero	SH73 Christchurch to Darfield	59,704,500	2022/23	2026/27
Priority	Road to Zero	SH75 Little River to Akaroa	10,940,000	2022/23	2023/24
Priority	Road to Zero	SH75 Tai Tapu to Little River	13,650,000	2022/23	2023/24
4 or more years out	Road to Zero	Christchurch Urban	\$6,600,000	2027/28	2029/30
4 or more years out	Road to Zero	SH1 Ashburton to Timaru	\$89,860,000	2024/25	2026/27
4 or more years out	Road to Zero	SH1 Leithfield Road and SH1 Intersection	\$5,000,000	2024/25	2026/27
4 or more years out	Road to Zero	SH1 Regional Boundary to Blue Duck Valley	\$1,580,000	2024/25	2024/25
4 or more years out	Road to Zero	SH1 St Andrews to Glenavy	\$18,260,000	2026/27	2028/29
4 or more years out	Road to Zero	SH7 Hurunui Bluff Road to Kellocks Road	\$3,832,000	2027/28	2028/29
4 or more years out	Road to Zero	SH73 Kowai Bridge to Arthurs Pass	\$1,610,000	2027/28	2028/29
4 or more years out	Road to Zero	SH83 Omarama to SH1	\$2,170,000	2024/25	2028/29
BAU	State Highway Improvements	Elephant Hill Stream Bridge	\$3,500,000	2021/22	2021/22
BAU	State Highway Improvements	Low cost / low risk improvements 2021-31	\$43,798,884	2021/22	2030/31
BAU	State Highway Improvements	Waihao (North Branch) Bridge	\$6,580,000	2021/22	2021/22
BAU	State Highway Improvements	Waimakariri Bluffs and Paddy's Bend - Part 2	\$1,000,000	2021/22	2023/24
Committed	State Highway Improvements	Weigh Right Glasnevin	\$9,091,550	2021/22	2021/22
Committed	State Highway Improvements	Weigh Right Rakaia	\$3,596,224	2021/22	2022/23
4 or more years out	State Highway Improvements	Anzac Drive Bridge	\$11,900,000	2027/28	2027/28
4 or more years out	State Highway Improvements	Garlands Road Overbridge	\$2,100,000	2024/25	2024/25
BAU	State Highway Maintenance	Maintenance, Operations and Renewals Programme 2021-31	\$790,346,567	2021/22	2030/31
BAU	Walking And Cycling	Low cost / low risk improvements 2021-31	\$8,966,670	2021/22	2030/31

Appendix 02: Significance Policy

Each regional transport committee must, in accordance with section 106(2) of the Act, adopt a policy that determines “significance” in respect of variations it wishes to make to its Regional Land Transport Plan (“Plan”) as provided for by section 18D of the Act and the activities that are included in the plan under section 16.

Variations to the Regional Land Transport Plan

If good reason exists to do so, a regional transport committee may prepare a variation to its Plan during the period to which it applies. A variation may be prepared by a regional transport committee:

1. at the request of an approved organisation or the transport agency
2. on the regional transport committee’s own motion.

Consultation is not required for any variation to the Plan that is not significant in terms of this Significance Policy.

The Significance Policy is defined below.

Where a variation to the Plan is required, the significance of that variation will be determined on a case-by-case basis.

Relevant considerations include:

- Whether the improvement activity is large or of strategic importance
- Whether the activity has a significant effect on the objectives in this Plan
- Whether the activity impacts on the overall affordability of the Plan
- Whether the activity has significant network, economic or land use implications or impacts on Canterbury and/or other regions
- The extent to which, and the manner in which, the matter has already been or needs to be consulted upon.

For the avoidance of doubt, the following variations to the Plan are not generally

considered significant for purposes | of consultation:

1. Addition of an activity or combination of activities that has previously been consulted on in accordance with section 18 of the Land Transport Management Act (LTMA)
2. A scope change to an activity or the addition or removal of an activity that has a value of less than \$5 million
3. Replacement of activities within an approved programme or group with activities of the same type and general priority
4. Funding requirements for preventative maintenance and emergency reinstatement activities
5. Improvements to routes which are needed to support changes in traffic following an emergency
6. For improvement projects variations to timing, cash flow or total cost resulting from costs changes
7. End-of-year carry-over of allocations
8. Addition of the investigation or design phase of a new activity which has not been previously consulted upon in accordance with section 18 of the Act.

Variations to timing of activities if sufficient reasoning is provided for the variation and the variation does not substantially alter the balance.

Inclusion and prioritisation of activities in the Regional Land Transport Plan

For activities included in the Plan, section 16(3)(d) of the LTMA requires the Plan to show the order priority for all activities identified by the regional transport committee as significant. In this Plan we have listed and prioritised all activities that the regional transport committee resolves as being regionally significant.

Appendix 03: Assessment of compliance with LTMA section 14

Section 16(6) of the LTMA requires the inclusion of an assessment of how the Plan complies with section 14 of the Act. The following outlines how this requirement has been met.

An RLTP must contribute to the purpose of the LTMA which is “to contribute to an effective, efficient, and safe land transport system in the public interest” (section 3, LTMA). This purpose is reflected in the objectives of this Plan and the prioritisation process and the resulting statement of priorities. In addition, Waka Kotahi and approved authorities provide assessments of effectiveness and efficiency in submitting projects for funding. Safety is explicitly included as an objective in the Plan.

An RLTP must be consistent with the GPS which has been incorporated in the development of this Plan. There is also alignment between the objectives in the GPS and this Plan.

In developing the Plan, the Regional Transport Committee must consider alternative regional land transport objectives that would contribute to the purpose of the LTMA, and the feasibility and affordability of those alternative objectives. The development of the consultation draft included the creation of objectives which were identified following an Investment Logic Mapping (ILM) process which included consideration of alternatives and their feasibility. A further facilitated workshop was held for Regional Transport Committee members in 2020, to review these existing objectives to ensure they were still fit-for-purpose. The public notification and submissions provides further opportunity for consideration of alternative objectives.

The RLTP must take into account:

- The National Energy Efficiency and Conservation Strategy
- Relevant National Policy Statements and any relevant Regional Policy Statements or plans that are, for the time being, in force under the RMA
- Likely funding from any source.

This Plan supports the National Energy Efficiency and Conservation Strategy through its priority of efficient and low-emissions transport. Activities in the plan align with this priority by supporting an efficient freight network, better passenger transport and improved walking and cycling options. Similarly, the relevant sections of the Canterbury Regional Policy Statement and district plans are reflected in the activities put forward in this Plan and the respective priorities applied.

All likely substantial funding sources have been taken into account and are identified within this Plan.

Appendix 04: Assessment of the relationship of Police activities to the RLTP

Section 16(6) of the LTMA requires the inclusion of an assessment of the relationship of Police activities to the RLTP.

Police's strategic direction is outlined in Police's Statement of Intent 2020-2025. This RLTP aligns with their core goal of Safe Roads. As part of that goal, the New Zealand Police has committed to Road to Zero along with the Ministry of Transport and Waka Kotahi.

Police have also made considerable commitments to road safety through the Road Safety Partnership Programme 2018-2021. This operational framework has led to the introduction of a range of measures to promote a safe road system. Police have identified the following priority areas:

- Not wearing seatbelts or using child restraints
- Impaired driving from alcohol, drugs or fatigue
- Distracted driving
- Speed.

The Canterbury Police have a core role in working with other transport sector agencies, including Waka Kotahi and local authorities, to coordinate the delivery of programmes. In Canterbury, local authorities, the Police and other partner agencies develop annual road safety action plans and regularly report against these plans.

Additionally, the Regional Commissioner of Canterbury Police was provided the opportunity to comment during the development of this Plan.

Activities that are part of Road to Zero and Road Safety Promotion are treated as the highest priority, 'business as usual', in this RLTP.

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Appendix 05: Summary of engagement

Transport planning involves consultation with many parts of our community. Projects that have been submitted by Road Controlling Authorities for consideration in the Plan have undergone rigorous development processes. The development work undertaken by Road Controlling Authorities includes liaison and engagement with Māori to take into consideration their needs and aspirations, and the opportunity for everyone to submit on projects via local government processes. At a regional level, the focus is on the broader network and the strategic alignment of projects against regional objectives.

The draft Canterbury Regional Land Transport Plan was developed with input from territorial authorities, Waka Kotahi, and the New Zealand Police. It considered existing public documents as required by the LTMA, such as the National Energy Efficiency and Conservation Strategy. Mahaanui Iwi Management Plan for Te Rūnanga o Ngāi Tahu has also been used in the development of the Plan to ensure alignment with the aspirations of Ngāi Tahu. Advice has also been provided by Te Paiherenga, a committee of Canterbury rūnanga members, during the development of the Plan.

The following organisations were contacted and given the opportunity to comment on the draft plan:

Accessible Christchurch	Canterbury Property Investors Association	Department of Conservation
Accor Hotels Ibis		Disabled Persons Assembly
Addington Business Association	Carter Group	Enable Services Ltd
Age Concern Canterbury	Central City Business Association	Engineering NZ
All Right?	Cequent Projects Ltd	Enterprise North Canterbury
Architectural Designers NZ	Chatham Islands Council	Federated Farmers
Ashburton District Council	Christchurch Art Gallery	Fish & Game
Automobile Association	Christchurch Casino	Fletcher Living
Avon Ōtākaro Network	Christchurch City Council	Fonterra
Ballance	Christchurch City Council multicultural committee	Foodstuffs South Island Ltd
Bathurst Resources		Forest & Bird
Beef + Lamb	Christchurch City Holdings Ltd	Fulton Hogan Land Development Ltd
Bishopdale Village Mall	Christchurch Disability Action	Gap Filler
Black Cat Cruises	Christchurch International Airport Ltd	Generation Zero
Blind Citizens NZ (Canterbury)	Christchurch Tramways Ltd	Glassons Group
Blind Low Vision NZ	ChristchurchNZ	Go Bus
Bus and Coach Association	Civil Defence and Emergency Management	Greater Christchurch Partnership
Canterbury & West Coast Secondary Principals	Coda Group	Greening the Rubble
Canterbury Chamber of Commerce	Colliers	Grey Power (North Canterbury)
Canterbury District Health Board	Countrywide Property Group	Heavy Haulage Association
Canterbury Engineering Lifelines Group	Cultivate Christchurch	Hilton Haulage
	DairyNZ	Horticulture NZ
		Hospitality NZ
Canterbury Mayoral Forum	Deaf Aotearoa	Hurunui District Council
Canterbury Museum	Deer Industry NZ	HW Richardson Group

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Independent Property Managers' Association	NZ Institute of Landscape Architects NZ Institute of Surveyors (NZIS)	South Canterbury District Health Board
Infrastructure NZ	NZ Motor Home Association	South Port
Institution of Professional Engineers NZ	NZ Planning Institute	Southland Regional Council
Insurance Council of NZ	NZ Forest Owners Association	Sport Canterbury
Kaikōura District Council	NZ Police	Student Volunteer Army
Kāinga Ora	NZ Pork	Sustainable Business Network
KiwiRail	NZ Post	Sydenham Quarter Inc
Land Information NZ	NZ Property Council	Synlait
Lichfield Holdings	NZ Property Institute	Tailorspace
Life in Vacant Spaces	Ngāi Tahu Holdings	Tasman District Council
Lyttelton Harbour Business Association	Ohu Developments	Te Puni Kōkiri
	Orion NZ Ltd	Te Pūtahi
Lyttelton Port Company	Otago Regional Council	Te Rūnanga o Ngā Maata Waka
Mackenzie District Council	Ōtākaro Ltd	Te Rūnanga o Ngāi Tahu
Mainfreight	Pacific and Youth Leadership and Transformation	Temuka Transport
Marlborough District Council		The Arts Centre
Members of Parliament	Pacifica Shipping	The Terrace Christchurch Ltd
Merivale Business Association	Peebles Group	The Warehouse
Ministry for Primary Industries	Peter Baker Transport (PBT)	Timaru District Council
Ministry for the Environment	PF Olsen Ltd	Toll Holdings Ltd
Ministry of Awesome	Port Marlborough	Trade Me
Ministry of Business, Innovation and Employment	Prime Port Timaru	Transport Officers Group
	Ravensdown	Urban Development Institute
Ministry of Education	Ray White	Waimakariri District Council
Ministry of Housing and Urban Development	Real Estate Institute of NZ	Waimate District Council
	Red Bus Ltd	Waitaki District Council
Ministry of Transport	Redson Corporation Holdings	Waka Kotahi
National Road Carriers	Renew New Brighton	Waka Toa Ora Advisory Group
Nelson City Council	Ritchies	West Coast Regional Council
Nelson Port	Road Transport Association NZ	Westland Milk
New Brighton Business Association	Rooneys Group	Woolworths Group
New Regent Street Business Association	Selwyn Business Group	YMCA
	Selwyn District Council	Youth Voice Canterbury
NZ Institute of Architects		

The draft RLTP was available for public consultation from 9 February until 5 March 2021. In total, 81 submissions were received, with the location of submitters being broadly representative of the region's population distribution. Overall, the submissions were generally supportive of the draft Plan. The strategic objectives had the highest level of support, with 96 per cent of submitters supportive. The proposed measures of success had the least support, with 50 per cent of respondents being overall supportive.

Submitters were heard and the Plan approved by the Regional Transport Committee in May 2021.

Appendix 06: Legislative requirements

The following extracts from the LTMA outline the key requirements with respect to regional land transport plans.

Section 14 - core requirements of regional land transport plans

Before a regional transport committee submits a regional land transport plan to a regional council, the regional transport committee must:

- a. be satisfied that the regional land transport plan
 - i. contributes to the purpose of this Act
 - ii. is consistent with the GPS on land transport
- b. have considered
 - i. alternative regional land transport objectives that would contribute to the purpose of this Act
 - ii. the feasibility and affordability of those alternative objectives
- c. have taken into account any
 - i. National Energy Efficiency and Conservation Strategy
 - ii. relevant NPS and any relevant RPSs or plans that are, for the time being, in force under the RMA
 - iii. likely funding from any source.

Section 16 - form and content of regional land transport plans

1. A regional land transport plan must set out the region's land transport objectives, policies, and measures for at least 10 financial years from the start of the regional land transport plan.
2. A regional land transport plan must include:
 - a. a statement of transport priorities for the region for the 10 financial years from the start of the regional land transport plan
 - b. a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start

- of the regional land transport plan
- c. all regionally significant expenditure on land transport activities to be funded from sources other than the NLTF during the six financial years from the start of the regional land transport plan
- d. an identification of those activities (if any) that have inter-regional significance.

3. For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain for the first six financial years to which the plan relates:
 - a. activities proposed by approved organisations in the region relating to Local road maintenance, local road renewals, local road minor capital works, and existing public transport services
 - b. (not relevant to Canterbury)
 - c. the following activities that the regional transport committee decides to include in the regional land transport plan:
 - i. activities proposed by approved organisations in the region ... other than those activities specified in paragraphs (a) and (b)
 - ii. activities relating to state highways in the region that are proposed by the agency
 - iii. activities, other than those relating to state highways, that the agency may propose for the region and that the agency wishes to see included in the regional land transport plan
 - d. the order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b), and (c)
 - e. an assessment of each activity prepared by the organisation that proposes the activity under paragraph

- (a), (b), or (c) that includes:
- i. the objective or policy to which the activity will contribute
 - ii. an estimate of the total cost and the cost for each year
 - iii. the expected duration of the activity
 - iv. any proposed sources of funding other than the NLTF (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties)
 - v. any other relevant information
 - f. the measures that will be used to monitor the performance of the activities.
- 4.** 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.
- For the purpose of the inclusion of activities in a national land transport programme:
- a. a regional land transport plan must be in the form and contain the detail that the agency may prescribe in writing to regional transport committees
 - b. the assessment under subsection (3) (e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the agency under paragraph (a)
- 5.** For the purpose of the inclusion of activities in a national land transport programme:
- a. a regional land transport plan must be in the form and contain the detail that the agency may prescribe in writing to regional land transport committees
 - b. the assessment under subsection (3) (e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the agency under paragraph (a).
- of any prescription made by the agency under paragraph (a).
- 6.** A regional land transport plan must also include:
- a. an assessment of how the plan complies with section 14
 - b. an assessment of the relationship of Police activities to the regional land transport plan
 - c. a list of activities that have been approved under section 20 but are not yet completed
 - d. an explanation of the proposed action, if it is proposed that an activity be varied, suspended or abandoned
 - e. a description of how monitoring will be undertaken to assess implementation of the regional land transport plan
 - f. a summary of the consultation carried out in the preparation of the regional land transport plan
 - g. a summary of the policy relating to significance adopted by the regional transport committee under section 106(2)
 - h. any other relevant matters.
- For the purposes of this section, existing public transport services means the level of public transport services in place in the financial year before the commencement of the regional land transport plan, and any minor changes to those services.
- Section 18 - consultation requirements**
- 1.** When preparing a regional land transport plan, a regional transport committee:
- a. must consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002 b. may use the special consultative procedure specified in section 83 of the Local Government Act 2002.



State Highway 73 between Canterbury and the West Coast is a key freight route

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Section 106 - functions of regional transport committees

- 1.** The functions of each regional transport committee are:
 - a. to prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council.
 - b. to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.
- 2.** Each regional transport committee must adopt a policy that determines significance in respect of:
 - a. variations made to regional land transport plans under section 18D
 - b. the activities that are included in the regional land transport plan under section 16.

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Glossary:

Active transport	Transport modes that rely on human power, primarily walking and cycling.
An Accessible City (AAC)	An Accessible City refers to the transport chapter of the Christchurch Central Recovery Plan. It was launched in October 2013.
Canterbury	For the purposes of this strategy, the Canterbury region is the administrative area covered by the Canterbury Regional Council, excluding the administrative area covered by the Waitaki District Council. The whole of the Waitaki District is covered under the Otago Regional Land Transport Plan.
Capacity	The theoretical maximum number of vehicles (vehicular capacity) or persons (person capacity) that can pass through a given section of road or an intersection during a given period of time, usually expressed as vehicles per hour or persons per hour.
Community transport	A transport service established and operated by a community for members of that community.
Corridor	A geographical area usually defined by a railway, motorway, roadway, or other physical element and its immediate surrounding area.
COVID Response Recovery Fund	A fund initiated by the Government in 2020 to finance stimulus projects to assist economic recovery.
Financial Assistance Rate (FAR)	A percentage of costs funded by Waka Kotahi NZTA recognising that there are national and local benefits from investment in the network.
Government Policy Statement for Land Transport	A high level statement of intent from the Government regarding land transport in New Zealand.
Greater Christchurch	For the purpose of this plan, Greater Christchurch is the area covered by the Greater Christchurch Urban Development Strategy (UDS). Greater Christchurch comprises the Christchurch City Council area, including Lyttelton Harbour but not the remainder of Banks Peninsula, and parts of Waimakariri and Selwyn District Councils. For a map of the UDS area, visit www.greaterchristchurch.org.nz
Infrastructure	All fixed components of a transportation system, including roadways and bridges, railways, ports, park-and-ride sites, bus stops/shelters and other physical elements.
Investment Logic Mapping (ILM)	A technique to test and confirm the rationale for a proposed investment.
Land transport	Means: (a) transport on land by any means, (b) the infrastructure, goods and services facilitating that transport. The definition also includes coastal shipping.
Land transport system	All infrastructure, services, mechanisms and institutions that contribute to providing for land transport.
Level of service	A qualitative measure that describes the operational conditions of a road or intersection.

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Level of service ‘C’	The Austroads Guide to Traffic Engineering Practice – Part 2 Roadway Capacity describes this level of service as “The zone of stable flow but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level”. In the context of this RLTP, the term is used to describe the desired minimum level of service on the regional strategic road network that lies outside of greater Christchurch.
Local roads	Roads operated by territorial local authorities.
LTMA	Land Transport Management Act 2003.
Mobility	The ability to move or be moved freely and easily. Mobility is not the same as accessibility which is about the ease of reaching a specific location or service.
Multi-modal	Used to describe travel or transport of goods involving more than one transport mode.
Mode	A categorisation of transport methods, e.g. private motor vehicle, walking, cycling, rail, public transport.
Motor vehicles	A vehicle powered by an engine or motor, including cars, vans, trucks, trains and motorbikes.
National Energy Efficiency and Conservation Strategy (NEECS)	A Government strategy prepared under the Energy Efficiency and Conservation Act 2000.
National Land Transport Fund (NLTF)	The dedicated part of the Crown Bank Account into which land transport revenue, as defined in section 6 of the Land Transport Management Act 2003, is paid.
National Land Transport Programme (NLTP)	The mechanism through which NZTA allocates funds for land transport infrastructure and services.
NPS	National Policy Statement issued under the RMA. National policy statements (NPS’s) enable the Government to prescribe objectives and policies for matters of national significance which are relevant to achieving the sustainable management purpose of the Resource Management Act.
Network	Infrastructure or services that are connected to enable the transition of people and goods from one piece of infrastructure or service to another.
New Zealand Upgrade Programme (NZUP)	A fund established by the Government to support the upgrade of essential roads in New Zealand.
One Network Road Classification (ONRC)	A road classification system jointly developed by Waka Kotahi and Local Government to provide a nationally consistent framework for determining road function, future levels of service, the appropriate maintenance levels, and improvement priorities.
Outcome	Outcomes set out how the objectives of the strategy will be delivered.
Peak time	The time period, usually in the morning and in the afternoon, when the heaviest demand occurs on a transportation facility or corridor.
Provincial Growth Fund	A fund established by the Government aimed at lifting productivity in the provinces.

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Public transport	Passenger transportation services available to the public on a regular basis using vehicles, including buses, trains, trams, ferries and taxis, that transport people for payment of a fare, usually but not exclusively over a set route or routes from one fixed point to another.
Regional GDP	Annual estimates of regional Gross Domestic Product for the Canterbury region. These estimates are provided by Infometrics.
RMA	Resource Management Act 1991
Rideshare	The act of coordinating the sharing of rides with other people in a private motor vehicle, sometimes referred to as carpooling.
RLTP	Regional Land Transport Plan
Regional Transport Committee	A committee of Environment Canterbury required by the Land Transport Management Act 2003. The Committee is responsible for the preparation and approval of this Plan.
Road Controlling Authority (RCA)	City councils, district councils and Waka Kotahi.
Road to Zero	A strategy to reduce the road toll to zero.
RPS	Regional Policy Statement issued under the RMA.
Rural area	For the purposes of this Plan, the definition used by Statistics New Zealand is applied: “The rural areas of New Zealand are those which are not specifically designated as ‘urban’. They include rural centres and district territories where these are not included in main, secondary or minor urban areas” (Refer to definitions in this glossary of rural centres, main, secondary and minor urban areas.)
Single occupancy vehicle	A vehicle carrying a driver with no passengers.
A State Highway	A road managed by NZTA and gazetted as state highway.
Sustainability	In the transport sector, this is taken to mean finding ways to move people and goods in ways that reduce the impact upon the environment, economy and society.
Territorial local authorities	City councils and district councils.
Transport Officer Group	An informal group of transport staff from the regional council, district councils and Waka Kotahi.
Total Mobility	A subsidised transport service to increase the mobility of people with serious mobility constraints.
Volume	The number of vehicles or people on a motorway, roadway or any other transportation facility.
Waka Kotahi	A Government transport agency created under section 93 of the Land Transport Management Act 2003.

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