CANTERBURY REGIONAL COUNCIL

Kaunihera Taiao ki Waitaha

Draft Canterbury Regional Land Transport Plan

2024-34

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

November 2023

State Highway 7, crossing the Hurunui River

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Foreword

As the Chair of the Canterbury Regional Transport Committee, I am pleased to present this draft Regional Land Transport Plan 2024–34 for consultation.

This draft plan outlines how we are proposing to balance investment in future transport solutions for Canterbury, while also providing ongoing stewardship to our existing transport network. It is a three-year review that builds on the foundations we set in the previous Regional Land Transport Plan 2021–31.

The Canterbury Regional Transport Committee – a statutory body that has representatives from the regional council, each territorial authority in Canterbury, and Waka Kotahi NZ Transport Agency – has listened to input from the community and industry, to identify the proposed objectives and priorities for Canterbury's transport system. We have developed a programme of transport projects and activities that will contribute to them.

We value the input of all parties on this work as it will ensure that local aspirations are considered at the regional level and communicated nationally.

Simply put, considerable investment is required to meet community aspirations for a more innovative, resilient, and low emissions transport system in Canterbury.

This review proposes a $10 billion investment over 10 years, which almost doubles the investment outlined in the previous Regional Land Transport Plan.

The draft Plan spreads this proposed investment across a number of pragmatic priorities, including:

- maintaining our existing transport network
- managing the risk of exposure to extreme weather and natural events
- developing connected public and active transport networks
- implementing safer systems, and
- supporting freight systems that connect to air, rail and sea.

We also know that transport investment mechanisms across central and local government need to change to pay for all this. It's more than just a Canterbury problem – it is an issue nationwide.

Canterbury has the collaborative know-how and energy to achieve national goals. We look forward to partnering with the coalition government to ensure an equitable level of investment is shared throughout the region.

That's why for the first time, this plan identifies transport projects and activities that could be delivered within the next ten years if significant and long-term funding became available. It ensures we are ready to jump on opportunities that arise, while upholding accountability, transparency a nd value-for-money for every dollar invested in our transport system.

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I want to recognise those who provided input to this Plan through transport consultations in Greater Christchurch, and workshops with representatives of land transport users and suppliers across the region. Communities, central, local and regional government, the private sector, and voluntary and community organisations all need to work together to improve transport outcomes in Canterbury and across Te Waipounamu. So I thank you for your early involvement.

One final point – our future transport system will not look the same as it does today. It cannot. We need to change if we are going to enable sustained economic and population growth, mitigate and adapt to the impacts of climate change, support equity, and capitalise on the rapid technological developments developments in the sector. I'm excited for what our future holds, and I hope you take up this opportunity to shape it.

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 Committee Chairs

A resilient and fit for purpose transport system is vital for the continued health, wellbeing, and prosperity of our people – "the people and communities of the South Island."

Our people, our communities. Without people we have no need for a transport system.

Our transport system:

- Provides the arteries and veins that bring life to our communities
- Provides our communities' connections and allows our communities to function
- Allows people to travel safely and efficiently through our diverse landscapes
- Enables the safe and efficient movement of freight
- Must respond and adapt to a changing climate and emission reduction requirements
- Must support regional prosperity and improve the overall wellbeing of the South Island.

We must ensure that our transport systems are working as effectively as possible to support our communities' needs.

The South Island Regional Transport Committee Chairs Group was formed in 2016 for this purpose. The Group seeks to significantly improve transport outcomes to, from and within the South Island through stronger interregional collaboration and integration.

The Group is focussed on ensuring the South Island stays at the forefront of central government thinking. The formation of the Group recognises that the South Island advocating with one voice is more effective than the seven individual 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 central government. We want to be seen by central government as a group of over 1.2 million people with common aspirations for our transport system.

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

These shared priorities form the priorities of this group and are listed below and will be reflected in each Regions Regional Land Transport Plan for the 2024 – 2027 for inclusion in the 2024 National Land Transport Program.

Priority areas

1. Advocacy for transportation in the South Island, *including tracking how the National Land Transport Fund (NLTF) is being allocated across the country*
2. Responding to climate and emission goals
3. South Island transport network resilience
4. South Island freight task and associated journeys
5. South Island tourism transport systems improvements
6. An enabling funding approach for innovative multi-modal transport options
7. Exploring opportunities for inter-regional transport options.

The South Island Regional Transport Committee Chairs

Regional councils

Environment Southland – Otago Regional Council – Canterbury Regional Council – West Coast Regional Council

Unitary councils

Tasman District Council – Marlborough District Council – Nelson City Council

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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; and
- 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 councils as well as Waka Kotahi NZ Transport Agency[1]. There is currently no formal representation provided for Ngāi Tahu on the RTC[2].

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 system in this RLTP is: *an innovative, resilient, low emissions transport system that helps Canterbury thrive for generations*.

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 30-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.

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

[2]The Canterbury Regional Council (Ngāi Tahu Representation) Act 2022 does not apply to the RTC which is established under the Land Transport Management Act, not the Local Government Act.

Our region

Transport contributes to our wellbeing as families, communities and a region. It connects people to services, recreation opportunities, employment and education. Travel can enable mauriora, waiora, te oranga, and toiora, when supported by te mana whakahaere and ngā manukura[3].

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.

The transport network enables people to participate in society, which includes a good income and employment, education, cultural activities, or sport and recreation, as well as the goods and services people can rely on and the confidence with which they can access those goods and services. It enables people to have a secure sense of identity found in meaningful contact with other people – expressing their customs, responsibilities, obligations and cultural inheritance – particularly important in an increasingly multicultural society.

The transport network facilitates our leaderful community, from community governance through to family decision making and responses to need. The transportation system contributes significantly to fostering crucial partnerships and the development of strategic alliances, emphasizing the invaluable impact of face-to-face interactions, or 'kanohi ki kanohi,' in shaping outcomes for the region.

Movement is also a critical part of healthy lifestyles – from walking and cycling shorter distances to accessing the cultural, sport and recreation opportunities across the region. A well-functioning transport system can support the extent to which communities themselves take ownership of, and have a degree of autonomy over, improving their own health and wellbeing.

The transport system can also enhance our wellbeing through its protection of the environment, and opportunities for people to experience the natural environment and care for it.

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. The Canterbury region is diverse, being home to the second-largest urban area in New Zealand – Greater Christchurch – and a number of 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.

[3]Based on Te Pai Māhutonga. Use of this framework was supported by Cr Korako (Ngāi Tahu elected Councillor) at the Transport, Urban Development and Air Quality Committee on 7 September 2022 Mauriora (access to Māori cultural, economic and social resources), Waiora (environmental protection and access to the natural environment), Toiora (physical, mental and emotional wellbeing) and Te Oranga (participation in society) are all attributes of public wellbeing. Ngā Manukura (leadership) and Te Mana Whakahaere (autonomy and empowerment) are two important process requisites for meeting these goals. This framework was identified as useful in understand how transport supports wellbeing in *'Indigenous Māori perspectives on urban transport patterns linked to wellbeing'* (2013) Raerino, Macmillan and Jones et al, which used a kaupapa Māori research method. However, it also noted that the way the transport systems supports waiora is more complex than the original framework conceptualised.

Economic factors

Canterbury drives much of the South Island's economic and social activity. For the year ended March 2022, Canterbury generated 12.2% of the national GDP and 55% of the South Island's GDP. By comparison, its estimated population of 652,940 (as at 30 June 2023) was around 12.8% of the national total and 54.5% of the population of the South Island[4].

Canterbury accounts for 19% of the total area farmed in New Zealand. Primary production derives from dairy, sheep and beef farms, 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.

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 236%.

The Canterbury economy has grown substantially since 2000, with regional GDP growing by 236% 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.

How Cantabrians travel

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.

Based on census 2018.

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.

[4]The 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

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 the University of Canterbury) 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 Institutes (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.

State Highway 8, Lindis Pass

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.

Canterbury is largely a flood plain so working with water is an important part of a transport system for future generations. Our transport system needs to work with the environment and not against it, including the resources and materials we use to maintain and operate the transport network.

Resilience and climate change

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

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.

Climate change has increased this risk and extreme weather events that compromise the network's security are becoming more frequent. The changing climate has increased the vulnerability of the system.

Climate change will continue to have longer term impacts such as increasing exposure to risks associated with – sea level rise; coastal erosion and storm surges; increased damage to transport infrastructure from heatwaves; increased vulnerability of transport infrastructure and services to sea level rise and coastal erosion; and increased exposure of transport users and workers to heat stress and air pollution. Disruption of key transport corridors has the potential for significant negative impact, as shown by the 2016 Kaikōura quake.

Transport Emissions

Climate change means more than needing to resolve these resilience challenges. Canterbury must adapt its transport system 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 2022 emissions from transport were 1,688kt CO2-e or 14.8% of Canterbury's 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 137% – 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. The proportion of travel that needs to shift over the period of this plan to a low emission approach is similar to the proportion of travel that changed during Level 4 COVID-19 response.

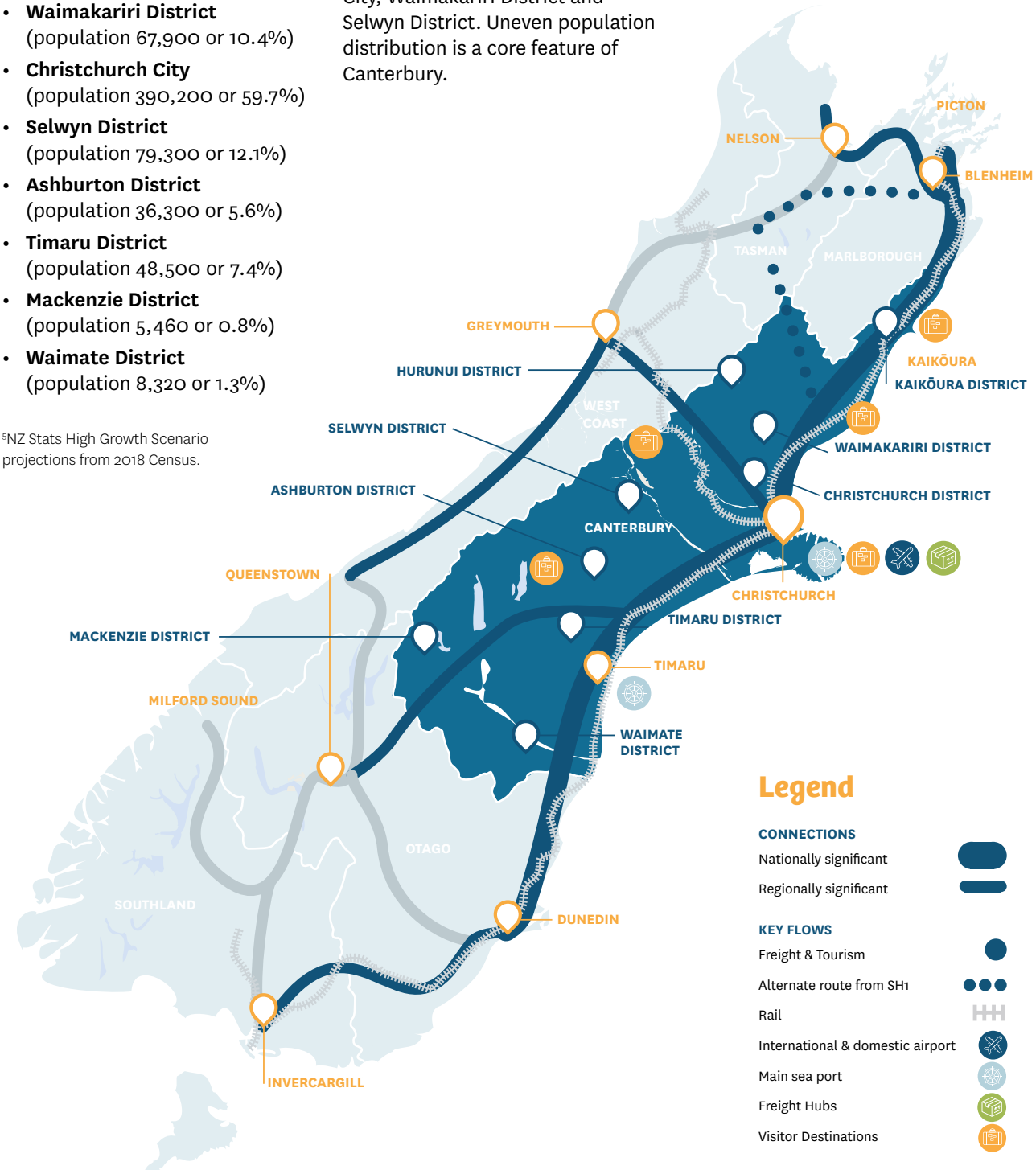
Our people[5]

Nine territorial authorities are affected by this Plan, including:

- **Kaikōura District** (population 4,160 or 0.6%)
- **Hurunui District** (population 13,700 or 2.1%)
- **Waimakariri District** (population 67,900 or 10.4%)
- **Christchurch City** (population 390,200 or 59.7%)
- **Selwyn District** (population 79,300 or 12.1%)
- **Ashburton District** (population 36,300 or 5.6%)
- **Timaru District** (population 48,500 or 7.4%)
- **Mackenzie District** (population 5,460 or 0.8%)
- **Waimate District** (population 8,320 or 1.3%)

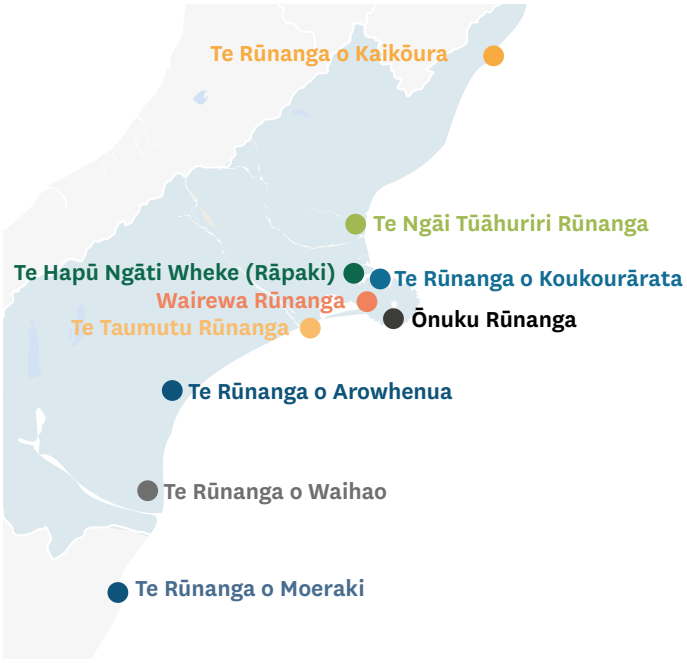
[5]NZ Stats High Growth Scenario projections from 2018 Census.

The Canterbury population on 30 June 2023 was estimated at 652,940. 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.

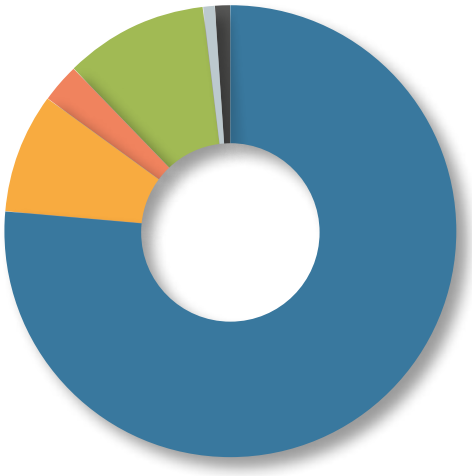


Ngāi Tahu are mana whenua in Canterbury. The region is home to 10 Ngāi Tahu papatipu rūnanga.

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



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



- **82 % European**
- **9% Māori**
- **3% Pacific**
- **11% Asian**
- **1% Middle Eastern/Latin American/African**
- **1% Other**

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

Expected growth

Canterbury is a fast-growing area 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 2018 and 2022. Waimakariri District (2.7%) also experienced average annual population increases greater than either the national or regional averages between 2018 and 2022

Stats NZ's 2048 population projections for the region show that Canterbury's population is expected to reach around 783,000, is an average yearly growth of 0.8 percent to account for 14% of New Zealand's population.

Most of this growth, by 2048, is projected to occur in Greater Christchurch, with Waimakariri District growing by 25,000 people (a 40% increase), Selwyn District growing by around 58,100 people (a 91% increase) and Christchurch City growing by around 66,280 people (a 16% increase). Ashburton, Mackenzie and Hurunui are also projected to grow moderately, by around 6,800 people (19%), 1,490 people (29%) and 1,900 people (15%), respectively. The populations in the other Canterbury districts are projected to also continue to grow in size[6].

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 long-term.

There will be other substantial changes over the next 30 years; much as 2024 is very different to 1994, we expect that 2054 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 system 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: *An innovative, resilient, low emissions transport system that helps Canterbury thrive for generations*.

[6]Statistics NZ subnational population projections (2018 base) 2018-2048.

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Transport systems

This section provides a high-level overview of the key network contributions to the transport system in Canterbury.

Road

- 1,330km of State Highways and 14,636km of local roads
- 38% of the network (6,080km) is unsealed
- State Highway 1 provides the main North Island – South Island link
- Other key State Highways: SH7 and SH73 (linking Canterbury to the West Coast); SH79 (between Christchurch and Fairlie) and SH8 (to Central Otago and Queenstown)
- Local roads are the main ways to access marae and wāhi tapu[7].

Rail

- 650km of rail network
- Links to Picton (Main North Line), Dunedin and Invercargill (Main South Line), and the West Coast (Midland Line)
- Great Journeys New Zealand tourism passenger rail – Coastal Pacific (Christchurch-Picton), and TranzAlpine (Christchurch-Greymouth)
- Canterbury does not currently have any commuter or general passenger rail services. The rail network was built for freight.

Public transport

- In 2023 the Greater Christchurch public transport system had 250 buses and one ferry, together completing around 2,000 trips each work day
- Significant increase in public transport use in Timaru since the introduction of MyWay – on demand public transport
- Community Vehicle Trusts provide community-led transport services in 15 locations across Canterbury
- There is no public transport to marae outside of the urban centres, however rideshare, car share and community vans are an important part of accessing marae[8].

Cycleways and active transport

- In 2018, 4% of Cantabrians chose to cycle to work and 4% walked or jogged
- More people cycle in Greater Christchurch that any other city in New Zealand, with over 60km of dedicated cycleways in Greater Christchurch
- Mackenzie District has the highest proportion of active transport trips to work in the region at 19.1%
- Due to lack of separated cycleways on State Highways, high speeds through towns, or unsealed roads, active transport can feel unsafe in rural areas.

Air

- Christchurch International Airport is New Zealand's second largest airport, with 12 partner airlines, servicing 25 destinations
- In 2022, 3.26 million passengers travelled in and out of Christchurch Airport, this compares to just under 7 million pre-pandemic
- Christchurch is the world's main gateway to Antarctica – servicing around 100 direct flights per year, carrying more than 5,500 passengers and 1,400 tonnes of cargo
- Richard Pearse (Timaru) Airport is the main airport in South Canterbury, with daily flights between Timaru and Wellington.

Sea

- Commercial sea ports in Lyttelton and Timaru
- Inland ports at Rolleston provide key hubs for the freight system.

Aerospace

- Christchurch is becoming a hub for aerospace and future transport innovation
- Aerospace research facilities, including a launch pad, being established at Kaitorete Spit.

[7]Te Paiherenga meeting, 8 September 2023. Te Paiherenga is a technical working group, with representatives from ngā Papatipu Rūnanga and Council staff, and provides advice and feedback on policies, proposals and projects, and a forum for information sharing

[8]Te Paiherenga meeting, 8 September 2023.

Overview of the current regional transport system

We honour our tīpuna in Canterbury who planned and built the transport system to achieve their intended purposes[9].

Canterbury's transport system – road, rail, public transport, cycleways and active transport, air, and sea – provide essential connections for people and freight to travel within and between urban centres, throughout the region and beyond. We honour our tīpuna[9] in Canterbury who planned and built the transport system and the purposes they intended to achieve.

Canterbury's **road and rail** network is expansive and supports a wide variety of travel. Canterbury has the largest road network of any region in New Zealand and maintaining this network is important for the safety of all road users. The road and rail network has been established over generations. The state highway, local roads, and rail network not only provide for communities across Canterbury, but also enables Canterbury to welcome visitors and to share freight with Picton, Dunedin and the West Coast. Outside of Greater Christchurch roads across the delta are generally long, flat, and straight with very few alternative routes. The network plays an important role in the efficient movement of people and freight.

Three types of **public transport** are provided in the Canterbury region in response to the needs of the local populations: urban public transport services in Greater Christchurch and Timaru; subsidised door-to-door transport services for people with mobility impairments in Greater Christchurch, Ashburton, Timaru and Waimate; and funding grants for Community Vehicle Trusts across Canterbury, which provide a means of transport access in areas outside of the urban public transport network. The piloted On-demand public transport service– MyWay by Metro – has successfully replaced Timaru's fixed-route bus service. As Ashburton grows, there will be a growing need to provide public transport in concert with road improvements.

Cycleways and shared paths, together with footpaths, are an important part of Canterbury's urban transport network, having a key role in facilitating **active transport** and all forms of micro-mobility. Cycle infrastructure, tracks and trails are also expanding in districts across Canterbury, such as the Alps 2 Ocean Cycle Trail. Many locations in towns across Canterbury will need more cycling infrastructure, such as cycle stands and separated cycleways along state highways, as cycling continues to grow.

Air transport systems are critical for time sensitive long-distance inter-regional, national and international travel, like providing seafood overseas, receiving certain hospital supplies and medicine or Kiwis returning home for social obligations. Christchurch International Airport is the region's largest **airport** and the main gateway to the South Island for international visitors. Richard Pearse Airport in Timaru is the main airport for South Canterbury, with daily flights between Timaru and Wellington.

Coastal transport networks are important for non-time critical long-distance inter-regional travel. The commercial **seaports** in Lyttelton and Timaru, and inland ports at Rolleston provide key hubs for the freight system. Cruise ships operate from the port of Timaru, Akaroa Harbour, and a new purpose-built facility in Lyttelton.

In 2022, the Government developed a new **aerospace** strategy to help build a globally competitive sector by 2030. Canterbury's geography and airspace are suitable for testing innovative aircraft, and with its proximity to international air and seaports, and access to infrastructure and specialist skills, Christchurch has become a hub for aerospace and future transport innovation. The economic impact for the region is estimated to be between $100m and $1bn. At this stage it is unclear how aerospace might form part of the future of transport and if these testing sites may become a transport hub in the future, like the history of airports.

[9]Te Paiherenga meeting, 8 September 2023.

[10]www.christchurchnz.com/business/business-clusters/aerospace-and-future-transport

Future scenarios and opportunities

The transition to the future transport system is wide reaching and will need to support different sustainable solutions for different communities. The response to climate change will mean changes to infrastructure, services, mechanisms, and institutions. Technology and it's rapid development is a critical factor in enabling this shift and a greater level of innovation in transport activities over the next 10 years is essential.

A pivot to a low emissions transport system

The future transport system is not just the same transport system we have now with low emission vehicles replacing traditional internal combustion engine vehicles. It is transitioning infrastructure, services, mechanisms and institutions to enable a different way to live that is less reliant on the types of vehicles and trips we take now. The system will need to support double the amount of walking, cycling and shared transport. This includes zero emission vehicles for all public transport but also car share and ride share with a significant proportion of low emission vehicles. Vehicle occupancy will also need to change, potentially doubling.

In addition to the changes above, a significant part of the transition is that the system enables a substantial reduction in the trips taken, potentially up to a quarter of all light vehicle trips. These trips could be replaced with working from home, online shopping, drone deliveries, and more essential services being available within 15 minutes of home by walking or cycling.

Across Canterbury the transition of commercial transport fleets will need to be an early priority, for both freight and passenger fleets. Due to the increase in green investment and green philanthropy, commercial and potentially charitable transport fleets have more opportunities to transition to lower emission vehicles than households.

Achieving freight mode shift to rail and coastal shipping is a key part of the solution. The transition of commercial passenger fleets also supports an increase in public transport boardings and in vehicle occupancy. Support for innovative commercial passenger options increases the choices households can make to reduce their emissions.

The change in energy infrastructure, such as electric/hydrogen vehicle charging, will be required to enable the fleet transition. In developing this plan, land transport suppliers raised that hydrogen may be the preferred long-term option for communities in Canterbury for longer distance light vehicle travel and all heavy vehicles. Not only because of confidence in hydrogen vehicles to undertake the length of trips in Canterbury winter conditions, but also to change the nature of the waste emitted from vehicles long-term. The initial focus of transport energy infrastructure should be in the more populated parts of each district; more towards the coast and fewer towards the alps.

The Energy Efficiency and Conservation Authority (EECA) has a priority of efficient and low emissions transport and have to-date invested approximately $5m in Electric Vehicle charging facilities and demonstration vehicle projects in and around the Canterbury region. Demonstration projects are innovative solutions to a problem and are a way for communities to evaluate the impact of the project without it being permanent or expensive. A further $5m investment in the Canterbury region was recently announced in a single partnership project with private electric vehicle charging companies Jump Charging and Circle K at a high-profile site in Washdyke.

In larger towns and cities, particularly in Waimakariri, Christchurch, Selwyn, Ashburton and Timaru, the opportunities for households to reduce emissions will be mainly in the trips taken and modes used in urban areas. This can be supported through improvements to public and active transport, with an urban form that enables a sustainable transport network. While larger towns and cities may look to change their system there is a need to ensure the system remains accessible for households traveling in using older modes.

In smaller communities and towns, particularly Kaikōura, Hurunui, Mackenzie and Waimate, the opportunities for households to reduce emissions will be mainly in relation to vehicles initially. These areas will need to have higher levels of private light vehicle use for longer. Greater fuel efficiency of private vehicles, continued support for Community Vehicle Trusts, and improved pedestrian and cyclist safety, particularly around schools are interim solutions until technology advances and the transport system shifts. Along the coast smaller communities may need to consider water-based transport, if the risks and costs of maintaining a road are no longer suitable.

Due to the centralisation of services, many people in Canterbury travel into the urban areas, for example, visits to hospitals and boarding school students.

Due to the complexity in ensuring access to essential services and reducing unintended consequences from a rapid reduction in emissions, there needs to be a greater focus on developing locally led solutions in these communities. High speed internet, community hubs and co-working spaces and the provision of more essential services locally have been identified as solutions to reduce transport emissions. For example, the lack of radiology in the Mackenzie district means routine x-rays are an 8 hour round trip to Timaru Hospital, and a helicopter flight for emergency radiology. A lack of co-working spaces in rural areas could mean people in rural areas travel all the way into Greater Christchurch, Ashburton or Timaru.

Policies, strategies, and actions targeted towards enabling and supporting people to change their travel behaviour will be key to reducing emissions. This includes shorter term solutions of building awareness and incentivising change. Proactive investment in infrastructure and services to support people and businesses to make the switch to zero emission vehicles will also be needed. Investigating and understanding the impacts of demand-side measures and delivering changes to parking policy and road pricing, may also be required over the lifetime of the plan, if we are to achieve our long-term goals.

Lyttelton Port, Christchurch

A resilient transport system

Resilience – The transport system's ability to enable communities to withstand and absorb impacts of unplanned disruptive events, perform effectively during disruptions, and respond and recover functionality quickly.

To improve the resilience of our land transport system and manage the risk of exposure to future extreme events, we will need to adapt. The National Adaptation Plan provides a framework for climate adaptation response grouped into four categories: avoid, protect, accommodate and retreat. Waka Kotahi and councils across Canterbury will need to use a combination of these to effectively adapt to the changing climate in different locations, and over different time scales.

Avoid: Spatial planning processes will be a key tool to direct new transport infrastructure and development away from areas at significant risk from climate-related hazards, such as flooding and erosion, and other natural hazards (such as earthquake risk).

Protect: Infrastructure can be protected, for example through engineering solutions or catchment flood management, however the long-term viability of protection in a changing climate needs to be considered. The total cost of flood protection over the next ten years in Canterbury is around $20m and a proportion of that cost protects transport assets.

Accommodate: Climate-related hazards can be accommodated by accepting they will occur and have impacts on our infrastructure but ensuring that disruption is minimised, and we can recover quickly, including through emergency management and better design of infrastructure and networks to cope with hazards. Example: Ashburton Tinwald Connectivity – The existing SH1 Ashburton Bridge is subject to extreme weather events, operates at or near its capacity at peak times and is a source of congestion at times of high holiday traffic volumes. It is also a key South Island freight link.

Retreat: Retreat away from areas exposed to climate-related hazards may be necessary when options for protection and accommodation are not viable, and the risk is intolerable. Community focused and led conversations on dynamic adaptation planning, including on the potential for relocation of people and assets will be needed. Example: the Main South Line between Caroline Bay and Scarborough in Timaru is particularly susceptible to coastal erosion and inundation. KiwiRail has recently invested in protection works and a longer-term solution may be required in coming decades.

Smaller communities and townships in Canterbury may value the resilience of the system, more than having a public transport service around the centre of their small town. Network resilience ensures people can travel to and from work, get children to schooling and participate in cultural and hobbies safely. Network resilience also means Canterbury can continue to prosper with freight being able to travel freely, the Canterbury network has multiple bridges which are aging and due for renewal. One significant weather event could take out these connecting bridges with alternative routes being hours long through roads which can often be unreliable or unsuitable for large vehicles.

In addition to increasing resilience to natural hazards, the transport system must also be able to adapt to uncertainty and rapid change. The popularity of e-scooters in recent years and the need for social distancing during the COVID-19 pandemic highlighted a need for more adaptable approaches to road space management. Rapidly fluctuating fuel prices throughout 2022 and 2023 also emphasised the need to reduce dependency on fossil fuel. The increasing popularity and appetite to switch to electric vehicles has necessitated an expansion of the network of electric vehicle charging hubs.

Transport priorities for mana whenua

A range of infrastructure has become a significant barrier to the development of Māori land in some locations, including Māori Reserve 873 at Tuahiwi in the Waimakariri District[11]. While changes to planning policies have occurred to enable kāinga nohoanga in some areas, this has not been supported with investment in infrastructure. Going forward, partnering with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve land to ensure that there is sufficient capacity, and feasible access to, local networks is essential. This could include improved transport network infrastructure and services to enhance accessibility and connectivity, including by public and active modes, to support the development aspirations for kāinga nohoanga.

Main North Line, South of Kaikōura.
Photo: KiwiRail

Mana whenua priorities:

- Accessibility and connectivity of kāinga nohoanga and papakāinga; improved transport network infrastructure and services to support development aspirations (including at Tuahiwi and Rāpaki)[12]
- Public, shared and active transport options including PT Futures and MRT in Greater Christchurch[13]
- Early engagement with rūnanga on major transport proposals[14]
- The protection of wāhi tapu, wāhi taonga and ngā wai, and indigenous biodiversity[15]
- Opportunities for the enhancement of environmental values, through initiatives such as roadside plantings using indigenous species and use of sustainable materials in creating and maintaining the network[16]
- Support for innovative technology (including through Tāwhaki – a unique partnership focused on aerospace and environmental outcomes at Kaitorete[17])
- Support for a green energy transport system including alignment to Te Runanga o Ngāi Tahu Green Energy Strategy, which includes solar, wind and/or battery power for marae[18]
- Consideration of the better use of waterways in the future transport system, for example river based local travel, or coastal/sea-based long-distance travel[19].

[11] Mahaanui Kura Taiao report for Greater Christchurch Spatial Plan

[12] Mahaanui Iwi Management Plan (NgāKaupapa / Policy P16.7)

[13] Te Paiherenga meeting, 8 September 2023

[14] Mahaanui Iwi Management Plan (Ngā Kaupapa / Policy P16.1)

[15] Mahaanui Iwi Management Plan (Ngā Kaupapa / Policy P16.3, P16.4)

[16] Te Paiherenga meeting, 8 September 2023.

[17] Tāwhaki is a unique commercial partnership between Te Taumutu Rūnanga and Wairewa Rūnanga and the Crown, which and has a dual kaupapa to heal and rejuvenate the unique whenua at Kaitorete and advance Aotearoa's aerospace industry through the development of aerospace activities and research and development (R&D) facilities on the whenua.

[18, 19] Te Paiherenga meeting, 8 September 2023

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 Spatial Planning Act (SPA) and Natural and Built Environment Act (NBEA) were passed into law on 23 August 2023. The SPA requires each region to develop a regional spatial strategy. This Act works alongside the NBEA, the main replacement for the **Resource Management Act 1991** (RMA). The NBEA requires regions to develop a natural and built environment plan for land use and environmental management. The new resource management system is being phased in over the next 10 years. Many parts of the RMA remain in force for now. In the absence of a regional spatial strategy or natural and built environment plan for Canterbury at this time, the Canterbury Regional Policy Statement has been taken into account during development of the 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 **Ngāi Tahu Settlement Act** was passed in 1998 to acknowledge the grave injustices faced by the Ngāi Tahu tribe and to provide redress. The financial value of the settlement was $170 million and the Crown recognised Ngāi Tahu's traditional kaitiaki (guardian) role in managing and safeguarding resources in the South Island.

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.

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. The draft GPS 2024 outlines 6 strategic priorities for land transport: Maintaining and operating the system, increasing resilience, reducing emissions, safety, sustainable urban and regional development, and integrated freight systems.

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

Arataki is Waka Kotahi's 30-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.

Te Ringa Maimoa partnership is evolving the current national classification system for roads 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 **Emissions Reduction Plan** is developed by the Ministry for the Environment and outlines several actions for Waka Kotahi NZ Transport Agency to reduce transport emissions. It includes reducing reliance on cars, adopting low emissions vehicles, and decarbonising heavy vehicles and freight. It also sets targets in relation to vehicle kilometres travelled and emissions of the light vehicle fleet, freight emissions and fuel intensity. It signals new opportunities for inter-regional public transport services.

The **Sustainable Public Transport Framework** covers how public transport is procured and delivered. It aims to prioritise mode-shift, fair and equitable treatment of employees, and improved environment and health outcomes. This framework supports changes to public transport to transition to a low emissions transport system.

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. It is currently under review with a draft out in December 2024. The review is being done in collaboration with Papatipu Rūnanga and will include climate change issues. The CRPS gives direction to and is implemented through Council District Plans and Environment Canterbury's Regional Plans.

The **draft Greater Christchurch Spatial Plan** anticipates a transformation of the land transport system to foster much higher rates of public and active transport usage, including through the development of a mass rapid transit service, and reduced reliance on private vehicles. Mass rapid transit is a 'city shaping' initiative that is fundamental to the shift in urban form required to help achieve a net zero emissions future.

As a Tier 1 urban area, Greater Christchurch must develop an urban vehicle kilometres travelled (VKT) reduction programme, in partnership with Waka Kotahi, by 2024. This will outline how the sub-region will achieve its targets and will inform future planning and investment decision-making.

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 regional and district Councils every three years, with a 10-year outlook. They are a key planning tool for Councils, describing the activities and the community outcomes they aim to achieve. 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 adaption. Transport related risks from the Canterbury Climate Change Risk Assessment are included in this plan.

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. 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.

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.

Mana Whenua strategies and plans also play an important role in the development of transport systems in Canterbury. This includes the Kāinga Nohoanga Strategy, Climate Action Strategy, Mahaanui Iwi Management Plan and Green Energy Strategy that is in development. These outline important priorities and expectations of Ngāi Tahu. At the time of review, several Papatipu Rūnanga within Canterbury are in the process of developing their own climate adaptation and mitigation plans. This may impact future land transport activities.

- The Kāinga Nohoanga Strategy outlines mana whenua aspirations and expectations for kāinga nohoanga communities on Māori land reserves and in urban areas and provides a clear pathway for mana whenua, Crown and Councils to remove barriers and take all opportunities to create the kāinga nohoanga communities.
- The Climate Action Strategy provides direction across the whole spectrum of Ngāi Tahu interests, assets and activities, because the impacts of climate change will touch them all.
- Mahaanui Iwi Management Plan provides a policy framework for the protection and enhancement of Ngāi Tahu values, and for achieving outcomes that provide for the relationship of Ngāi Tahu with natural resources across Ngā Pākihi Whakatekateka o Waitaha and Te Pātaka o Rākaihautū.
- The Green Energy Strategy is in development and relates to matters like the operation of marae using green energy. It is unclear yet if a transition to low emission vehicles to access marae and undertake cultural obligations will be included in the strategy.

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

An innovative, resilient, low emissions transport system that helps Canterbury thrive for generations.

Strategic objectives we will deliver our vision with

Maintenance
Strengthen the maintenance of the current network, so the network continues to underpin the outcomes across the region

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

Emissions
Develop a range of transport emission reduction solutions across Canterbury to reduce negative environmental and health impacts

Growth
Develop the transport network to support well-planned, quality urban environments in areas of high growth

Safety
Reduce harm on our roads

Freight
Transition to a low emission freight system that is more resilient, productive, and innovative

Headline targets

Number of deaths and serious injuries on Canterbury's roads:
40% reduction in deaths and serious injuries on Canterbury roads by 2030

Greenhouse gas emissions from land transport in Canterbury:
41% reduction in greenhouse gas emissions from land transport in Canterbury by 2035

Tonnage of freight moved by rail in Canterbury:
100% increase in tonnage of freight moved by rail in Canterbury by 2034

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:

- 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
- 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.

The main benefits of addressing these problems are:

- 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
- A safer transport network and system.

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

- Create a well-maintained network
- Manage risk of exposure to extreme events
- Support and develop connected public transport and active transport networks
- Implementing safer systems (Road to Zero)
- Support and develop freight systems connecting to air, rail, and sea.

Ten-year transport investment priorities

Create a well-maintained network

Manage risk of exposure to extreme events

Support and develop connected public transport and active transport networks

Implementing safer systems (Road to Zero)

Support and develop freight systems connecting to air, rail, and sea

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Priority:
Create a well-maintained network

PRIMARY PROBLEM	PRIMARY BENEFIT
Current levels of road network maintenance and renewals are proving inadequate to maintain acceptable levels of service across the Canterbury region.	A well-maintained network benefits all outcomes across the region.

THE CASE FOR INVESTMENT

The state highway and local road network is Canterbury's largest value social asset. It connects our communities and underpins their wellbeing.

There has been underinvestment and constraints on the delivery of increased road maintenance and renewals in Canterbury. There has also been a substantial increase in travel resulting from population and economic growth.

We now have deteriorating network conditions that require increased investment to address deferred maintenance and ensure safe and reliable access for all.

The network is also impacted by more frequent and intense weather events brought about by climate change. Most of our roads were fit-for-purpose at the time they were built, but will not meet the needs of the changing climate. This also has implications for how we maintain, operate, and renew our existing asset base, and sustain current levels of service.

An increasing proportion of our road pavements and surfaces are aging, leading to increased susceptibility to damage. With a substantial rise in freight movement and traffic volumes we need more robust road surfaces on certain high-traffic roads. This will likely minimise the disruptive effects of frequent road works. While improving road surfaces carries a higher upfront cost, there would be longer-term benefits for Canterbury and all New Zealanders.

SUMMARY OF EVIDENCE

Between 2009 and 2018, funding for state highway maintenance was static. Over the same period, there was roughly a 15% increase in heavy vehicle kilometres travelled on Canterbury's state highways and a 20% increase in overall vehicle kilometres travelled.

Local road maintenance expenditure did increase somewhat over the same period. However, the cost of labour, plant and materials also grew by 12%. In addition, in some districts across Canterbury the increase in travel was much higher than national and regional figures – by 233% in Kaikōura, 78% in Waimakariri and 45% in Selwyn (2007-2017).

More recently, funding has increased to levels generally sufficient to prevent further deterioration in network condition (all else being constant). Some local councils in Canterbury have chosen to 100% fund additional maintenance works (without central government funding support). However, the effects of the pandemic and high inflation have limited overall delivery of increased road maintenance and renewal programmes. Funding allocations has been mostly insufficient to address the historic 'backlog' or shortfall.

LONG-TERM RESULTS/MEASURES

- Increase in the annual proportion of vehicle kilometres travelled that occur on 'smooth' sealed roads
- Increase the percent of maintenance bid by Waka Kotahi funded by RCA
- Increase the percent of maintenance funded by RCA.

OTHER PRIORITY IMPLEMENTATION AREAS

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

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Priority:
Manage risk of exposure to extreme events

PRIMARY PROBLEM	PRIMARY BENEFIT
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.	Changes in impact of unplanned disruptive events on access to social and economic opportunities.

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 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 economic 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, and is expected to result in increased frequency and severity of flooding, 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 the number of unplanned closures arising from natural hazards.

OTHER PRIORITY IMPLEMENTATION AREAS

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

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Priority:
Support and develop connected public transport and active transport networks

PRIMARY PROBLEM	PRIMARY BENEFIT
Planning and investment do not always support sustainable transport choices, resulting in high greenhouse gas emissions and adverse health impacts.	Changes in human health.

THE CASE FOR INVESTMENT

Congestion is not as much of an issue in Canterbury as it is in 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. 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.

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.

SUMMARY OF EVIDENCE

Transport emissions contribute to 388 premature deaths and $1.8 billion in social costs associated with air pollution in Canterbury. Low emission vehicles reduce greenhouse gases but still contribute PM2.5 to air pollution. Public transport and active travel can improve air quality and health outcomes in Canterbury.

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.

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.

LONG-TERM RESULTS/MEASURES

- Increase in public transport boardings
- Increase in kilometres of active transport network (walking and cycling)
- Increase in reliability of public transport services in Greater Christchurch.

OTHER PRIORITY IMPLEMENTATION AREAS

- Improve uptake of active and public transport
- Utilisation of demand management tools to support optimal use of the network
- Reduction in greenhouse gas emissions from transport.

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Priority:
Safer systems implemented (Road to Zero)

PRIMARY PROBLEM	PRIMARY BENEFIT
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.	Changes in user safety.

THE CASE FOR INVESTMENT

Deaths and serious injuries on our roads cause devastation for whānau, friends, communities, workplaces, and the region.

Investment in safer network infrastructure will protect people's safety and help prevent mistakes turning into tragedies. Investment in safety improvements to reduce risk is essential.

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.

SUMMARY OF EVIDENCE

Canterbury has a poor record for deaths and serious injuries, with the third highest number out of all regions in 2017/18 (388 deaths and serious injuries).

In 2021/22, 39 people died on Canterbury's roads, continuing a general trend of increasing deaths and serious injuries on our roads.

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:

- 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

- 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.

OTHER PRIORITY IMPLEMENTATION AREAS

- 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:
Support and develop freight systems connecting to air, rail, and sea

PRIMARY PROBLEM	PRIMARY BENEFIT
Land use change and increases in travel demand can result in inefficient use of the network, and reduced productivity. Our freight and supply chain systems need to decarbonise, while still being able to efficiently move goods into, out of and within the region, to remain internationally competitive.	Wider economic impact.

THE CASE FOR INVESTMENT

Our road freight sector is efficient, reliable and relatively low cost, and will remain the dominant mode for moving goods into the future. It is also currently emissions-intensive, lacks resilience and has broader costs for society.

Meeting committed carbon emission reduction targets requires the decarbonisation of all freight modes and the operations of the infrastructure that supports them, such as ports and airports. If carbon emissions from the freight and supply chain are not reduced, our international competitiveness will reduce and be controlled by other countries' carbon pricing schemes.

Our reliance on road freight has hidden costs; higher cost to maintain our existing road networks, higher impact of network disruptions, and higher impacts on human health through reduced air quality and actual or perceived safety risks. Without intervention, the growth in travel demand on our road networks will result in increased congestion, and reduced efficiency and productivity over time, particularly in Greater Christchurch. To improve efficiency and productivity, more efficient use of our existing roading networks and prioritising higher-value trips is needed.

SUMMARY OF EVIDENCE

Heavy vehicles represent around 6% of vehicle kilometres travelled on the network, but up to 23% of road transport emissions. Freight transport emissions in Canterbury are closely correlated with the amount of diesel used by trucks, because over 90% of freight volumes within Canterbury are transported by road.

Over the next 30 years, freight demand in Canterbury is expected to grow by over 70%. More fuel-efficient heavy vehicles can help to reduce emissions, but the weight they carry and distance they travel limits their overall impact on emissions.

Moving more freight by rail and coastal shipping can reduce emissions by over two-thirds, as well as other benefits. The 2019 South Island freight mode shift study quantified the 2019 externality benefits of an 8% mode shift of the South Island freight task to rail and/or coastal shipping as being conservatively in the range of $12-18 million per year.

However, for most freight tasks, shifting to other modes (rail or coastal shipping) will require a road transport connection at one or both ends of the trip. Reducing the cost of modal transfers will make rail and coastal shipping more competitive over shorter distances.

LONG-TERM RESULTS/MEASURES

- Increase in freight to and from Canterbury ports by rail
- Increase in rail movements to, from and within Canterbury.

OTHER PRIORITY IMPLEMENTATION AREAS

- Support a wholescale shift to zero-emissions heavy vehicles, as opposed to adopting more fuel-efficient heavy vehicles
- Shift to a hub and spoke model over time, and reduce the cost of modal transfers to make rail and coastal shipping more competitive over shorter distances.

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.

		MOT OUTCOMES					2021 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	Maintenance	Resilience	Emissions	Growth	Safety	Freight
INVESTMENT PRIORITY	**Create a well-maintained network**	×	×	×	×	×	×				×	×	×	×	×	×
	Manage risk of exposure to extreme events	×	×		×	×				×	×	×		×	×	×
	Support and develop connected public transport and active transport networks	×	×	×			×	×		×	×	×	×	×	×	
	Implementing safer systems		×				×						×	×	×	
	Support and develop freight systems connecting to air, rail, and sea			×	×	×			×	×			×	×	×	×

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.

POLICIES
• Advocate for targeted incentives to support a just transition to low emissions vehicles and other electric transport modes
• Support the expansion of sustainable transport energy infrastructure such as electric charging stations and hydrogen fuel stations
• Rapid expansion in the reach, accessibility, and quality of public transport options, including shared travel modes connecting towns and cities
• Fund and maintain infrastructure to increase safe and accessible active transport and micro-mobility (walking and cycling) routes
• Ensure safer streets and well-functioning urban areas that reduce the number and distance of trips that people need to make
• Advocate for more support to work from home, particularly where limited internet access or lack of co-working spaces are a barrier
• Develop solutions to ensure accessibility of essential services by active transport and micro-mobility (walking and cycling)
• Expand the support and tools available to enable communities to efficiently transition at pace to a low emission transport system
• Encourage innovation and economic development opportunities in Canterbury resulting from a low emissions transport system
• Continue to shift investment towards a step change in the transport system to the future state
• Consider wellbeing impacts for communities with a high or repeated exposure to extreme events, particularly when creating change at scale and pace
• Collaborate and coordinate planning to prioritise investment to optimise freight mode shift
• Support investment that provides a resilient freight network
• Apply Road to Zero policies and principles to the development of safety solutions
• Improve the safety of vulnerable transport users, in particular cyclists and pedestrians
• Ensure maintenance and renewals is appropriately planned and sufficiently resourced to support a range of outcomes
• Advocate for Government funding and changes in legislation for our Regional Transport Programme
• Ensure there is regional alignment across our transport priorities
• 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
• Support solutions that reduce road maintenance costs and make maintenance more sustainable
• Avoid investment that has poor alignment with spatial planning and creates urban sprawl
• Ensure investment supports reliable and consistent journey times and the efficiency of the network
• Improve safety and visitor experience for key tourist routes
• Improve accessibility to and from marae, and current and future Māori land
• Ensure equitable outcomes across the region
• Enhance value for money for transport investment across Canterbury
• Develop transport solutions that promote shared prosperity and reduced inequality, including through unlocking growth opportunities and improving connectivity.

Kaikōura Township, North Canterbury

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 their consideration of the priorities and expectations of Māori, involvement of the Police and road safety groups, collaboration with interested organisations and public consultations where required. The level of investment is indicative as it is contingent of 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 three categories of activities in accordance with the approach adopted by the Regional Transport Committee:

The **Regional programme** reflects the affordable and feasible 10-year regional investment programme. These activities are listed based on their alignment to the ten-year RLTP investment priorities. Under each priority there may be up to 3 types of activities – ongoing programmes, local improvements, and regionally significant improvements.

1. Ongoing programmes

Programmes that are considered business as usual, such as ongoing road maintenance and renewals and operating existing public transport services. These run every year over the 10 year period of the plan.

2. Local improvements

These are improvements that are usually in response to local network needs. Over the 2024-27 period, these activities are primarily focused on delivering resilience and safety outcomes across the Canterbury region and connected public and active transport improvements in the Greater Christchurch area. Local improvements occur every year over the period of the plan.

3. Regionally significant improvements

These are improvements that have wider regional or inter-regional significance. They are typically larger, more high-profile projects. These activities have been ranked based on their contribution to the 10-year RLTP strategic priorities. It's important to finish transport projects and initiatives that we have started, so projects from 2021 RLTP are listed first.

The **On the horizon programmes** reflect transport network changes that may be suitable for funding in the future.

All these activities are largely network improvements. While the transport system needs to change, investment in changing mechanisms and institutions has not been proposed in the plan. This is because they are either not yet developed by an Approved Organisation, achieved through Waka Kotahi national regulatory functions, or delivered by organisations that are not authorised to propose activities to the Regional Transport Committee e.g. EECA.

To rank the regionally significant activities the Committee set 'regional significance' criteria:

An activity is considered to be regionally significant if it:

- Directly contributes to achieving the vision identified in this Plan; and
- Is fundamental to achieving one or more priorities identified in this Plan; and
- Enables or contributes to social, environmental, cultural, or economic benefits of the wider Canterbury region, such as:
  - The more people affected the more significance it will have.
  - The extent to which the matter under consideration is of an interest within the community.
  - The greater the cost implications, the more significance it should be treated with.
  - The greater the social, environmental, or cultural implications, the greater the significance of the decision.

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. 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:

- Create a well-maintained network (top priority – not weighted with other priorities).
- Manage risk of exposure to extreme events (35%).
- Support and develop connected public transport and active transport networks (30%).
- Implementing safer systems (Road to Zero) (25%).
- Support and develop freight systems connecting to air, rail, and sea (10%).

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 most contribute towards.
- 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 aligned with the Committee submission on the draft GPS which included a Strategic Investment Programme for the first time.
- 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. Appendix 01 outlines the relationship between projects in the Transport Investment Online system and the programme tables.

Regional Programme

Create a well-maintained network

Road maintenance, operations, and renewals activities represent at least 40% of planned land transport investment by local and central government in the Canterbury region over the next ten years. The ongoing programme includes keeping signage visible, drains functioning, traffic signals working, and retaining the condition of footpaths, cycleways, sealed/unsealed roads, and bridges. Collectively, these activities represent a significant investment by the Government and Councils to maintain existing levels of service on the transport network for the benefit of our communities.

In the 2024-34 period, this programme also includes the proposed replacement of several strategic bridges that are nearing the end of their useful life, namely:

- Elephant Hill Stream Bridge SH82 Waimate District
- North Waihao SH82 Waimate District.

The level of investment proposed reflects agreed levels of service and community willingness to pay. In this RLTP, road controlling authorities have proposed significant increases in maintenance, operations and renewals to address deferred maintenance and turn the curve across an range of indicators tracked by the road controlling authorities.

Where to next?

There is a need to consider different approaches to maintaining our existing networks in response to the impacts of extreme weather events and changes in network use. Our climate is generally getting wetter and hotter, meaning roads are damaged all year round.

We also have increasing demand across much of our network, driven by population and economic growth. Without a change in available funding and new funding mechanisms, we will need to consider whether we can continue to maintain some of our roads or maintain them at existing levels of service.

Projects like the Marlborough Future Access Study demonstrates some of the difficult decisions we will likely face on low volume roads. At the other end of the spectrum, some of our highest-volume roads will likely require more durable surface treatments at a higher capital cost to ensure they can continue to perform well and meet user expectations into the future.

Table 01: Business as usual 2024 – 2034 (Create a well-maintained network)

ORGANISATION	DESCRIPTION	COST
Ashburton District Council	Maintenance, Operations and Renewals	$238,000,000
Christchurch City Council	Maintenance, Operations and Renewals	$1,542,000,000
Department of Conservation	Maintenance, Operations and Renewals	$4,095,349
Environment Canterbury	Investment Management Activities	$16,500,000
Hurunui District Council	Maintenance, Operations and Renewals	$198,000,000
Kaikōura District Council	Maintenance, Operations and Renewals	$27,200,000
Mackenzie District Council	Maintenance, Operations and Renewals	$75,048,000
Selwyn District Council	Maintenance, Operations and Renewals	$338,391,046
Timaru District Council	Maintenance, Operations and Renewals	$251,182,389
Waimakariri District Council	Maintenance, Operations and Renewals	$221,000,000
Waimate District Council	Maintenance, Operations and Renewals	$74,000,000
Waka Kotahi	Maintenance, Operations and Renewals	$1,650,000,000
TOTAL		**$4,635,416,784**

Table 2 – Locally Important Improvements (Create a well-maintained network)

ORGANISATION	DESCRIPTION	COST	PERIOD
Ashburton District Council	Various local road improvements	$27,000,000	2024
Waka Kotahi	Canterbury Share Environmental PBC	$2,123,064	2024/2026
Waka Kotahi	Canterbury Share Digital Data Strategy	$69,503	2024/ 2026
Waka Kotahi	Canterbury Share Digital Data Warehouse	$258,154	2025/ 2027
Waka Kotahi	Canterbury Share Digital Engineering/BIM	$14,297,779	2024/ 2028
TOTAL		**$43,748,500**	

Table 3 – Regionally Significant Improvements (Create a well-maintained network)

ORGANISATION	DESCRIPTION	COST	PERIOD	RANK
Waka Kotahi	Legacy Property Acquisition – Canterbury	$3,180,000	2024	**2021 RLTP**
TOTAL		**$3,180,000**		

Manage risk of exposure to extreme events

The focus of regionally significant resilience improvements is on key parts of the network that connect not just local communities, but Canterbury and the South Island. They include the following projects:

Ashburton-Tinwald Connectivity (Second Ashburton Urban Bridge)

This is the top ranked project in the region. The SH1 Ashburton River Bridge, connecting Ashburton and Tinwald, is a critical link between the mid and lower South Island. The existing bridge often operates at or near its capacity at peak travel times. When the bridge closes due to extreme weather the detour can be up to 14 hours. The second urban bridge project would provide increased resilience and redundancy to the existing bridge and support improved local access and connectivity between Ashburton and Tinwald, particularly for those using active transport.

Conway River Bridge

Route 70 is an important regional connection that serves as an alternate route to SH1 between the Hurunui and Kaikōura Districts. SH1 south of Kaikōura has a number of structures which limit the size of vehicular traffic for over dimensional travel, that use Route 70. The Conway River Bridge is restricted to 44,000kg resulting in high productivity motor vehicles (HPMV) travelling via SH63/65, adding significant time and kilometres to the journey. Without strategic consideration, the bridge will continue to be restricted further and is due for renewal in 2032.

Heaton Hayes Rail Crossing

The rail crossing upgrade project would improve safety at the level crossing and ensure continued and reliable access to the port of Timaru and industrial area. This is one of the busiest ports in the South Island and can take the over dimension power generation parts to the hydro-generators. The route is particularly important in the event of an alpine fault earthquake sequence and his project would create the only at grade resilient port access in the South Island.

Pages Road Bridge renewal

This is an end-of-life bridge renewal and upgrade project in the popular beachside suburb of New Brighton. The bridge is recognised for its lifeline services and role in civil defence emergencies. The new bridge would be more resilient to future earthquakes and the effects of climate change. It will also improve safety and provide a more attractive gateway to New Brighton.

In addition to these projects, there is a fully funded programme of minor resilience improvements to state highways in Canterbury, which will assist in adapting to our changing climate in line with Tiro Rangi – the National Transport Climate Adaptation Plan. The planned investment in resilience in Canterbury also includes final works on the reinstatement of state highway one in Kaikōura in response to the 2017 Kaikōura earthquake.

Where to next?

The state highway and rail networks have both recently had network-wide resilience programme business cases completed to better identify areas of risk. The risks to our local road networks need to be better understood, particularly those routes which might be of significance regionally or for the South Island.

There is also work underway to develop centralised, standardised reporting on local road outages to provide communities with better real time information on outages and alternative routes.

Table 4 – Business as Usual 2024 - 2034 (Manage risk of exposure to extreme events)

ORGANISATION	COST
Hurunui District Council	$16,658,188
Selwyn District Council	$1,100,000
TOTAL	**$17,758,188**

Table 5 - Locally important improvements 2024 – 2034 (Manage risk of exposure to extreme events)

ORGANISATION	COST
Ashburton District Council	$7,500,000
Christchurch City Council	$89,000,000
Hurunui District Council	$4,680,430
Kaikōura District Council	$1,500,000
Mackenzie District Council	$8,000,000
Timaru District Council	$7,718,988
Waimakariri District Council	$1,700,000
TOTAL	**$120,099,418**

Table 6 - Regionally significant improvements (Manage risk of exposure to extreme events)

ORGANISATION	DESCRIPTION	COST	PERIOD	RANK
Waka Kotahi	SH1 Clarence and Oaro improvement	$173,735,652	2024	2021 RLTP
Ashburton District Council	Ashburton-Tinwald Connectivity (Second Ashburton Urban Bridge)	$130,000,000	2024/2027	1
Hurunui District Council	Conway Bridge	$10,000,000	2024/2027	4
Timaru District Council	Heaton Hayes Rail Crossing	$3,000,000	2020/2027	4
Waka Kotahi	Low cost Low Risk Resilience Improvements	$3,600,000	2024/2026	4
Waka Kotahi	Canterbury Crown funded Resilience	$7,000,000	2024/2027	4
Waka Kotahi	Crown Resilience low cost low risk programme	$3,492,000	2023/2024	4
Christchurch City Council	Pages Road Bridge Renewal (OARC)	$58,000,000	2023/2030	12
TOTAL		**$388,827,652**		

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Support and develop connected public transport and active transport networks

This investment priority supports multiple objectives of the plan. The 2021 RLTP had significant investment in the delivery of major cycleways across Greater Christchurch and regionally, it is important for these to be completed. Continued investment is required to make public transport and active modes more attractive choices for households. The proposed improvements to public transport in Greater Christchurch alone could lead to a potential 10% reduction in greenhouse gas emissions for Canterbury. The focus for investment in this plan includes:

Keeping existing public transport services and support going

There is significant investment required to keep the existing services in place. This includes current Metro service in Greater Christchurch, Total Mobility services across the region, support for Community Vehicle Trusts when required, and the continued provision of on demand public transport (MyWay). There is potential for the Timaru service to improve connections to the airport. Greater Christchurch Metro Services will also implement a new ticketing solution that would in future allow people to access multiple transport options in the region and seamlessly shift between them, like a subscription service.

PT Futures and Mass Rapid Transit

PT Futures programme business case aims to double public transport uptake and is ranked second in the region because the scaling up of bus services on key routes in Greater Christchurch is foundational to further improvements in the region. The transition to a zero emissions bus fleet is also reflected in these costs.

While inital changes are rolled out, detailed planning and design work for the high frequency Mass Rapid Transit through Riccarton and Papanui can be undertaken. Mass Rapid Transit is a significant city shaping investment that could reduce vehicle kilometres travelled by 5% and a robust approach to how this should be delivered, funded, and managed ongoing is essential to it success. Inter and intraregional shared transport would ideally be planned to connect into this service.

Innovative transport solutions in Ashburton

Ashburton will need to consider public transport service provision towards the end of this plan. The Sustainable Public Transport Framework is essential for innovative services to be rolled out across the region. In the interim, potential private innovations for Ashburton could be investigated to support the community to transition. For example, on demand transport through private software solutions to support the community to make better use of existing vehicles such as the taxi services, community vehicle trust and private transport providers.

Timaru Walking and Cycling Strategy

Implementation of this current strategy review is regionally significant as it provides a proof of concept for smaller provincial and rural councils to implement improved active transport links. This would open real mode shift possibilities and connect townships, opening potential growth in cycle tourism.

Where to next?

There are many ideas on how travel might change in a decarbonised transport system. Some of these transformational innovations may occur over a relatively short timeframe. Private capital is being rapidly reallocated to reduce greenhouse gas emissions, and new technology is developing quickly. Contestable funding, such as the Waka Kotahi Innovation Fund, is useful in supporting innovation. More information about how these solutions could be supported from a transport policy framework perspective is outlined in Appendix 09.

The pace and scale of change required in the land transport system to effectively respond to climate change is immensely challenging. Currently, most of the proposed activities are an asset-focused improvement to change/influence user behaviour and generate benefits that deliver on our sought outcomes. This is the costliest way to achieve change, with the lowest cost approaches to long-term change being ongoing programmes that work with households and businesses directly. Approved organisations will increasingly need to take new approaches that work more directly with households.

Table 7 – Business as usual 2024 – 2034 (Connected public transport and active transport networks)

ORGANISATION	DESCRIPTION	COST
Christchurch City Council	Public and Active transport Programme	$42,742,948
Environment Canterbury	Public Transport Services	$1,808,100,000
Selwyn District Council	Public and Active transport Programme	$46,925,000
TOTAL		**$1,897,767,948**

Table 8 – Locally important improvements 2024 – 2034 (Connected public transport and active transport networks)

ORGANISATION	COST
Christchurch City Council	$148,000,000
Environment Canterbury	$458,423,379
Timaru District Council	$9,534,314
Waimakariri District Council	$16,527,560
Waka Kotahi	$13,029,999
TOTAL	**$645,515,252**

Table 9 – Regionally significant improvements (Connected public transport and active transport networks)

ORGANISATION	DESCRIPTION	COST	PERIOD	RANK
Christchurch City Council	Central City Projects - Antigua Street (Tuam-Moorhouse)	$3,000,000	2024/2027	2021 RLTP
Christchurch City Council	Central City Projects - Gloucester Street (Manchester-Colombo)	$3,973,963	2025/2030	2021 RLTP
Christchurch City Council	Central City Projects - High Street (Tuam - St Asaph)	$2,502,510	2023/2025	2021 RLTP
Christchurch City Council	Lincoln Road Passenger Transport Improvements between Curletts and Wrights	$6,720,000	2023/2026	2021 RLTP
Christchurch City Council	Major Cycleway: Little River Link (Little River Route) UCF	$49,950	2024/2030	2021 RLTP
Christchurch City Council	Major Cycleway: South Express (Hornby Rail-Templeton to City) - Hagley to Riccarton	$8,910,000	2024/2027	2021 RLTP
Christchurch City Council	Major Cycleway: South Express (Hornby Rail-Templeton to City) - Riccarton to Craven	$3,430,000	2024/2027	2021 RLTP
Christchurch City Council	Te Kaha Surrounding Streets	$22,000,000	2024/2029	2021 RLTP
WK, WMK, SDC, CCC, ECan	Greater Christchurch Public Transport Futures	$737,300,000	2024/2034	2
Waka Kotahi	Mass Rapid Transit	$828,153,000	2024/2034	9
WK, WMK, SDC, CCC, ECan	Travel Transition Programme (TDM)	$700,000	2024/2034	9
Waka Kotahi	NZUP SH75 Halswell Road Imp	$24,944,648	2024/2026	9
Timaru District Council	Timaru Walking and Cycling Strategy Implementation	$9,534,314	2024/2034	19
Selwyn District Council	Waikirikiri Alpine to Sea Trail	$22,000,000	2024/2034	23
TOTAL		**$1,673,218,385**		

Implementing safer systems (Road to Zero)

While a range of activities in this plan supports safety outcomes and objectives, the activities in this priority have particularly high safety benefits and align with the Road to Zero nationwide approach. In this plan it covers ongoing road safety promotion, such as annual winter driving campaigns, driver education programmes and targeted support for vulnerable road users and visitors, and road improvements, such as rural intersection improvements and rail crossing upgrades. Regionally significant improvements include:

Northern Link

This is a significant investment to review and adjust the State Highway 1 corridor in Waimakariri to make communities safer. 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 as well as residential developments. Investigations show that a four-lane bypass in Woodend is a suitable option. There is also a need to improve roading around Pegasus and Ravenswood.

Hornby Development

Hornby is a major thoroughfare for both state highway and rail. It is also a major sub-regional commercial centre and potentially a major interchange for mass rapid transit. The Hornby Master Plan will help to identify the investment required by KiwiRail, Waka Kotahi and Christchurch City Council towards low emission, safe local and regional transport connections in Hornby which will reduce community severance issues and support placemaking.

Schools

Improvements around schools keep our children and young people safe and give parents confidence to let their children walk or bike to school. This also support emissions reduction objectives, as do many other safety improvements.

There are a few committed activities that were regionally significant improvements in the 2021 RLTP which will have some activity in the first year of this RLTP.

Where to next?

Our investment in road safety is increasingly responding to changes in network demand from population and economic growth. It is likely that future investments will be less focused on solely safety and more focussed on delivering multiple outcomes. While safety remains a key area of focused delivery, our investment priorities will likely be increasingly focused on responding to climate change.

State Highway safety investment also needs to respond better to the changing investment priorities in Canterbury. For example, the current median barriers programme, while proposed and fully funded last RLTP, have not been implemented due to community concerns around the solution. Local Councils would prefer State Highway work focus on maintenance, renewals, more resilience, and less severance, as the State Highways are a critical regional facility.

Table 10: Business as Usual 2024 – 2034 (Safer systems)

ORGANISATION	COST
Christchurch City Council	$21,000,000
Kaikōura District Council	$30,000
Selwyn District Council	$106,825,000
Timaru District Council	$5,830,366
TOTAL	**$133,685,366**

Table 11: Locally important improvements 2024 – 2034 (Safer systems)

ORGANISATION	COST
Ashburton District Council	$6,000,000
Christchurch City Council	$133,000,000
Hurunui District Council	$9,135,784
Kaikōura District Council	$450,000
Mackenzie District Council	$8,000,000
Timaru District Council	$9,042,064
Waimakariri District Council	$76,945,783
Waimate District Council	$6,540,000
TOTAL	**$249,113,631**

Table 12: Regionally significant improvements (Safer Systems)

ORGANISATION	DESCRIPTION	COST	PERIOD	RANK
Christchurch City Council	New Connection: Cranford Street	$3,360,000	2024/25	RLTP 2021
Christchurch City Council	Route Improvement: Mairehau Rd (Burwood to Marshland)	$1,740,000	2024	RLTP 2021
Waka Kotahi	NZUP Tinwald Corridor improvements	$8,937,542	2024	RLTP 2021
Waka Kotahi	Weigh Right Rakaia	$9,351,907	2024	RLTP 2021
Waka Kotahi & Waimakariri District Council	Northern Link (incl Woodend SH1 Bypass)	$714,780,000	2024/34	3
Waka Kotahi & Selwyn District Council	Rolleston Access Improvements	$97,500,000	2024/34	7
All RCAs	Speed management	$14,000,000	2024/34	7
All RCAs	Schools	$11,500,000	2024/34	13
Selwyn District Council	Hoskyns Road Widening	$6,500,000	2024/34	13
Waka Kotahi & Christchurch City Council	Hornby Access and Development	$310,750,000	2024/34	13
Waka Kotahi	Safety Infrastructure Improvements	$401,027,922	2024/34	13
Waka Kotahi & Christchurch City Council	Brougham and Moorhouse area	$82,282,299	2024/34	13
Selwyn District Council	Prebbleton Arterial Intersection	$10,250,000	2024/34	21
Waimakariri District Council	Western Link (Skew Bridge to Fernside/ Flaxton Roundabout – Waimakariri)	$3,700,000	2024/34	21
Waimakariri District Council	Eastern Link (Waimakariri)	$35,050,000	2024/34	25
Total		**$1,678,329,670**		

Support and develop freight systems connecting to air, rail and sea

Most of the investment in the freight system is led by the private sector. Central government agencies, like Ministry of Business, Innovation and Employment (MBIE) and EECA, work directly with the freight sector to support the development of critical initiatives. Often changes to local roads and state highways is in response to other private or central government investment. For this reason, only 4% of proposed investment in this RLTP is about the freight system.

There have been several notable freight investments in recent years in Canterbury, namely:

- Development of a new intermodal freight hub at Fairton (near Ashburton)
- Opening of the new Synlait rail siding at Dunsandel
- Further development of inland port facilities and transport linkages at Rolleston
- Low-emission truck trials.

Regionally significant improvements include:

Skew Bridge Replacement

Replacing a deficient width 93-year-old bridge and out-of-context approach curves on critical freight and identified future public transport and cycling route between Christchurch and South Rangiora industrial area.

Lyttleton Commercial Vehicle Regional Safety Centre Improvements

This investment will lead to more effective detection and enforcement. Improved road user charge (RUC) recovery, reduced rollovers and other crashes, reduced road wear and reduced freight supply chain disruption are all benefits to be gained from more effective detection and enforcement.

Low Cost Low Risk State Highway Improvements

A combination of minor improvements that add significant value to freight efficiency once implemented.

Washdyke Road Link

Improvements to efficiency and safety at key intersections in Washdyke, particularly at Seadown and Meadows Road intersection.

Where to next?

There is a need to better understand the integrated freight system connecting air, land and sea across the South Island. This work is currently being led by the South Island Regional Transport Committee Chairs group. Over the next three years co-ordinated investment with rail is important, in terms of both long-term planning and project planning.

Our freight system needs to rapidly decarbonise to remain competitive. The Ministry of Transport is considering further freight initiatives, such as a heavy vehicle ‘clean truck’ scheme. In the long-term both hydrogen (in higher-energy applications) and electric battery technologies will be critical to freight decarbonisation.

Table 13: Locally important improvements (Freight Systems)

ORGANISATION	COST	PERIOD
Hurunui District Council	$1,456,133	2024/34
Timaru District Council	$15,749,901	2024/34
Waimakariri District Council	$2,200,000	2024/34
Waka Kotahi (Christchurch Network Optimisation PBC)	$327,000	2024/25
Waka Kotahi (Canterbury Regional Transport planning PBC)	$1,199,000	2025/26
Total	**$20,932,034**	

Table 14: Regionally significant improvements (Freight Systems)

ORGANISATION	DESCRIPTION	COST	PERIOD	RANK
Timaru District Council	Washdyke Road Link	$3,000,000	2024/27	26
Waimakariri District Council	Skew Bridge	$11,000,000	2024/29	26
Waka Kotahi	Low Cost Low Risk State Highway Improvements	$15,015,000	2024/26	26
Waka Kotahi	SH74 Lyttleton Commercial Vehicle Regional Safety Centre	$8,157,000	2024/34	29
Total		**$37,172,000**		

On the horizon

Activities for future consideration

There is a legal requirement for the Regional Land Transport Plan to present an affordable and feasible regional programme, as outlined in pages 40 to 49. Currently, the level of investment available is insufficient to address all the needs of the changing transport system. This section outlines the activities that could be delivered within the next ten years by the organisation proposing the activity if funding were to become available. These could become part of the regional programme with a simple variation approved by the Canterbury Regional Transport Committee, as per the significance policy in Appendix 02.

Table 15: Future considerations for increased investment 2024 - 2034

ORGANISATION	DESCRIPTION	COST
Maintaining the network		**$**
Selwyn District Council	Maintenance, Operations & Renewals	$50,000,000
Timaru District Council	Maintenance, Operations & Renewals	$16,658,188
Waimakariri District Council	Maintenance, Operations & Renewals	$30,530,677
Waimate District Council	Maintenance, Operations & Renewals	$4,000,000
Manage risk of exposure to extreme events		
Hurunui District Council	Ongoing Programmes	$16,658,188
Waimakariri District Council	Ongoing Programmes	$593,167
Hurunui District Council	Locally important improvements	$7,020,646
Timaru District Council	Locally important improvements	$16,658,188
Connected public transport and active transport networks		
Timaru District Council	Locally important improvements	$16,658,188
Waimakariri District Council	Ongoing Programmes	$14,417,074
Environment Canterbury	Public Transport Services	$13,600,000
Safer Systems		
Waimakariri District Council	Ongoing Programmes	$98,523,178
Hurunui District Council	Locally important improvements	$13,703,676
Timaru District Council	Locally important improvements	$8,329,094
Waimate District Council	Locally important improvements	$4,000,000
Waimakariri District Council	Locally important improvements	$1,046,766
Freight Systems		
Hurunui District Council	Ongoing Programmes	$8,329,094
Hurunui District Council	Locally important improvements	$2,184,200
Timaru District Council	Locally important improvements	$16,658,188
Waimakariri District Council	Locally important improvements	$13,633,255
TOTAL		**$339,601,767**

Table 16: Future considerations for increased investment (Regionally Significant Improvements)

ORGANISATION	DESCRIPTION	COST
Connected public transport and active transport networks		
Environment Canterbury	Asset ownership improvements	$53,000,000
WK, WMK, SDC, CCC, ECan	Transport Transition Programme (TDM)	$45,000,000[21]
Safer Systems		
Hurunui District Council	Carters Road Amberley	$1,500,000
Christchurch City Council	Northcote Road Corridor Improvement	$11,162,404
TOTAL		**$110,662,404**

[21]The work to cost this future programme has not been done. This figure is based on the expenditure of Environment Canterbury on support to households to transition to cleaner home heating over 20 years as a proxy for the support to households and businesses to transition to cleaner transport over 10 years.

Activities for future development

In addition to the activities above, 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 any Approved Organisation 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 a potentially significant variation to the plan.

Christchurch to Ashburton Corridor – This corridor carries the highest volume of traffic south for the region largely along SH1. It has a high number of crashes for the region, and has some aging bridges that connect the South Island and ensure freight efficiency, it is signalled in the draft 2024 GPS.

For example, the Rakaia Bridge. The Rakaia Bridge is the longest bridge in New Zealand. It is nearly 100 years old and with the increasing risk of extreme events it is imperative this bridge be made resilient as a critical lifeline, not only to flooding but also ruptures of the Alpine Fault.

Rangitata Bridge – This bridge is in a similar situation to the Rakaia Bridge; nearing end of life with increased risk of extreme events, and a South Island lifelines connection. Ideally the Christchurch to Ashburton Corridor work signalled in the draft GPS could be extended to Timaru and include this aging, critical piece of lifeline infrastructure. This would need to be in addition to the SH1 Ashburton to Timaru Speed and Infrastructure improvements which are solely safety focussed.

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 several years. Reports have noted two-laning the bridge would have benefit 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 SH1 is blocked for any reason, supporting network resilience for freight and travel connections to the lower South Island.

Hurunui Mouth Bridge (SH1) – The 140m-long Hurunui River Bridge is one of 15 state highway one-lane bridges in Canterbury and is the South Island's only remaining one-lane bridge on SH1 . 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 River Bridge (SH1). Potential benefits that could be investigated include road safety, travel times and vehicle running costs.

For the routes above, detours often have issues such as a single lane, or are not suitable for high productivity motor vehicles (HPMVs). Some detours can take up to 14 hours. Over investing in the alternative routes could lead to increased maintenance costs, so investing in our key corridors is often preferred. Other work on bridges or alternative routes to keep essential network connections include:

- SH1 Leithfield intersection
- Rakaia Gorge Bridge
- Route 72 Resilience
- Waimakariri Gorge Bridge
- SH73 Single Lane Bridges.

Mass Rapid Transit implementation – This plan includes the cost of the detailed business case to better understand the solutions and costs to implement Mass Rapid Transit in Greater Christchurch. This is likely to cost several billion dollars and will need completely different funding mechanisms developed. For example, land value capture tax or a new council-controlled organisation.

Intra and inter-regional passenger travel – As we move towards a low emissions transport system, intra and inter-regional passenger movements will become increasingly important to decarbonise.

The draft Government Policy Statement (GPS) for Land Transport 2024 provides for $20–50 million each year for the next three years. The RTC has requested that Environment Canterbury consider investigating intra-regional public transport in Canterbury in the development of their Long-Term Plan and Regional Public Transport Plan.

Other work on public transport and active modes to reduce emissions and improve access include:

- Opihi Bridge Walking and Cycling Access.

Tekapo-Twizel Road at Lake Pukaki

Inter-regional significant activities

Within the proposed Regional Programme and proposed On the Horizon 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 new ferries will come in to operation in 2025 and 2026.

The Whale Trail

A 200-km cycle trail and walkway from Picton to Kaikōura (known as The Whale Trail) will deliver thousands of international tourists to Marlborough's east coast.

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 State Highway 1.

The trail development is planned to be undertaken in sections prioritising those sections that will have the most use, link to existing paths and infrastructure, and have less development and permission risk. Some sections of the trail are already in use, including Blenheim to Redwood Pass and a section south of the Awatere Bridge into Seddon. One section nearly finished runs from the Elevation, near Picton, to Lindens Road following the railway line. The Whale Trail is a major community project with multiple levels of complexity, with its partners including six iwi, five government departments, two councils and many landowners.

Improving freight flow on the West Coast

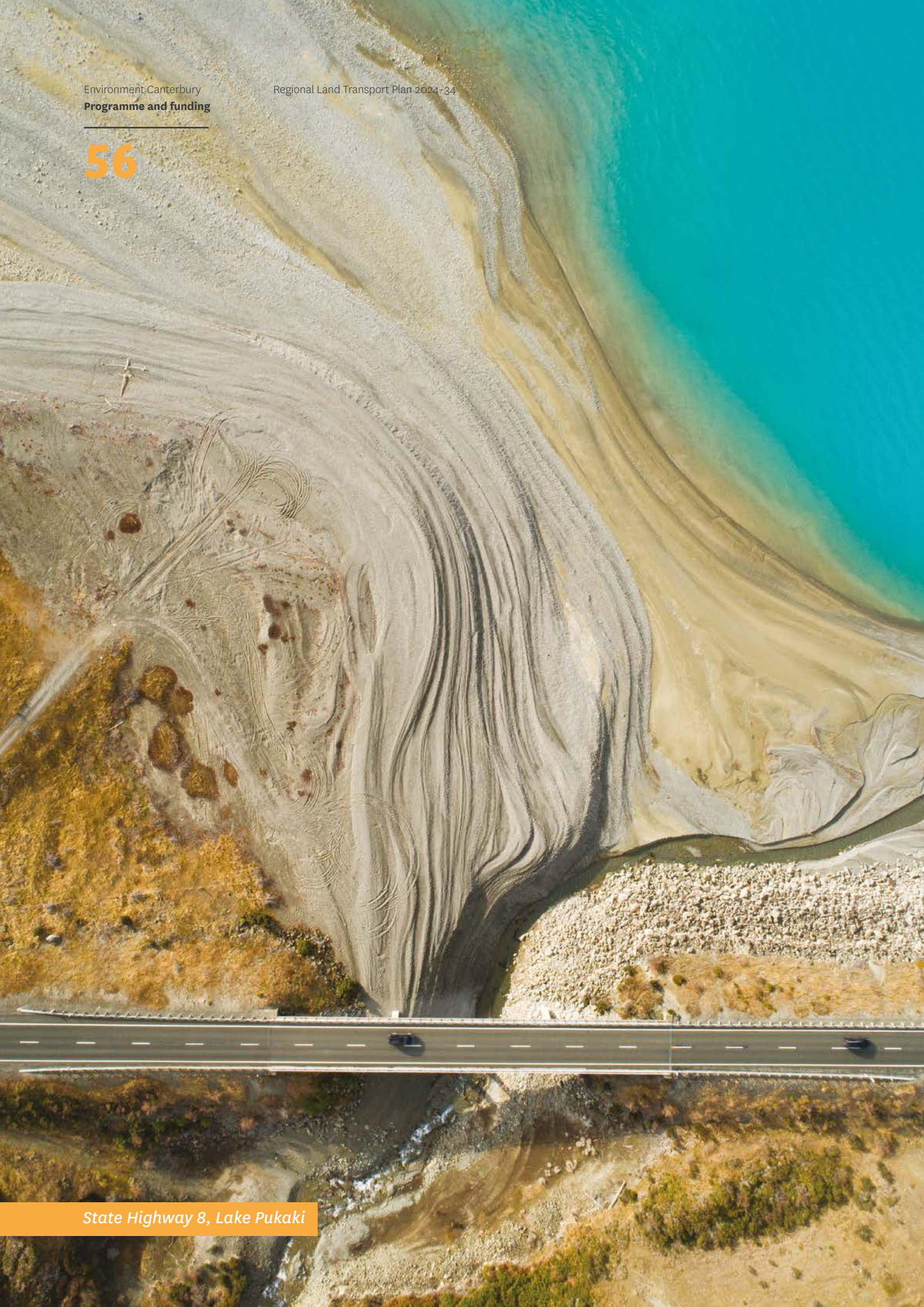
In 2017/18, 3.1 million tonnes of freight was exported from the West Coast to other regions, with 1.7 million tonnes imported. Unequal incoming and outgoing freight flows on the road network reduce the efficiency of freight on the West Coast. Much of the goods that are exported from the West Coast do 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.

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 SH1 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.

There are several key regionally significant improvement projects that will increase the resilience of the road network in Canterbury. This includes important bridge projects, such as the Ashburton-Tinwald Connectivity (Second Ashburton Urban Bridge) project and the, Conway River Bridge renewal project. 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

This section outlines the estimated revenue and expenditure to deliver the land transport activities outlined in the Regional Programme.

The total revenue is estimated from various funding sources to determine whether the programme is affordable. It covers:

- Local funding e.g. from various council revenue streams like rates and borrowing.
- National funding e.g. from the National Land Transport Fund (NLTF).
- Crown funding e.g. from New Zealand Upgrade Programme.

Several assumptions have been made to provide an estimate of available funding and any potential funding gap for the 2024-2034 period as Waka Kotahi and Councils have not finalised their funding commitments for transport.

Similarly, the Government Policy Statement for Transport provides guidance on potential funding, but not commitments. The GPS may also be amended as a draft has recently been consulted on.

Local funding

The estimated local funding has been based on each council's previously signalled transport funding in their finalised 2021-2031 Long-term Plans (LTP). The first three years (2021-2023) have been removed, and three additional years have been added for the 2032-2034 period. These additional three years have been inflated by the average level of inflation forecast by councils over the 2021-2031 LTP period (3%).

The estimated local funding is summarised in the table below.

Table 17: 10-year local transport funding

Council	Estimated Funding ($m)
Ashburton District Council	109.4
Christchurch City Council	1,582.4
Environment Canterbury	618.7
Hurunui District Council	54.7
Kaikōura District Council	17.5
Mackenzie District Council	32.8
Selwyn District Council	205.7
Timaru District Council	195.3
Waimate District Council	29.5
Waimakariri District Council	211.3
Total	**3,057.3**

National funding

The estimated national funding has been based on both previous NLTF funding decisions and the draft GPS 2024 activity class ranges, as Waka Kotahi is required to give effect to the GPS. Due to the change in funding context since 2021, the 2021 GPS ranges have not been used as they are not a good indicator of future national funding. The following process was used to establish an estimate funding range:

- relevant draft GPS activity classes were grouped to match the five investment priorities
- pro-rata allocation of funding was based on activity class contributions to investment priorities
- upper and lower limits were adjusted based on Canterbury's proportion of national population (13%) for the upper limit and proportion of previous NLTF funding towards Canterbury (6%) for the lower limit
- upper limit further reduced by investment priorities not comprising of sufficient activities and/or estimated council funding to access the full NLTF funding.

The initial upper limit of estimated national funding was $9.7b, however based on the estimated local funding, it is forecast that the upper band of national funding could be capped at $6.9b.

The estimated national funding is summarised in the table below. The estimated national funding is within the potential range for all investment priorities except "Managing the exposure to extreme risks".

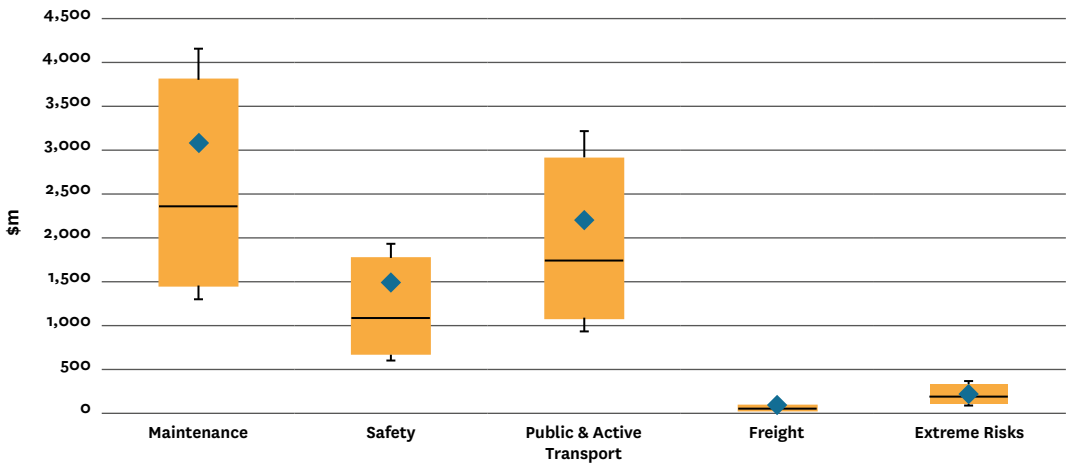
Other funding

Some activities have committed funding from other sources. The main source is NZUP which will contribute approximately $170 million to the RLTP.

Expenditure and Revenue Summary

The table below outlines the estimated revenue to deliver the $10.8 billion total projected programme expenditure. While upper and lower bands have been analysed, there is a higher likelihood of Waka Kotahi decisions being at the lower range, based on NLTF previous decisions and commitments to other activities.

Figure 1. Lower and Upper national funding per investment priority



It is likely the region faces a ten-year funding gap of $4.6b, based on the lower band for national funding. This will most likely affect both local and regionally significant improvements.

Table 18: 10-year revenue and expenditure

	Total cost ($m)
Regional Programme Expenditure	**10,789**
Local funding	3,057.3
Crown funding	169.6
Total non-national funding	**3,226.9**
National funding – Upper band	6,949.8
Upper band gap (less likely)	**612.34**
National funding – Lower band	2,913.6
Lower band gap (more likely)	**4,648.54**

As noted earlier, this has been developed prior to each approved organisation's own prioritisation processes. This may result in a greater/lesser share of funding being provided to transport programmes.

It is likely the region faces a ten-year funding gap of $4.6b, based on the lower band for national funding. This will most likely affect both local and regionally significant improvements. Significant conversations around transport funding and financing may need to occur to reduce this risk. This could include discussions around:

- removing lower value adding projects from the RLTP programme
- increasing local and crown funding contributions
- identifying other sources of finance (including private sector and/or philanthropic sources).

To investigate or develop other sources of funding or financing, legislative and/or structural change will be required. For example, legislative change to enable Approved Organisations to consider tolls or road pricing to pay for mass rapid transit, new bridges, or potentially operational costs of ongoing long-term programmes if they have been designed to change transport outcomes and are therefore not business as usual operating costs.

Given the transport sector is largely structured around Road Controlling Authorities and Public Transport Authorities, most solutions are higher cost to fit the regulations and guidance in place for these types of authorities. Council owned solutions are slow to develop and often higher cost than non-public-asset intensive solutions. It is likely that private or non-profit solutions may need greater support to develop significantly different solutions to land transport problems, with different revenue streams. As little as 1-2% of total expenditure being refocused away from infrastructure and services towards the institutions and mechanisms of the transport system could make a significant difference. These may be identified through the review of the travel demand management programme, if this considers mechanisms and institutions more broadly, as outlined in Appendix 9.

The Ministry of Transport's review of transport funding and financing is essential to enabling Approved Organisations to progress with lowering the risk to funding and financing of the regional programme, particularly for regionally significant improvements. A report by KPMG for Council Climate Action Planning in Canterbury notes identifying reliable future revenue streams (fares, tolls, targeted rates, or user pays) will be crucial to identifying new financing sources, rather than the current approach of funding project capital expenditure through general rates. Six of the eight options in the report provide a foundation for further exploration for resilience, public transport, active transport and freight related projects. These are not likely to be suitable for road maintenance, safety improvements or improvements in response to population growth.

There is an immediate risk to funding regarding the Ashburton Tinwald Connectivity (Ashburton Second Urban Bridge), Greater Christchurch PT Futures (Mass Rapid Transit), and the Northern Link (Woodend Bypass) which are top priorities for the region. While the draft GPS 2024 signals for the Ashburton Bridge to be supported with 100% government funding, there is a significant risk that these projects will remain unfunded.

Monitoring indicator framework

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

Most measures directly match a benefit identified in the Waka Kotahi Benefits Framework; the remaining measures have a strong nexus with a benefit. The Waka Kotahi Benefits 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.

CREATE A WELL-MAINTAINED NETWORK			
Measure	Annual proportion of vehicle kilometres travelled on 'smooth' sealed roads	Percent of maintenance bid by Waka Kotahi funded by RCA	Percent of maintenance funded by RCA
Desired trend	Increase	Increase	Increase
Data sources	Waka Kotahi		

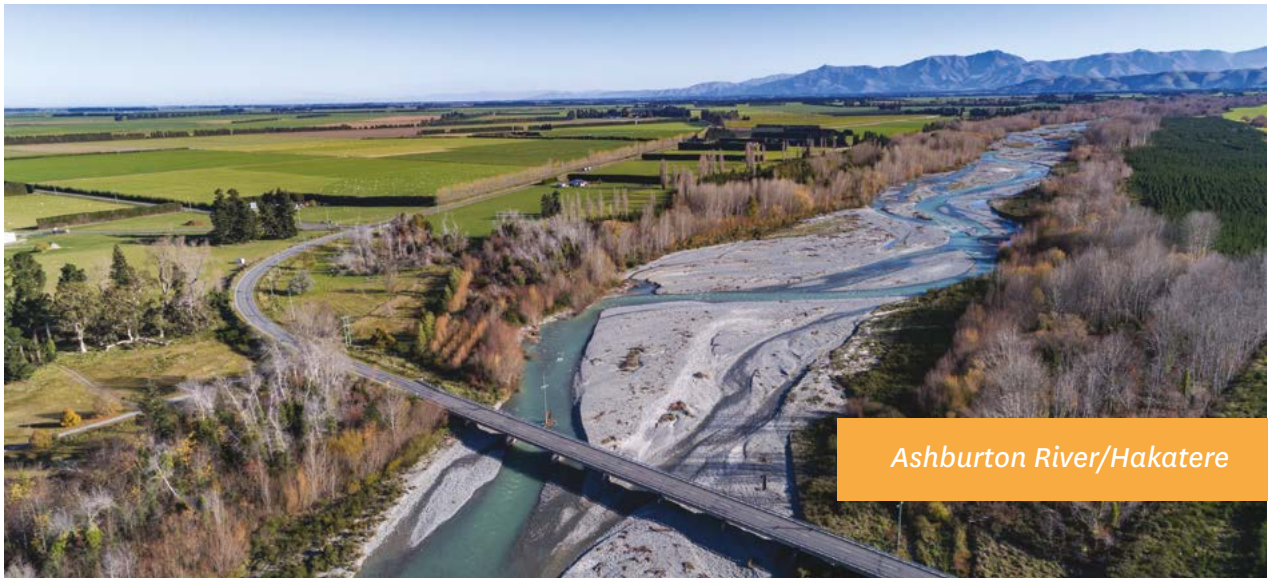
MANAGE THE RISK OF EXPOSURE TO EXTREME EVENTS	
Measure	Number of unplanned disruptions to state highways
Desired trend	Decrease
Data sources	Waka Kotahi

SUPPORT AND DEVELOP CONNECTED PUBLIC TRANSPORT AND ACTIVE TRANSPORT NETWORKS			
Measure	Kilometres of active transport network (walking and cycling)	Public transport punctuality	Public transport patronage
Desired trend	Increase	Maintain	Increase
Data sources	Councils		

IMPLEMENTING SAFER SYSTEMS			
Measure	Deaths and serious injuries	Annual injuries per million kilometres travelled	Annual crashes involving trucks
Desired trend	Decrease	Decrease	Decrease
Data sources	Waka Kotahi		

SUPPORT AND DEVELOP FREIGHT SYSTEMS CONNECTING TO AIR, RAIL AND SEA			
Measure	Freight to and from Canterbury ports by rail	Rail movements to, from and within Canterbury	Freight to and from Christchurch International Airport
Desired trend	Increase	Increase	Increase
Data sources	Waka Kotahi	Waka Kotahi	Ministry of Transport

TRANSPORT IMPACTS ON WELLBEING[20]			
Measure	Active transport to school	Active transport commute	Deaths and hospitalisations due to transport emissions (PM2.5 and NO2)
Desired trend	Increase	Increase	Decrease
Data sources	EHINZ Environmental Health Indicators New Zealand		



Ashburton River/Hakatere

[20]These indicators align with Te Whare Tapawhā and build on work done for the 2021 RLTP to monitor wellbeing impacts on the basis of submissions. Te Whare Tapawhā considers whanau (family), hinengaro (mental wellbeing), wairua (spiritual) and tīnana (body) as aspects of integrated wellbeing. These indicators intersect and cover integrated aspects such as community severance, distances communities travel to access their schools and places of work, the hesitancy of families to let children walk/bike to school, research that commute to work in a car is the most stressful way to commute so an active commute indicates transport is becoming less mentally stressful, mental and physical benefits from active transport and the physical impacts of transport emissions on communities. More information on Dr Mason Durie's Te Whare Tapawhā can be found here www.health.govt.nz/our-work/populations/maori-health/maori-health-models/maori-health-models-te-whare-tapa-wha

Appendices

Appendix 01: Regional programme details

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

Table 18: all activities in Transport Investment Online by approved authority

ACTIVITY NAME	COST	PERIOD START	PERIOD END	TABLE #	RANK
Ashburton District Council					
Maintenance, Operations and Renewals Programme 2024-27	$237,050,242	2024	2034	1	1
Road Safety Promotion 2024-27	$948,000	2024	2027	Various	1
Low cost / low risk improvements 2024-27	$12,090,000	2024	2027	Various	1
Low cost / low risk improvements 2024-34	$42,219,782	2024	2034	Various	1
Ashburton Tinwald Connectivity	$130,000,000	2024	2027	6	1
Christchurch City Council					
Pages Road Bridge Renewal (OARC)	$62,339,169	2023	2029	6	12
Maintenance, Operations and Renewals Programme 2024-27	$439,479,968	2024	2026	1	1
Northcote Road Corridor Improvement	$11,062,404	2032	2033	18	2030
Northcote Road Corridor Improvement	$100,000	2027	2027	18	2030
Annex/Birmingham/Wrights Corridor Improvement	$3,298,129	2023	2025	8	1
Cathedral Square Improvements - Northern Side	$6,586,061	2028	2030	8	1
Cathedral Square Improvements - Worcester Boulevard East & W	$1,987,023	2028	2030	8	1
Central City Project - Antigua Street (Tuam - Moorhouse)	$3,224,509	2024	2025	9	2021
Central City Project - High Street (Tuam - St Asaph)	$1,586,954	2023	2025	9	2021
Central City Projects - Active Travel Area	$24,115,240	2025	2033	8	1
Central City Projects - Cathedral Square & Colombo (Hereford	$18,675,919	2024	2030	8	1
Central City Projects - Fitzgerald Ave Twin Bridge Renewal	$32,392,560	2027	2033	8	1
Central City Projects - Park Terrace	$10,206,445	2027	2030	8	1
Central City Projects- Rolleston Avenue (Hereford to Armagh)	$4,727,753	2024	2026	8	1
Christchurch Northern Corridor Downstream Effects Delivery P	$9,925,415	2024	2027	8	1

ACTIVITY NAME	COST	PERIOD START	PERIOD END	TABLE #	RANK
City Lanes & Blocks Land Purchases	$11,722,427	2024	2033	8	1
Cranford Street New Signalised Intersection	$3,090,816	2023	2027	8	1
Greers, Northcote & Sawyers Arms Intersection Improvement	$4,266,600	2023	2025	8	1
Mairehau Road Corridor Improvement (Burwood to Marshland)	$1,742,546	2023	2025	8	1
The Cathedral Square & Surrounds	$5,533,968	2024	2027	8	1
Wigram & Hayton Intersection Improvement	$2,774,672	2023	2025	8	1
AAC High Street (Cashel to Tuam)	$47,417	2021	2024	9	2021
Central City Project - Gloucester Street (Manchester-Colombo)	$3,630,427	2024	2024	9	2021
Canterbury Multi-Use Arena Support Package	$21,360,981	2023	2028	9	2021
Lincoln Rd PT Improvements (Curletts - Wrights)	$7,221,031	2023	2025	9	2
PT Future Infrastructure Works	$132,130,594	2024	2033	9	2
Public Transport Improvement Programme (Brougham & Moorhouse	$4,833,849	2030	2031	9	2
Road Safety Promotion 2024-27	$3,085,198	2024	2026	10	1
Road Safety Promotion 2024-27	$2,269,624	2024	2026	10	1
Brougham Street Downstream Improvements	$16,115,442	2031	2033	11	13
Low cost / low risk improvements 2024-27	$37,696,500	2024	2026	Various	1
Low cost / low risk improvements 2024-27	$4,100,000	2024	2026	Various	1
DOC (Canterbury)					
Maintenance, Operations and Renewals Programme 2024-27	$2,156,692	2024	2026	1	1
Environment Canterbury					
Regional Land Transport Planning Management 2024-27	$4,914,027	2024	2026	1	1
CERF-Bus Driver Ts & Cs	$5,145,106	2022	2025	7	1
Public Transport Programme 2024-27	$308,947,300	2024	2026	Various	1
Public Transport Programme 2024-27	$8,664,380	2024	2026	Various	1
Public Transport Programme 2024-27	$17,450,137	2024	2026	Various	1
Public Transport Programme 2024-27	$20,022,807	2024	2026	Various	1
Public Transport Programme 2024-27	$609,525	2024	2026	Various	1
Public Transport Programme 2024-27	$1,591,900	2024	2026	Various	1
Public Transport Programme 2024-27	$45,980,115	2024	2026	Various	1
Public Transport Programme 2024-27	$2,796,910	2024	2026	Various	1
Public Transport Programme 2024-27	$14,864,931	2024	2026	Various	1

ACTIVITY NAME	COST	PERIOD START	PERIOD END	TABLE #	RANK
Hurunui District Council					
Maintenance, Operations and Renewals Programme 2024-27	$63,113,895	2024	2027	1	1
Road Safety Promotion 2024-27	$269,250	2024	2027	10	1
Low cost / low risk improvements 2024-27	$5,230,734	2024	2027	Various	1
Low cost / low risk improvements 2024-27	$352,150	2024	2027	Various	1
Kaikōura District Council					
Kaikōura Nov 2016 EQ	$1,500,000	2019	2024	5	2021
Maintenance, Operations and Renewals Programme 2024-27	$8,794,791	2024	2026	1	1
Road Safety Promotion 2024-27	$30,000	2024	2026	10	1
Low cost / low risk improvements 2024-27	$80,000	2024	2026	Various	1
Low cost / low risk improvements 2024-27	$370,000	2024	2026	Various	1
Mackenzie District Council					
Maintenance, Operations and Renewals Programme 2024-27	$21,162,726	2024	2026	1	1
Low cost / low risk improvements 2024-27	$2,500,000	2024	2026	Various	1
Low cost / low risk improvements 2024-27	$9,575,000	2024	2026	Various	1
Low cost / low risk improvements 2024-27	$1,990,000	2024	2026	Various	1
Selwyn District Council					
Maintenance, Operations and Renewals Programme 2024-27	$85,998,548	2024	2026	1	1
Lincoln Park N Ride	$4,000,000	2026	2026	9	2
Road Safety Promotion 2024-27	$1,270,000	2024	2026	10	1
Hoskyns Road Widening Stage 1	$3,500,000	2025	2025	11	13
Dunns Crossing Rd & Burnham School Rd IS SNP	$4,000,000	2024	2024	11	7
Gerald & Vernon IS SNP	$3,500,000	2026	2026	11	7
Jones Road - Two Chain Road Realignment	$3,500,000	2026	2026	11	7
Selwyn & Dunns Crossing IS SNP	$6,000,000	2026	2026	11	7
Springs & Hamptons IS SNP	$5,000,000	2025	2025	11	7
Springston Rolleston & Selwyn IS SNP	$6,000,000	2025	2025	11	7
Walkers Road - Two Chain Road Roundabout	$2,500,000	2025	2025	11	7
Low cost / low risk improvements 2024-27	$3,900,000	2024	2026	Various	1
Low cost / low risk improvements 2024-27	$16,610,000	2024	2026	Various	1
Low cost / low risk improvements 2024-27	$540,000	2024	2026	Various	1
Activity Management Plan 2024-27	$380,000	2024	2026	1	1

ACTIVITY NAME	COST	PERIOD START	PERIOD END	TABLE #	RANK
Timaru District Council					
Maintenance, Operations and Renewals Programme 2024-27	$82,056,736	2024	2026	1	1
Road Safety Promotion 2024-27	$2,334,150	2024	2026	10	1
Low cost / low risk improvements 2024-27	$25,776,000	2024	2026	Various	2
Waimakariri District Council					
Skew Bridge Improvements	$11,000,000	2024	2028	15	26
Maintenance, Operations and Renewals Programme 2024-27	$59,700,000	2024	2026	1	1
Road Safety Promotion 2024-27	$950,452	2024	2026	10	1
Rangiora Eastern Link	$35,050,000	2024	2029	11	25
Low cost / low risk improvements 2024-27	$18,218,000	2024	2026	Various	1
Low cost / low risk improvements 2024-27	$350,000	2024	2026	Various	1
Low cost / low risk improvements 2024-27	$525,000	2024	2026	Various	1
Low cost / low risk improvements 2024-27	$2,950,000	2024	2026	Various	1
Waimate District Council					
Maintenance, Operations and Renewals Programme 2024-27	$20,448,195	2024	2026	1	1
Low cost / low risk improvements 2024-27	$80,000	2024	2026	Various	1
Low cost / low risk improvements 2024-27	$1,120,000	2024	2026	Various	1
Waka Kotahi					
Low cost / low risk improvements 2024-27	$3,600,000	2024	2026	6	5
Canterbury Regional Transport Planning PBC	$1,199,000	2025	2026	14	1
Christchurch Network Optimisation	$327,000	2024	2024	14	1
Low cost / low risk improvements 2024-27	$15,015,000	2024	2026	14	26
Maintenance, Operations and Renewals Programme 2024-27	$456,915,325	2024	2026	1	1
Canterbury Share Digital Data Strategy	$69,503	2024	2026	2	1
Canterbury Share Digital Data Warehouse	$258,154	2025	2027	2	1
Canterbury Share Digital engineering/BIM	$258,155	2024	2024	2	1
Canterbury Share Digital engineering/BIM	$139,006	2025	2028	2	1
Canterbury Share Digital engineering/BIM	$13,900,618	2026	2028	2	1
Canterbury Share Environmental PBC	$2,123,064	2024	2026	2	1
Legacy Property Acquisition - Canterbury	$3,180,000	2024	2024	3	1
Low cost / low risk improvements 2024-27	$2,700,000	2024	2026	9	2
Low cost / low risk improvements 2024-27	$13,029,999	2024	2026	9	2
PT Futures MRT	$861,994	2019	2024	9	9
PT Futures MRT	$63,547,000	2024	2029	9	9
PT Futures MRT	$253,098,000	2030	2032	9	9
PT Futures MRT	$347,492,000	2033	2033	9	9
PT Futures MRT	$164,016,451	2030	2033	9	9

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ACTIVITY NAME	COST	PERIOD START	PERIOD END	TABLE #	RANK
Road Safety Promotion 2024-27	$400,000	2024	2026	10	1
Woodend SH1 Bypass	$13,080,000	2024	2028	12	3
Woodend SH1 Bypass	$654,000,000	2026	2028	12	3
Woodend SH1 Bypass	$47,700,000	2024	2029	12	3
NZUP SH1 Tinwald Corridor Improvements	$8,940,790	2019	2024	11	2021
NZUP SH75 Halswell Rd Imps	$25,035,313	2019	2025	9	9
Weigh Right Rakaia	$945,575	2018	2024	12	2021
NZUP Brougham St Corridor Improvements	$58,464,787	2019	2025	12	13
SH1 Hornby Access and Development PBC	$1,744,000	2024	2025	12	13
SH1 Hornby Hub and corridor	$981,000	2025	2026	12	13
SH1 Hornby Hub and corridor	$1,199,000	2027	2027	12	13
SH1 Hornby Hub and corridor	$11,660,000	2027	2028	12	13
SH1 Hornby Hub and corridor	$65,400,000	2028	2029	12	13
NZUP Rolleston Access Improvements	$77,415,540	2019	2026	12	7
CHCH Southern Motorway HJR to Rolleston (Stage 2 & 3)	$444,171,462	2015	2024	12	13
SH1 Selwyn River to Ashburton Safety Imp	$660,540	2022	2024	12	13
SH1 Selwyn River to Ashburton Safety Imp	$1,306,318	2021	2024	12	13
SH1 Templeton to Selwyn River	$1,731,323	2021	2024	12	13
SH1/73 Intersection improvement	$1,199,000	2025	2026	12	13
SH1/73 Intersection improvement	$1,308,000	2027	2028	12	13
SH1/73 Intersection improvement	$23,320,000	2028	2029	12	13
SH1/73 Intersection improvement	$203,939,000	2029	2031	12	13
SH71 Rangiora to SH1	$820,440	2023	2024	12	13
SH73 West Melton to Yaldhurst	$2,758,950	2021	2024	12	13
SH74 Lyttelton CVRSC	$7,521,000	2024	2028	14	28
SH74 Lyttelton CVRSC	$636,000	2024	2026	14	28
SIP Programme 2024-27 (Canterbury)	$265,000	2024	2026	11	13
SIP Programme 2024-27 (Canterbury)	$10,634,040	2024	2027	11	13
SIP Programme 2024-27 (Canterbury)	$390,128,882	2024	2033	11	13
Speed Management - Canterbury	Part of SIP budget	2024	2029	11	13
SIP Small Projects - Canterbury	Part of SIP budget	2024	2026	11	13
SH1 Selwyn River to Ashburton Tranche 2	Part of SIP budget	2024	2028	11	13
SH1 Templeton to Selwyn River Tranche 2	Part of SIP budget	2024	2026	11	13
SH1 Timaru to St Andrews	Part of SIP budget	2024	2026	11	13
SH71 Rangiora to SH1	Part of SIP budget	2024	2027	11	13
SH73 West Melton to Yaldhurst	Part of SIP budget	2024	2027	12	13
SH73 Darfield to West Melton	Part of SIP budget	2024	2026	12	13
SH1 Ashburton to Timaru	Part of SIP budget	2026	2027	12	13
SIP Future Activities - Canterbury	Part of SIP budget	2027	2033	12	13

Appendix 02: Significance Policy

In accordance with the Land Transport Management Act (LTMA 2003) section 106(2), regional transport committees must adopt a policy that determines significance in respect of:

(a) variations made to regional land transport plans

(b) the activities that are included in the regional land transport plan under LTMA (2003) section 16.

Variations to the Regional Land Transport Plan

1. If good reason exists to do so, a regional transport committee may prepare a variation to its RLTP during the period to which it applies. A variation may be prepared by a regional transport committee:
   a. at the request of an Approved Organisation or the transport agency
   b. on the regional transport committee's own motion.
2. Consultation is only required for those activities deemed to be significant. Where a variation to the Plan is required, the significance of that variation will be determined on a case-by-case basis.
3. In general, if an activity meets one or more of the following it is likely to be deemed significant:
   a. Whether the activity has a significant effect on not achieving the objectives in the Plan; or
   b. Whether the activity has significant network, economic or land use implications or impacts on Canterbury and/or other regions; or
   c. Whether the activity impacts on the overall affordability of the Plan; or
   d. Whether the improvement activity has a value of more than $5 million; or
   e. The extent to which, and the manner in which, the matter has already been or needs to be consulted upon; and
   f. Has not previously been identified or consulted on as a "regionally significant activity on the horizon" or through other identification/activity in Regional Land Transport Plan planning documents.

For the avoidance of doubt, the following variations to the RLTP are not generally considered significant for purposes of consultation:

- 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)
- A scope change to an activity or the addition or removal of an activity that has a value of less than $5 million
- Replacement of activities within an approved programme or group with activities of the same type and general priority
- Funding requirements for preventative maintenance and emergency reinstatement activities
- Improvements to routes which are needed to support changes in traffic following an emergency
- For improvement projects, variations to timing, cash flow or total cost resulting from costs changes
- End-of-year carry-over of allocations
- 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 LTMA.
- Variations to timing of activities if sufficient reasoning is provided for the variation and the variation does not substantially alter the balance.

Significance criteria for regionally significant activities

This section outlines the activities classed as 'regionally significant' activities as required by section 16(3)(d) of the Land Transport Management Act 2003.

4. An activity is considered to be regionally significant if it:
   a. Directly contributes to achieving the vision identified in this RLTP; and
   b. Is fundamental to achieving one or more priorities identified in this RLTP; and
   c. Enables or contributes to social, environmental, cultural, or economic benefits of the wider Canterbury region, such as:
      i. The more people affected the more significance it will have.
      ii. The extent to which the matter under consideration is of an interest within the community.
      iii. The greater the cost implications, the more significance it should be treated with.
      iv. The greater the social, environmental, or cultural implications, the greater the significance of the decision.

Appendix 03: Assessment of the Regional Land Transport Plan

Section 14 of the Land Transport Management Act (LTMA) states that before a regional transport committee submits a Regional Land Transport Plan (RLTP) to a regional council for approval, the regional transport committee must:

a. be satisfied that the RLTP:

i. contributes to the purpose of the LTMA.

The purpose of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest[1]*. The Strategic Framework on page 28 demonstrates how the strategic objectives, headline targets, and ten-year transport investment priorities align with the purpose of the LTMA.*

ii. is consistent with the Government Policy Statement on Land Transport (GPS).

The table on page 35 of the RLTP outlines how each of the five investment priorities are collectively consistent with the four strategic priorities identified in the GPS 2021.

In August 2023, the Government released a draft GPS 2024 for consultation. At the time of writing, the GPS 2021 remains the current operative statement that the RLTP must be consistent with.

GPS 2024 will likely be implanted after the final 2024 RLTP, and the six strategic priorities for land transport proposed under the draft GPS 2024 also align with the RLTP objectives, as shown in the table on page 35.

iii. is consistent with the regional spatial strategy in force for the region under the Spatial Planning Act 2023 to the extent that –

A. the regional spatial strategy is relevant to the content of the RLTP: and

B. consistency with the regional spatial strategy does not prevent compliance with subparagraph (i) or (ii) above:

As noted on page 23 of the RLTP, on 23 August 2023, the Spatial Planning Act 2023 (SPA) was passed into law, in the absence of a regional spatial strategy for Canterbury at this time, the RLTP has been prepared to align with the Canterbury Regional Policy Statement.

b. have considered:

i. alternative regional land transport objectives that would contribute to the purpose of the LTMA.

On 23 February 2023, the Regional Transport Commitee was presented with four options for the strategic direction of the RLTP, the Committee decided upon option three which included proposed policies, this informed the rest of the review.

An assessment of regionally significant improvement activities for inclusion in the RLTP was undertaken by members of the Canterbury Transport Officers Group.

The Group membership includes transport officers from each member council and Waka Kotahi, a ranking process was undertaken, to determine the importance of the projects to identify a range of strategic investment priority areas that would contribute to the purpose of the LTMA. These were refined into a set of ten-year transport investment priorities (see page 29) aimed at addressing the region's most urgent and significant transport issues.

[1]Refer to section 3 of the Land Transport Management Act 2003

The public consultation process provides further opportunity for consideration of alternatives.

ii. the feasibility and affordability of those alternative objectives.

Considering feasibility and affordability, the Canterbury Regional Transport Committee agreed to include investment priorities in the RLTP that meet the test of being feasible and affordable based on current levels of funding.

The Committee will be presented with a funding and affordability assessment of the RLTP at the 23 November 2023 meeting for endorsement.

The activities for future consideration, as set out at page 50, outline activities that could be delivered if further funding were to become available.

c. have taken into account any:

i. National Energy Efficiency and Conservations Strategy.

The goal of the New Zealand Energy Efficiency and Conservation Strategy 2017–2022 is that New Zealand has an energy productive and low-emissions economy, this strategy has been extended for a further five years[2]. Efficient and low-emissions transport is one of the strategy's three priority areas. It includes a target for electric vehicles to make up two percent of the vehicle fleet by the end of 2021.

The strategy suggests promoting more efficient internal combustion engines, electric vehicles, and advances in alternative fuels, along with the use of intelligent transport systems and spatial planning to reduce the amount of vehicle kilometres travelled in private vehicles.

The RLTP includes policies which will be taken into account when making transport decisions, such as to advocate for targeted incentives to support an equitable transition to low emissions vehicles and other electric transport modes, support the expansion of sustainable transport energy infrastructure such as electric charging stations and hydrogen fuel stations, and expand the support and tools available to enable communities to efficiently transition at pace to a low emission transport system. These policies will contribute to ongoing improvement of the vehicle fleet to reduce greenhouse gas emissions and improve air quality.

ii. relevant national planning framework or plans in force under the Natural and Built Environment Act 2023 (NBEA).

As noted on page 23 the NBEA was passed into law on 23 August 2023, in the absence of a Canterbury Natural and Built Environment Plan for land use and environmental management as required under the NBEA, the RLTP has been prepared to align with the Canterbury Regional Policy Statement.

[2]www.mbie.govt.nz/building-and-energy/energy-and-natural-resources/energy-strategies-for-new-zealand/

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 2023-2027. 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 2021-2024. 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.

Appendix 05: Summary of engagement

Developing the draft Canterbury Regional Land Transport Plan (RLTP)

Transport planning involves consultation and engagement with many parts of our community.

In August 2023, a series of workshops were held with land transport users and supplier groups across Canterbury to inform the development of the draft Regional Land Transport Plan (and other transport planning processes). Workshops were held in Timaru, Ashburton, Amberley, Twizel, and online. The workshops provided interesting insights into how transport could change in different parts of the region over the next decade, including in the context of needing to reduce transport-related emissions.

The focus of these workshops was on smaller towns and rural areas in the region given the extensive consultation that has already occurred on transport matters in Greater Christchurch, such as through the Huihui Mai engagement for the Greater Christchurch Spatial Plan and various local transport planning processes undertaken by the councils in Greater Christchurch. The draft RLTP has been informed by these planning processes.

The draft RLTP has been developed with input from the nine territorial authorities in Canterbury, Waka Kotahi, and the Department of Conservation. Its development has considered existing public documents as required by the LTMA, such as the New Zealand Energy Efficiency and Conservation Strategy. The Mahaanui Iwi Management Plan has also been considered in the development of the draft RLTP to ensure alignment with the priorities and expectations of the six Papatipu Rūnanga in the mid Canterbury area.

The draft RLTP was shared with Te Rūnanga o Ngāi Tahu, the Police, Te Whatu Ora – Health New Zealand, the Ministry of Education, and the Ministry of Social Development for initial feedback. The feedback provided by these organisations has been incorporated into the draft RLTP.

The transport activities that have been submitted by Approved Organisations for consideration in this RLTP have undergone their own development processes. This will include providing the opportunity for the community to submit on activities via local government processes. At a regional level, the focus is on the broader transport system and the strategic alignment of activities against regional objectives and priorities.

The draft RLTP will be available for public consultation in 2024.

Improving the effectiveness of the Regional Land Transport Plan for Māori

Advice has been provided by a few of the Rūnanga representatives through Te Paiherenga as part of the development of the draft RLTP. Te Paiherenga is a technical working group, with representatives from ngā Papatipu Rūnanga and Canterbury Regional Council staff, that provides advice and feedback on policies, proposals and projects, and is a forum for information sharing. We are seeking advice from ngā Rūnanga on their level of interest in being more involved in transport in the future, which would provide the potential platform for ongoing conversations and greater input into future iterations of the RLTP. While there is interest in the kaupapa generally, due to the many demands on Rūnanga time, the RLTP is not currently as high a priority as other work the regional council is leading.

Appendix 06: Legislative requirements

The following extracts from the LTMA (2003) 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
   iii. is consistent with the regional spatial strategy that is in force for the region under the Spatial Planning Act 2023 to the extent that:
      A. the regional spatial strategy is relevant to the content of the regional land transport plan
      B. consistency with the regional spatial strategy does not prevent compliance with subparagraph (i) or (ii).

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 national planning framework or plans in force under the Natural and Built Environment Act 2023
   iii. likely funding from any source.

Section 16 - form and content of regional land transport plants

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.

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).

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.

7. 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.

Appendix 06: Legislative requirements continued

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 u nder section 16.

Appendix 07: Climate Impact Assessments

The Climate Assessment of Transport Investment (CATI) tool has been used to understand the potential emissions impact of activities in this investment programme.

The overall climate impact rating of the draft 2024-34 Canterbury RLTP investment programme is -0.51 (on a scale of -3 to +3). This is a slightly negative overall impact on emissions.

Local road and state highway maintenance, operations and renewals (MOR) expenditure is included in this total. Currently, because of how the network is used, this spend maintains the status quo and therefore scores slightly negatively (-1). However, in a system with different vehicle technology and user behaviour it could in theory support a more positive emissions outcome.

The regionally significant improvements have an overall score of +0.34, largely due to public transport improvements in Greater Christchurch. This indicates that the proposed improvement activities contained in this plan will on balance impact positively on emissions (i.e., reduce overall emissions in Canterbury).

While this represents a step in the right direction in terms of addressing climate change, we know we need to do much more to meet the pace and scale of change required.

Appendix 08: Health Analysis

Te Mana Ora (National Public Health Service, Te Whatu Ora) undertook a health analysis of the draft RLTP's proposed activities, policies and priorities to support the integration of health impact considerations into the RLTP.

Transport is an important determinant of health; the ability to travel and the way people travel can have positive or negative impacts on health. Transport provides access to education, employment, healthcare, food and other amenities but also contributes to health challenges, including climate change, air pollution, obesity and traffic crashes. The current car-dominated transport system in Aotearoa New Zealand causes ill-health from noise, environmental degradation, stress and a host of diseases associated with physical inactivity (including type 2 diabetes, cardiovascular disease, dementia and bowel and breast cancers). While transport infrastructure can improve access and independence, it can also have negative impacts including the severance of communities. Transport contributes to health inequity, as Māori bear a greater share of the transport-associated negative health impacts.[1] As highlighted in the WAI 2575 report, achieving equitable health outcomes for Māori is a responsibility of all sectors, not just the health sector.[2]

Individuals and communities can experience transport disadvantage due to factors such as financial and access barriers or a lack of transport options. Transport disadvantaged groups include Māori, older people, disabled people, young people and children, people who are socio-economically deprived, and people living in rural areas. As the levers related to transport-related health impacts for urban population are better understood, the health analysis focused on rural populations in Canterbury to inform equitable transport prioritisation.

While most of Canterbury's population live in or near the largest urban centres, people living in rural settings face different health and transport challenges to their urban counterparts. Transportation plays a critical role in access to other determinants of health and to social connection. The dispersed nature of rural residents means there are currently few alternatives to using private vehicles to access these amenities.

The proposed improvement activities and prioritisation in the draft RLTP have potential for health gains for the overall population through safety improvements, public and active transport improvements and reduced emissions. The latter are likely to benefit the health of the urban population more than rural. Safety improvements are an important pathway for reducing transport-related deaths and injuries for rural populations.

[1]Randal E, Shaw C, McLeod M, Keall M, Woodward A, and Mizdrak A. (2022). The Impact of Transport on Population Health and Health Equity for Maori in Aotearoa New Zealand: A Prospective Burden of Disease Study. Int J Environ Res Public Health; 19(4): 2032.

[2]Waitangi Tribunal. (2019). Hauora: Report on Stage One of the Health Services and Outcomes Kaupapa Inquiry, WAI 2575. Wellington. Waitangi Tribunal. pp. 163–164.

The shift to investing more heavily in activities related to managing the risk of extreme events will likely lead to health gains, particularly through increased resilience and maintaining access to services. This is a key function of transport for rural communities who are at high risk of isolation and disruption of services due to earthquakes and extreme climate related events such as flooding, fire and cyclones.

To further support the health of the rural population, continued investment will be needed in future for infrastructure and services in rural areas that boost emissions reductions and mode shift activities, including public or shared transport options. Action to reduce emissions and mitigate climate change will benefit health. Supporting people away from reliance on private vehicles and transitioning to public and active transport options, while not exacerbating existing inequities, will enhance overall community wellbeing and environmental outcomes. Equal opportunity for everyone to participate in transport is needed to ensure a just and fair approach to mobility. More research is needed to understand rural communities and how specific levers to changing transport behaviour may impact them. Taking a cross-sector integrated planning approach to transport is key to improving and ensuring positive health and wellbeing outcomes for all communities in the region, especially those who experience transport disadvantage and transport-related health inequities.

Appendix 09: Transport Emissions Reduction Solutions

The Ministry of Transport **Behaviour Change Framework** provides a systematic lens on tools and interventions that support individuals and communities to change their behaviour. The five categories of factors that encourage positive change are:

1. Institutional factors: policy settings, governance structures, legal and institutional frameworks, guidelines and standards, informal institutions, and economic and market forces.
2. Socio-cultural factors: social and cultural norms, values, citizen participation, social movements and collective action, inter-personal influence and media and advertising.
3. Infrastructural factors: physical infrastructure (including quality and access) and spatial planning, digital and technology.
4. Business, corporate, and organisational factors: investment, services, policies, and economic incentives of organisations.
5. Individual factors: attitudes, awareness, habits and routines, abilities, and consumption choices.

To meet our emission reduction targets and slow the effects of climate changes, current attitudes and behaviours to how we use the transport system needs to change.

Travel Demand Management

To meet our emission reduction targets and slow the effects of climate changes, current attitudes and behaviours to how we use the transport system needs to change. The future transport system will require significant shifts in daily and habitual, individual and business behaviour.

Travel demand refers to how people use a transport system and how they expect ease and access to support their regular routines. Travel Demand Management can also be described as behaviour change strategies. Individual and collective behaviour change to enable the shift to a low emission, innovative transport system could look like the following:

- Strategies
- Policies; and/or
- Incentives.

Individually, or combined these methods to encourage behaviour change and remove or redistribute the demand on different areas of the transport system, this including:

- Private vehicle use
- Public transport; and
- Active modes e.g. walking and cycling.

Travel demand management and increased alternative low emission transport options will focus on engaging community on the climate change and options towards action and mitigation through emissions friendly transport choices.

Travel demand management and behaviour change – The plan mentions the importance of efficient and tailored travel demand management across Canterbury. Travel demand management has measures which promotes more efficient, sustainable, and equitable transportation systems, contributing to the overall well-being and prosperity of Canterbury. A travel demand management programme for Canterbury would likely require contributions from multiple central and local government agencies, and potentially partnerships with commercial or charitable entities.

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

Appendix 10: 2021 Regionally Significant Improvements progress

The following projects were approved for NLTF funding in 2021 and are included in the 2024-27 RLTP programme.

APPROVED ORGANISATION	PROJECT NAME	PHASE	STATUS
Christchurch City Council			
Christchurch City Council	AAC High Street (Cashel to Tuam)	Construction	Funding Approved
Christchurch City Council	Greers, Northcote & Sawyers Arms Intersection Improvement	Implementation	Funding Approved
Environment Canterbury			
Environment Canterbury	CERF-Bus Driver Ts & Cs	Implementation	Funding Approved
Kaikōura District Council			
Kaikōura District Council	Kaikōura Nov 2016 EQ	Construction	Funding Approved
Waka Kotahi NZTA (Canterbury)			
NZTA (Canterbury)	CHCH Southern Motorway HJR to Rolleston (Stage 2 & 3)	Construction	Funding Approved
NZTA (Canterbury)	NZUP Brougham St Corridor Improvements	Implementation	Funding Approved
NZTA (Canterbury)	NZUP Brougham St Corridor Improvements	Implementation	Funding Approved
NZTA (Canterbury)	NZUP Rolleston Access Improvements	Implementation	Funding Approved
NZTA (Canterbury)	NZUP Rolleston Access Improvements	Implementation	Funding Approved
NZTA (Canterbury)	NZUP Rolleston Access Improvements	Pre-implementation*	Funding Approved
NZTA (Canterbury)	NZUP SH1 Tinwald Corridor Improvements	Implementation	Funding Approved
NZTA (Canterbury)	NZUP SH1 Tinwald Corridor Improvements	Implementation	Funding Approved
NZTA (Canterbury)	NZUP SH75 Halswell Rd Imps	Implementation	Funding Approved
NZTA (Canterbury)	NZUP SH75 Halswell Rd Imps	Implementation	Funding Approved
NZTA (Canterbury)	PT Futures MRT	Indicative Business Case	Funding Approved
NZTA (Canterbury)	SH1 Selwyn River to Ashburton Safety Imp	Pre-implementation*	Funding Approved
NZTA (Canterbury)	SH1 Selwyn River to Ashburton Safety Imp	Implementation	Funding Approved
NZTA (Canterbury)	SH1 Templeton to Selwyn River	Pre-implementation*	Funding Approved
NZTA (Canterbury)	SH71 Rangiora to SH1	Property	Funding Approved
NZTA (Canterbury)	SH73 West Melton to Yaldhurst	Pre-implementation*	Funding Approved
NZTA (Canterbury)	Weigh Right Rakaia	Implementation	Funding Approved

Appendix 11: Annual costs over ten years

The Land Transport Management Act requires the Regional Land Transport Plan to provide annual costings for all activities. Outlined below is the likely annual costings by each authorised organisation that would support the full based on the above regional programme within the plan. Actual expenditure will likely differ as funding decisions are yet to be made.

ORGANISATION NAME	24/25	25/26	26/27	27/28	28/29
	$	$	$	$	$
Ashburton District Council	20,672,500	20,582,500	20,863,500	22,148,040	23,033,962
Christchurch City Council	204,000,000	217,700,000	221,000,000	244,300,000	227,000,000
DOC (Canterbury)	1,400,000	1,300,000	1,300,000	1,000,000	1,000,000
Environment Canterbury	155,941,231	199,908,651	212,147,891	264,407,677	274,855,033
Hurunui District Council	18,064,826	23,724,573	24,379,118	15,408,789	16,857,149
Kaikōura District Council	3,184,932	3,300,176	3,257,471	2,705,661	2,472,509
Mackenzie District Council	6,987,000	7,260,550	11,474,278	7,822,191	8,132,301
Waka Kotahi (Canterbury)	278,772,046	289,597,715	482,911,419	492,212,190	540,318,462
Selwyn District Council	52,085,034	63,281,752	73,560,762	74,265,765	78,049,990
Timaru District Council		35,111,880	37,319,856	38,294,650	39,464,436
Waimakariri District Council	27,009,977	28,964,734	26,383,189	42,964,255	45,412,863
Waimate District Council	7,290,411	7,514,324	7,655,432	8,082,048	8,251,011
Total	**812,562,956**	**898,246,856**	**1,122,252,916**	**1,213,611,266**	**1,264,847,715**

ORGANISATION NAME	29/30	30/31	31/32	32/33	33/34
	$	$	$	$	$
Ashburton District Council	23,955,320	24,913,533	25,910,074	26,946,477	28,024,336
Christchurch City Council	221,400,000	242,000,000	244,500,000	237,600,000	261,000,000
DOC (Canterbury)	1,000,000	1,000,000	1,000,000	$1,000,000	1,000,000
Environment Canterbury	306,434,558	320,179,738	321,205,736	334,379,522	348,225,620
Hurunui District Council	16,271,069	16,174,429	17,625,953	17,979,053	18,235,953
Kaikōura District Council	2,570,595	2,777,845	2,911,729	2,803,428	2,825,959
Mackenzie District Council	8,458,616	8,802,147	9,162,904	9,538,899	9,940,144
Waka Kotahi (Canterbury)	402,612,886	489,193,543	467,414,876	262,447,378	573,684,234
Selwyn District Council	82,040,909	88,637,296	93,173,899	97,959,362	105,692,984
Timaru District Council	40,681,014	41,946,254	43,262,104	44,630,589	46,053,812
Waimakariri District Council	45,374,569	26,582,946	31,387,584	32,789,092	29,442,094
Waimate District Council	8,390,734	8,508,216	8,603,996	$8,677,534	8,736,365
Total	**1,159,190,270**	**1,270,715,947**	**1,266,158,855**	**1,076,751,333**	**1,432,861,501**

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Glossary

Active transport	Transport modes that rely on human power and physical activity, primarily walking and cycling. People with disabilities may use mobility devices to enhance or enable independent active transport.
Approved Organisation	A regional council, a territorial authority, or an approved public organisation as defined in the LTMA 2003.
At-grade	Where two or more routes (for eg road and rail) meet at the same vertical level.
Canterbury	For the purposes of this plan, 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.
EECA	Energy Efficiency and Conservation Authority
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
HPMV	High productivity motor vehicle
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.
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.
Local roads	Roads operated by territorial local authorities.
Low emission transport system	A low emission transport system is one that minimises the gross greenhouse gas emissions associated with the transport system.

LTMA	Land Transport Management Act 2003.
Mass Rapid Transit (MRT)	Mass rapid transit is a step up from conventional public transport, being a quicker, more frequent and reliable, higher-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic.
Micro-mobility	A range of small, lightweight vehicles operating at speeds typically below 25 km/h and driven by users personally. Micro-mobility devices include bicycles, e-bikes, electric scooters, and electric skateboards. People with disabilities may use mobility devices to enhance or enable their personal mobility.
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.
NBEA	Natural and Built Environment Act 2023
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 Framework (ONF)	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.

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.
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.
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.
SPA	Spatial Planning Act 2023.
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.
Travel Demand Management (TDM)	An application of strategies, policies and initiatives to reduce travel demand or redistribute demand across multiple modes of transport.
UCF	Urban Cycleways Fund.
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 NZ Transport Agency	A Government transport agency created under section 93 of the Land Transport Management Act 2003.

Environment Canterbury
Regional Council
Kaunihera Taiao ki Waitaha

Taking action together to shape a thriving and resilient Canterbury, now and for future generations.
Toitū te marae o Tāne, toitū te marae o Tangaroa, toitū te iwi.
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