

Waka Kotahi Regional Overview

February 2023

Our Regional Structure

Directors of Regional Relationships

- Waka Kotahi has five Directors of Regional Relationships (DRRs) who are responsible for building, maintaining and enhancing the Waka Kotahi presence, performance and reputation across the regions by engaging with senior local government, iwi and other significant and influential community, private and public sector relationships.
- Waka Kotahi has five Regional Leadership Teams, led by our DRRs. The Regional Leadership Teams play a key role in ensuring Waka Kotahi works in partnership with local government, iwi, communities, regional suppliers, lobby groups and interest groups. The Regional Leadership Teams champion our national strategies locally.
- Each Regional Leadership Team is made up of the following roles:
 - Director Regional Relationships
 - Pou Arahi | Māori Regional Advisor
 - Regional Manager, System Design
 - Regional Manager, Infrastructure Delivery
 - Regional Manager, Maintenance and Operations
 - Regulatory leader
 - Communications and Engagement Manager.

Regional relationships



Northland/Auckland

Steve Mutton



Bay of Plenty/Waikato

David Speirs



Gisborne/Hawke's Bay/ Taranaki/Manawatū- Whanganui

Linda Stewart



Wellington/Upper South Island

Emma Speight



West Coast/Canterbury/ Otago/Southland

James Caygill



Upper North Island

Te Tai Tokerau | Northland

Tāmaki Makaurau | Auckland

Te Tai Tokerau – the context

- Strong growth with manufacturing and agriculture booming
- One of the fastest growing regions putting pressures on housing and services
- Incomes are low, transport choice and services are limited
- Growing older population. Highest proportion of Māori in NZ with over 170 hapū
- Dispersed communities over a vast area
- One major urban centre with growing coastal townships. Established rural communities
- COVID has impacted the international tourist industry and agricultural exports
- Political leaders are aligned on top five regional priorities (post recent elections):
 1. Connecting Northland
 2. Northland as a Regional economic hub
 3. Housing and associated infrastructure
 4. Infrastructure resilience and climate change. Create resilience infrastructure in Northland by improving critical services and ensuring our communities are ready and supported around climate change.
 5. Local government as a 'trusted partner' with central government

Population of 200,000 but **dispersed** over 13,940km²

18% **population increase** since 2013 (compared to 14% for NZ)

Household income \$89,000 compared to \$106,600 for NZ (second lowest in NZ)

51.1% of the population is **non-urban** (highest in NZ)

72% increase in **mean house value** over 10 years

260 new **car registrations** per 10,000 people (second lowest in NZ)

GDP per capita \$41,461 is the lowest in NZ

Te Tai Tokerau – the challenges

- **Resilience:** Communities and infrastructure are at risk from the impacts of a changing climate
- **Economy is reliant on transport:** there is a high reliance on transport infrastructure to move people and goods in and out of the region
- **Road safety:** very poor road safety record and deaths and serious injuries
- **Growing urban communities:** high expectation on levels of service and infrastructure provision. Demographics are changing quickly
- **Car dominant:** Very car dominant and limited PT services / walking and cycling outside of Whangārei
- **Disparity:** impacts are wide ranging but including the impacts of increasing costs of living, poor vehicle condition, non-licensing and housing – east / west divide



Te Tai Tokerau - the opportunity

- **Improve urban form** – deliver interventions now that prevent communities such as Whangarei experience the growth problems currently facing larger cities like Tauranga and Hamilton
- **Transform mobility and transport choice** – better connect eastern coastal communities to services, jobs and education in the larger towns
- **Partner with Police in a preventive approach** – addressing issues such as increasing driver licensing, addressing unsafe cars and seat belt wearing
- **Regional development** – support new and existing enterprise in the agriculture, manufacturing and service sectors
- **Climate change** – With greater urbanisation on the east coast promote walking, cycling and public transport infrastructure
- **Cross Government Collaboration** – form strong relationships with other government organisations and have a coordinated plan
- **Iwi** – work with strong leadership structures and relationships to gain clarity around programme of initiatives to succeed for a better Te Tai Tokerau
- **Funding** – Explore other funding streams

Te Tai Tokerau – the relationships

We have strong relationships with the key players

- Te Kahu O Taonui, Ngāti Hine and Te Parawhau
- Councils - Far North, Kaipara, Northland Regional, Whangarei
- Northland Regional Transport Committee
- Northland Transportation Alliance (NTA)
- NZ Police
- MSD, Northland Inc, Destination Northland
- Northport and Freight Group



Hot topics

As at February 2023

Topic	Description
Maintenance and Resilience	Mangamuka Gorge – \$100m reinstatement and longer term planning Brynderywns resilience
Climate change	Rail – new spur line to link Northport CERF – through Transport Choices for Whangarei and Dargaville
Safety	Improvements – State Highway 1 Whangarei to Wellsford and Dome Valley Speed limit changes – consultation completed 2022 Driver Licencing pilots to improve outcomes
Better connections	Ara Tūhono – Puhoi to Warkworth motorway New roundabouts – Loop Road, Kawakawa, Puketona, Waipapa Bridges – new Kaeo bridge, strengthening to Waitangi River and Parapara Bridges

Tāmaki Makaurau - the context

Home to one third of New Zealander's and forecast to reach 2.4 million by 2050

- Tāmaki Makaurau is home to over 1.7 million people from more than 120 ethnicities and supports one third of the NZ population
- Forecasted to grow by another 260,000 over the next decade
- Most of the region's population is urban based
- Long history of growing outwards and focus on expanding footprint
- Growth putting pressures on housing, cost of housing and services
- People are dependent on private vehicles due to underdeveloped urban form
- COVID has significantly impacted the city's economy and its people
- The recent weather severe weather event has had a major impact upon housing and infrastructure

**Population of 1,717,500
dispersed over 4,894 km²**

**15% population increase since
2013 (compared to 14% for NZ)**

**Household income \$117,400
compared to \$106,600 for NZ
(second highest in NZ)**

**94% of the population is urban
(second highest in NZ)**

**108% increase in mean house
value over 10 years**

**576 new car registrations per
10,000 people (highest in NZ)**

**GDP per capita \$67,925 is the
third highest in NZ**

Tāmaki Makaurau – the challenges

- **Access** – the number of kilometres we travel in our cars is leading to congested roads and high travel times
- **Travel choices** – inequity and lack of options for Aucklanders to choose the way they travel
- **Safety** – conflicts result in high levels of harm for vulnerable road users
- **Climate change and the environment** – transport emissions are a major contributor in the urban centres
- **Auckland is a really desirable place for people to live** – there is high level of uncertainty around the location and timing of growth



Tāmaki Makaurau - the opportunity

Partner with Auckland Council and AT to deliver ATAP and the emissions reduction plan

- **Travel choice** – provide and accelerate better travel choice
- **Climate change and the environment** – significantly reduce emissions and lower vehicle kilometres travelled (Vkt)
- **Access and connectivity** – better connect people, places, goods, and services
- **Safety** – support a focus on better road safety and supporting community initiatives and deliver Road to Zero targets
- **Growth** – focus on intensification in brownfield areas and managed expansion into emerging greenfield areas
- **Iwi** – stronger relationships at governance level that are working in real partnership for the future
- **Delivery** – deliver ATAP and the significant NLTP programme with our partners



There are strong partnerships in Tāmaki Makaurau

Central Government, Auckland Council and Auckland Transport are aligning strategically on transport objectives and investment priorities for Auckland - but we do need to be better aligned to Aucklanders needs



Auckland Transport Alignment Project (ATAP), Auckland Light Rail, Rapid Transport Network, Crown Infrastructure Partners, Rail Plan, North West Rapid Transit, Regional Land Transport Plan, Climate Emergency Response Plan, Mill Road, NZ Upgrade Programme, Cycleways, Timing of priorities, Harbour Bridge events, Mangere Bridge and Glen Innes to Tamaki Drive Shared Path, Explore productivity improvements, Develop spatial plans, Align on submissions, Supporting Growth Alliance, Transport Plan

Hot topics

As at February 2023

Topic	Description
Maintenance and Resilience	Storm events – key strategic motorway closures
Public transport	Rail electrification - delays Auckland Light Rail New busways and bus/rail stations in progress Public transport driver shortages and timetable issues
Safety	Speed – significant death and serious injury (DSI) reductions on local roads achieved due to AT lowering speeds SH22 SH1 (Drury) to Paerata – Glenbrook, SH16 Brigham Creek to Waimauku Safety Improvements
Better connections	Waitematā Harbour Connections – Indicative Business Case underway Penlink – enabling works underway Mill Road – business case Drury Transport Improvements – property acquisition
Walking and cycling	Walk It. Wheel It. event March 2023 – three events over the bridge planned.

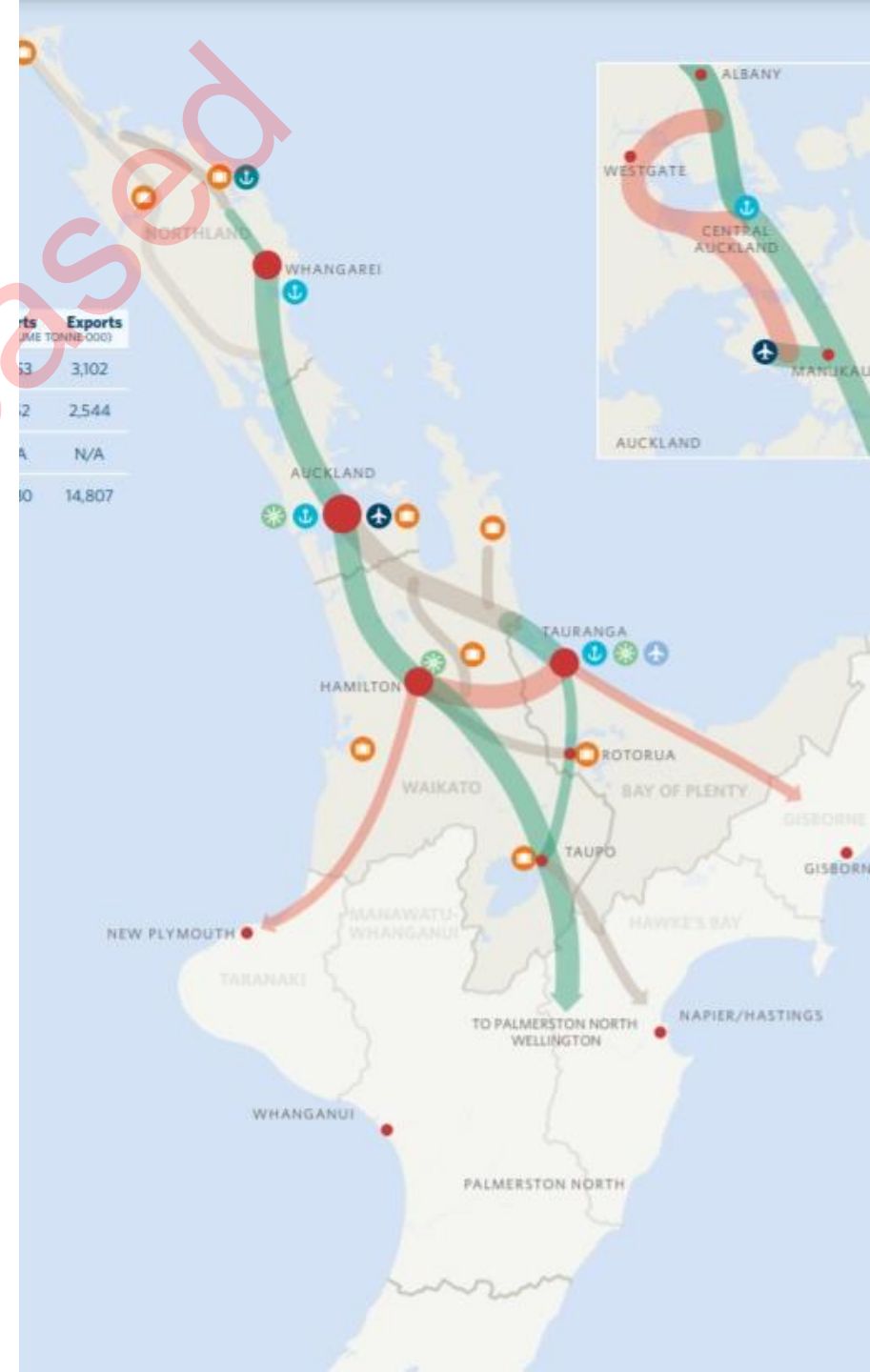
Waikato / Bay of Plenty

Te Moana a Toi-te-Huatahi | Bay of Plenty

Waikato

Regional context

- Waikato and Bay of Plenty are part of the Upper North Island which is vital to Aotearoa New Zealand's social and economic success.
- The Upper North Island:
 - supports 53 per cent of the national population and generates 52 per cent of the country's GDP.
 - has rapidly increasing growth which has many benefits for the country, and brings with it a range of challenges that we are working with partners to solve.
- The infrastructure networks are critical to connecting the key growth areas and support the majority of national economic activity.
- The road and rail freight routes between Tauranga and Auckland via Hamilton form the country's most important freight corridor.



















Regional profile

Waikato

- Fourth largest regional economy in NZ
- Second highest carbon emission profile in the country
- Highly dependent on private vehicles
- Hamilton and surrounding towns experiencing high growth (regional pop. 458,202)
- Poor safety record. 2022 deaths = 72 (provisional). Ranks #1 for regional deaths in 2022
- Some communities with high levels of deprivation and unemployment
- Nationally significant connections for freight and tourism

Bay of Plenty

- Port of Tauranga handles 25% of the country's imports and exports
- Tauranga City is one of the fastest growing urban areas in NZ (regional pop. 308,499)
- Highly dependent on private vehicles – nearly 90% of journeys to work in Tauranga and Rotorua in private vehicles
- Poor safety record. 2022 deaths = 39 (provisional). Ranks #3 for regional deaths in 2022
- Small isolated communities with high levels of deprivation and unemployment – Ōpōtiki / Kawerau
- Sea level rise and extreme weather will impact the region

region	2022 road fatalities		trend	fatalities by region over the last 5 years				
	total	change from 2021		2018	2019	2020	2021	2022
Waikato	72	21		66	74	54	51	72
Auckland	54	-5		55	42	37	59	54
Bay of Plenty	39	5		36	42	28	34	39
Northland	38	5		35	29	27	33	38
Manawatū/Whanganui	37	7		45	21	31	30	37
Canterbury	34	-14		54	51	32	48	34
Otago	17	3		10	18	25	14	17
Hawkes Bay	14	5		15	18	22	9	14
Marlborough	14	12		3	3	6	2	14
Southland	14	8		12	8	13	6	14
Taranaki	14	12		17	15	12	2	14
Wellington	11	-9		12	11	13	20	11
West Coast	7	4		6	3	2	3	7
Gisborne	6	0		5	4	9	6	6
Tasman	5	4		5	6	2	1	5
Nelson	1	1		2	3	5	0	1

Arataki (Waka Kotahi 10 year plan) & NLTP: Strategic focus

Arataki 2021-2031

- Coromandel (SH25 and SH25A) Resilience and Climate Change
- Pōkeno to Mangatarata (SH2) Safety
- Waihi to Tauranga (SH2) Safety and Accessibility
- Hamilton to Auckland (SH1 and Rail)
- Hamilton to Tauranga (SH1, SH29 and Rail)
- Piarere to Waiouru (SH1) Safety and Resilience
- Ōpōtiki to Gisborne (SH2) Resilience

2021-24 NLTP investment highlights

Waikato - \$1.5B

- Completion of Waikato Expressway
- Safety improvements to 15 high-risk roads
- SH21 Airport Road underpass (and Te Awa shared path)
- Eastern Pathway School Link

Bay of Plenty - \$1.4B

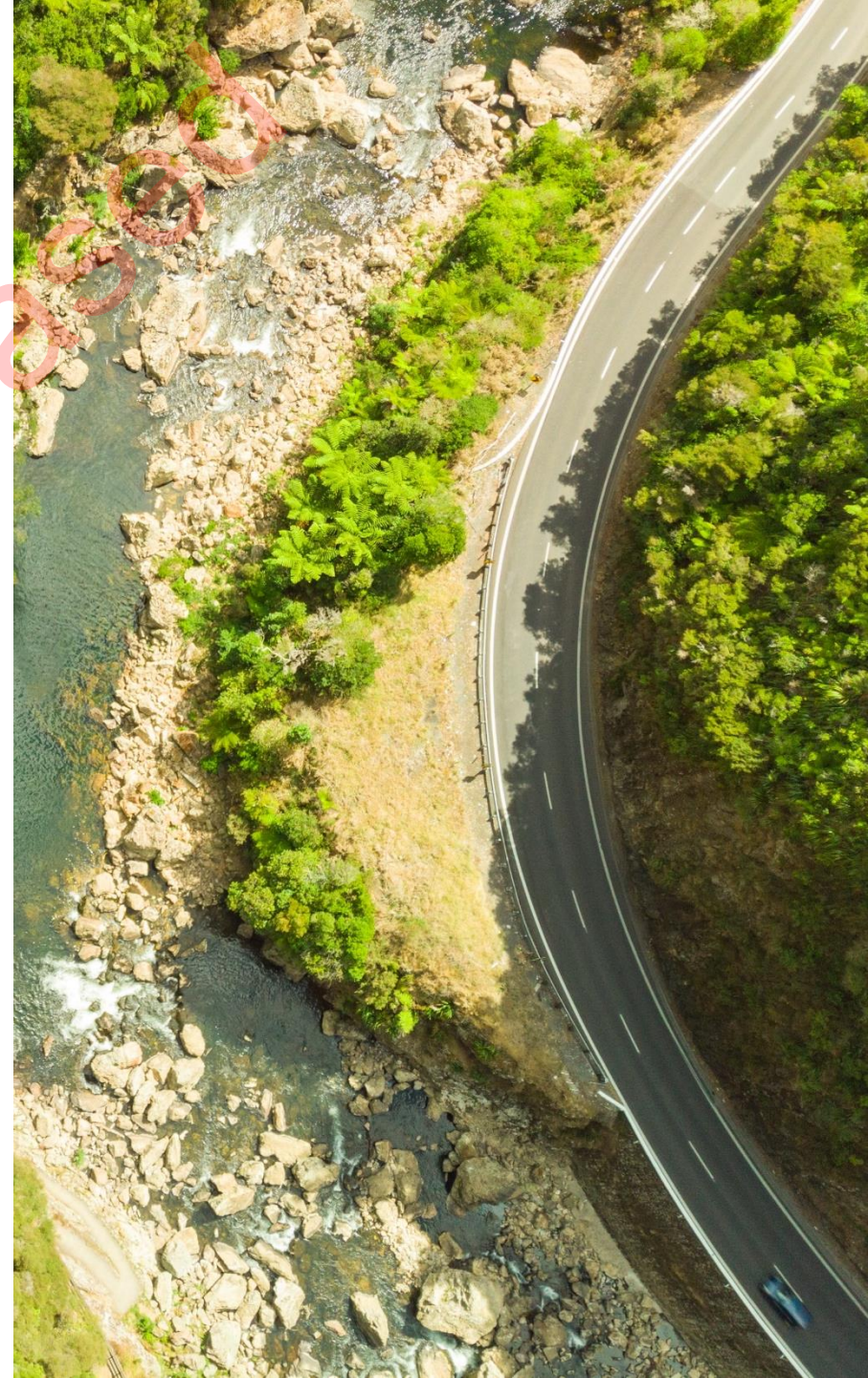
- SH2 Waihi to Tauranga (SH2) safety improvements
- Connect Rotorua – Eastern Corridor improvements (cycling, safety, PT)
- SH2 Wainui Road to Ōpōtiki safety improvements
- More than \$90M to support growth and improve access and safety as part of UFTI



Relationships



Challenges and Opportunities



Hot topics

As at February 2023

Topic	Description
Maintenance and Resilience	Storm events – key strategic highway closures. SH25A Kopu – Hikuai closed
Safety	SH30 Awakeri to Whakatāne safety improvements SH2 Waihī to Ōmokoroa safety improvements SH1B Ongoing Road closure at Telephone / Holland Road intersection
Public Transport	Te Huia – train connection to Auckland
Better connections	SH1 Ngāruawāhia section Waikato Expressway – remedial and safety improvements SH2 Takitimu North Link Stage One Takitimu North Link Stage Two – route protection State Highway 2 Bay Link
Other	Infrastructure funding for the urban centres Potential congestion charging proposed in Tauranga to manage growth

Central North Island

Tairāwhiti | Gisborne

Te Matau-a-Māui | Hawke's Bay

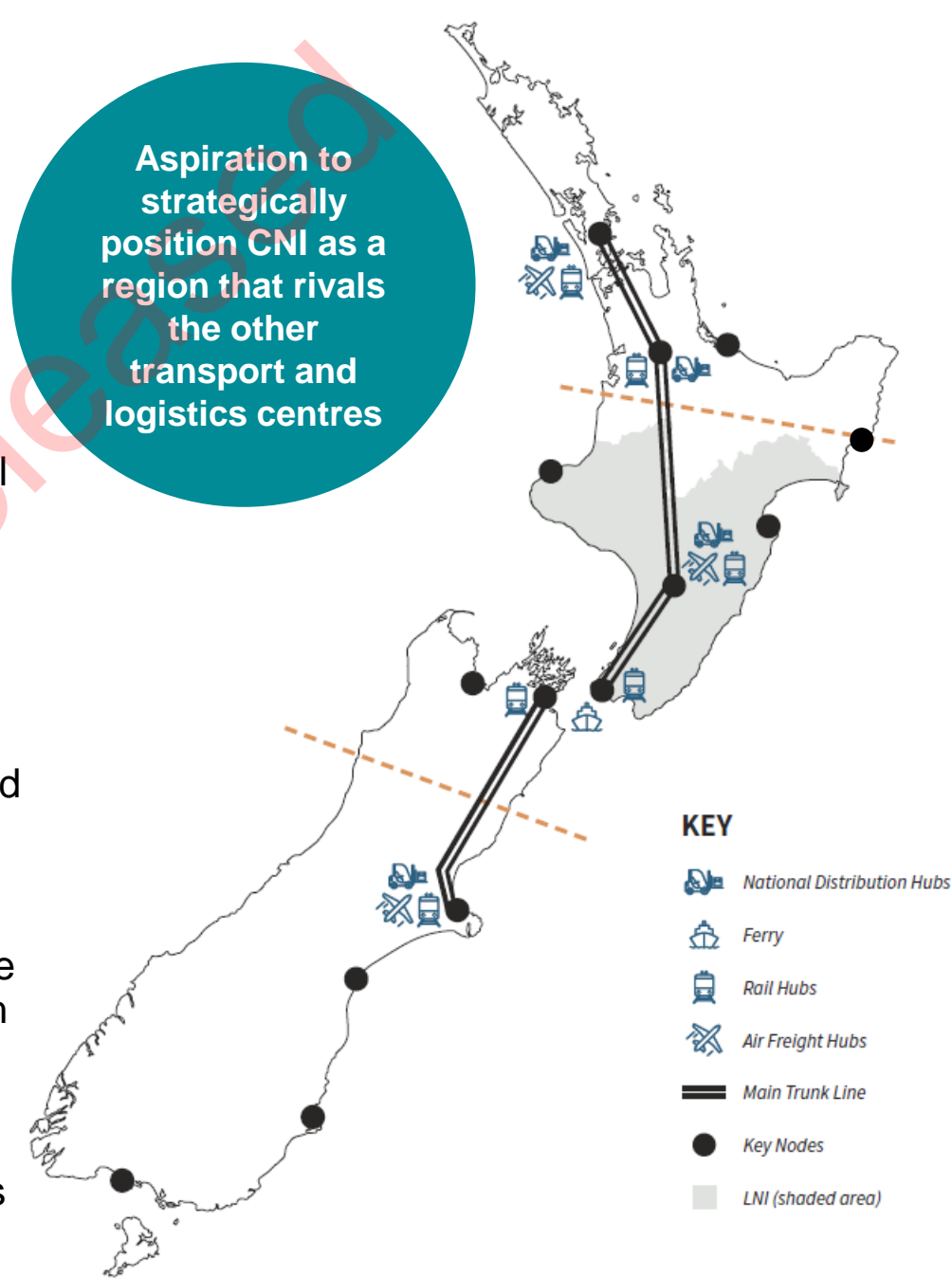
Manawatū-Whanganui

Taranaki

Regional context

- CNI is in a strategic location with freight journeys converging on Palmerston North as the primary logistics and distribution hub for products exported through the ports of Napier, New Plymouth, Wellington, Tauranga and Auckland. The region has:
 - 18% of the state highway network (2105km) and 21% of the local road network (17,383km) to maintain and improve
 - Three ports
 - Four KiwiRail Container terminals
 - 1050km of rail track to regulate
 - 24/7 airport (freight)
- Tairāwhiti Gisborne, Hawke's Bay and Manawatū-Whanganui identified as surge regions (greater needs for investment) by the Government with a focus on PGF investment to support regional development.
- CNI is benefitting from considerable investment into core infrastructure through Te Ahu a Turanga: Manawatū-Tararua Highway, Ōtaki to north of Levin, Te Ara o Te Ata: Mt Messenger Bypass and KiwiRail's new hub.
- Geography and connectivity between cities, towns, small communities is a major challenge for each of the sub-regions.

Aspiration to strategically position CNI as a region that rivals the other transport and logistics centres



Economic context

- The regional economy is heavily dependent on the transport system particularly road and, for some sectors, rail.
- Significant levels of investment coming into the region 2020-25.
 - \$3.5b in Palmy alone (Housing, Health, Defence, Education and Power)
 - Three NZDF bases located in Manawatū Whanganui
- Forestry is a high growth sector across the region. Growth in Forestry provides economic opportunities alongside funding, safety, maintenance and regulatory challenges.
- Regional priorities are driven by economic and social prosperity, with climate change and safety acknowledged as important.
 - Infrastructure maintenance and improvement vs speed management
 - Importance of attracting investment from PGF and NZUP

2021 – 24 NLTP

CNI = \$2.33 billion total

Tairāwhiti Gisborne - \$209 million total

- Maintenance and Operations - \$144m
- Public Transport - \$3m
- Walking and Cycling - \$3m
- Road to Zero - \$4m
- PGF - \$36m

Hawke's Bay - \$376 million total

- Maintenance and Operations - \$214m
- Public Transport - \$17m
- Walking and Cycling - \$18m
- Road to Zero - \$53m
- PGF - \$33m

Taranaki - \$447 million total

- Maintenance and Operations - \$166m
- Public Transport - \$13m
- Walking and Cycling - \$18m
- Road to Zero - \$94m
- PGF - \$11m

Manawatū-Whanganui - \$1.3 billion total

- Maintenance and Operations - \$335m
- Public Transport - \$44m
- Walking and Cycling - \$36m
- Road to Zero - \$81m
- NZUP - \$290m

Top industries by sub-region

CNI = 10.3% of NZ GDP

Tairāwhiti Gisborne

- Forestry, fishing & mining - \$253m
- Agriculture - \$225m
- Rental, hiring & real estate services - \$191m

Hawke's Bay

- Manufacturing - \$1141m
- Agriculture - \$876m
- Owner-occupied property operation - \$725m

Taranaki

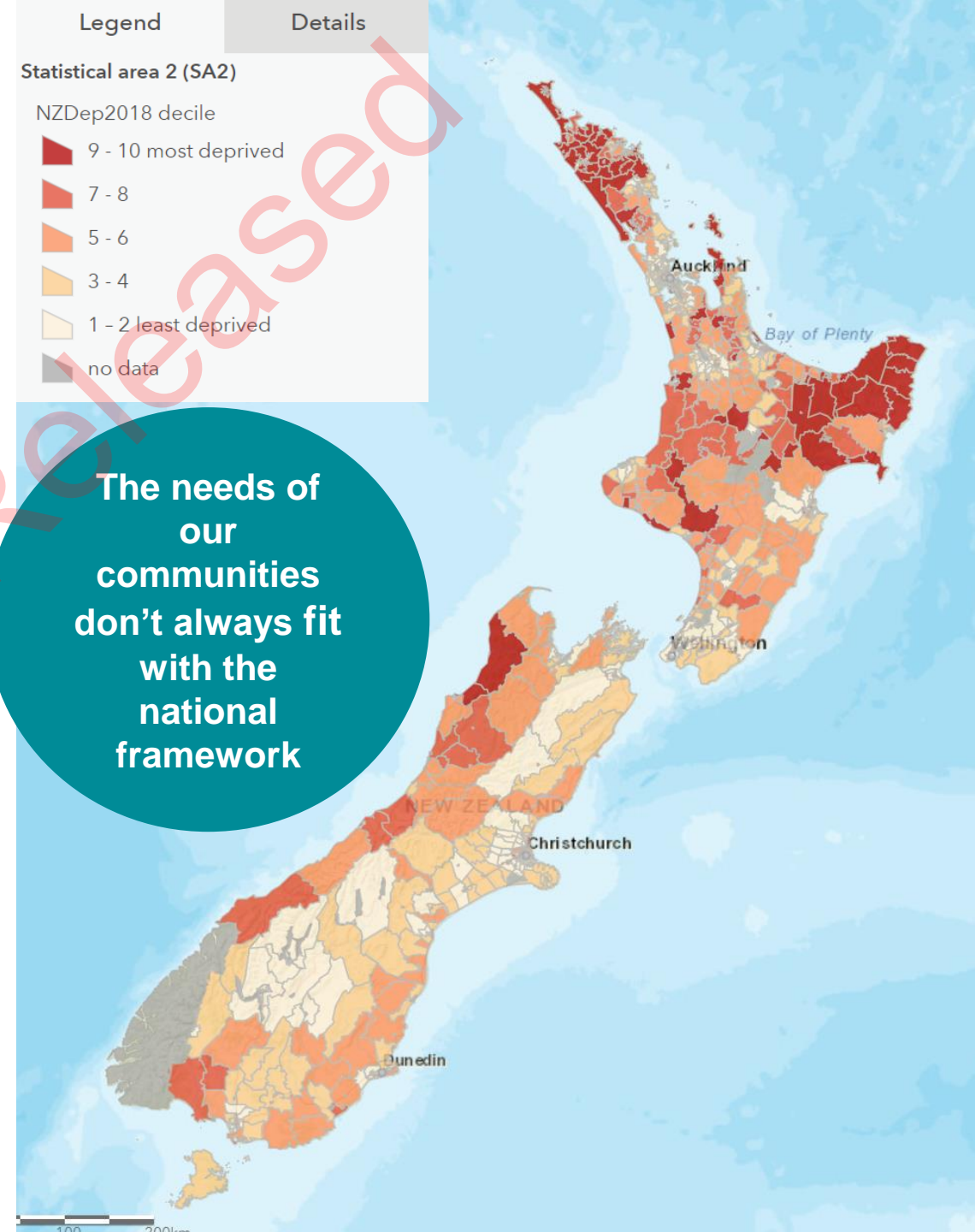
- Forestry, fishing & mining - \$1750m
- Manufacturing - \$1260m
- Agriculture - \$817m

Manawatū-Whanganui

- Manufacturing - \$1140m
- Agriculture - \$1033m
- Public admin & safety - \$888m

Community needs

- Most people live in the major population centres within each sub-regions (New Plymouth, Palmerston North, Napier-Hastings, and Gisborne).
- The CNI centres and surrounding areas are experiencing growth due to availability of affordable housing, flexible working and rural lifestyle.
- There are high levels of deprivation in Gisborne, Northern Hawke's Bay, and parts of Taranaki and Manawatū-Whanganui.
- To access the land transport system people need to own or be able to access a private vehicle, afford public or multi-modal transport and to do so safely.
- Competing sub-regional priorities – connectivity / resilience / improving social and economic outcomes:
 - Tension at RTC's between cities and smaller districts

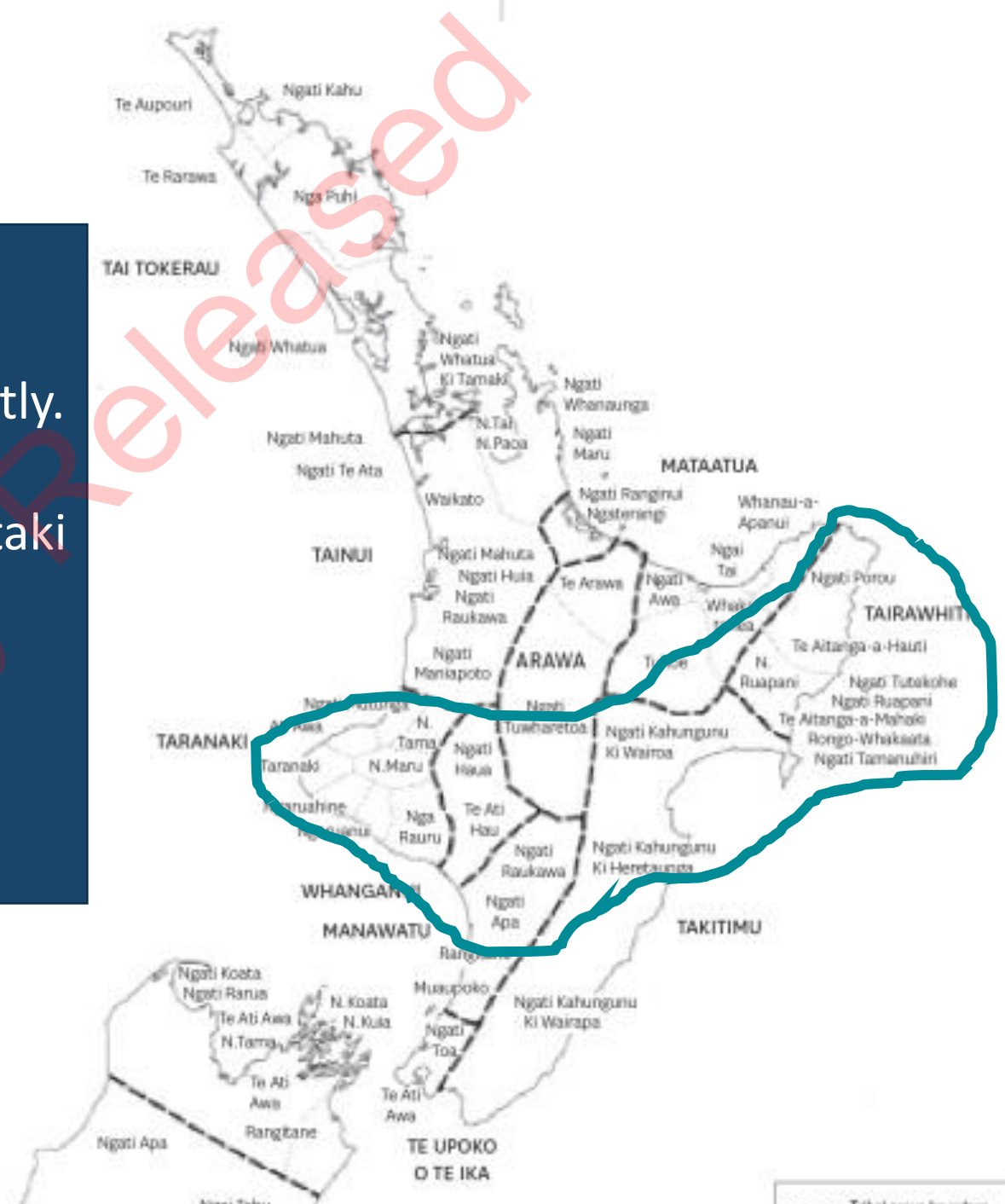


Iwi relationships

We are demonstrating a genuine desire and have accountability to work differently.

Good examples of this are Te Ahu a Turanga, Ōtaki to North of Levin, and Te Ara o Te Ata

Whānau and whānau-wellbeing is central to everything our iwi partners do.

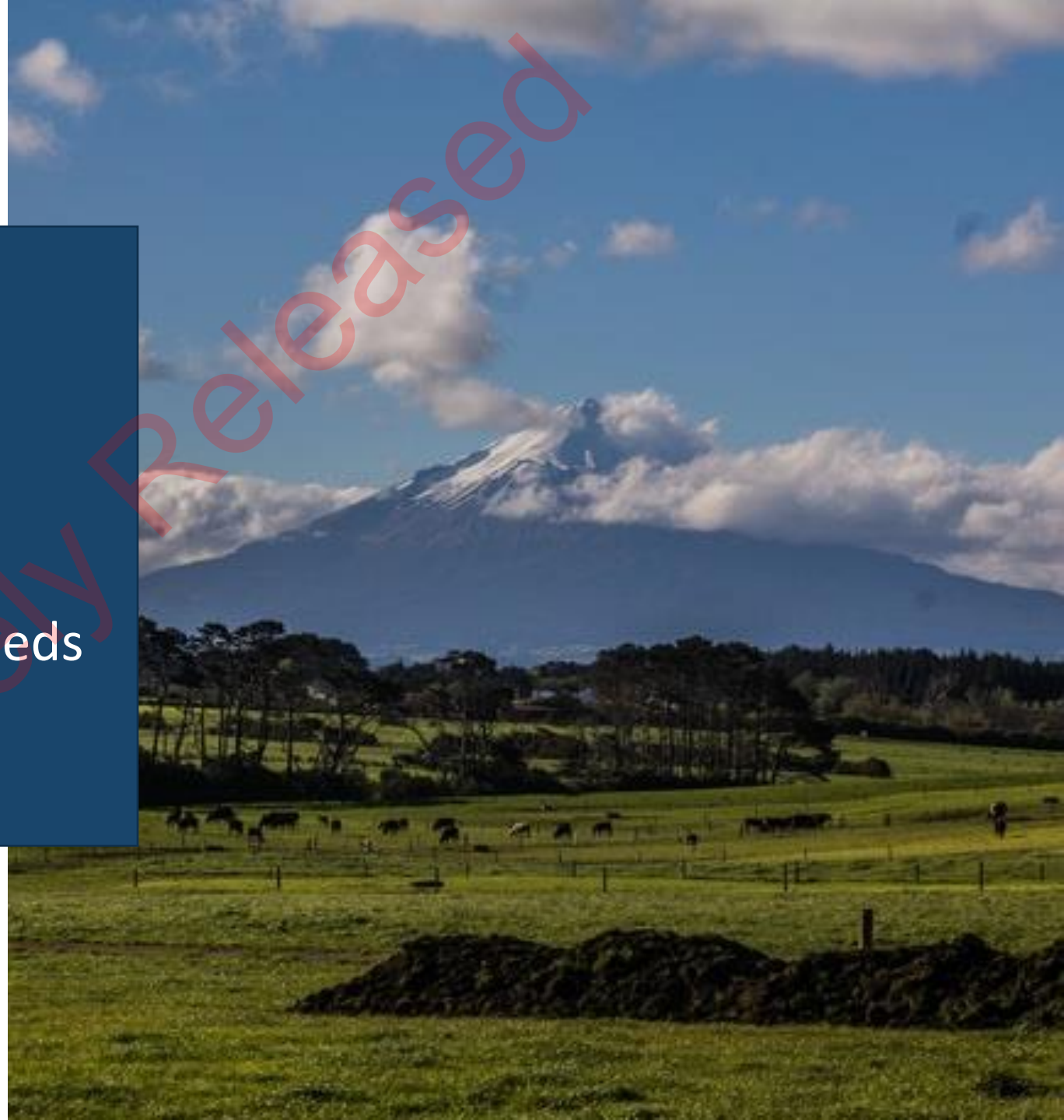


Top three regional challenges/opportunities

Resilience

National framework vs regional needs

Opportunities for innovation



Hot topics

As at February 2023

Topic	Description
Maintenance and Resilience	Storm events – key strategic highway closures Te Ahu a Turanga: Manawatū-Tararua Highway Maintenance programme – concern from Mayors SH38 Tall Oil Pitch Trial SH35 Resilience Programme Business Case
Safety	SH3 New Plymouth to Hawera safety improvements Te Ara Tūtohu: SH3 Waitara to Bell Block safety improvements Speed – State Highway 5 speed limit reduction 2022
Better connections	Ōtaki to north of Levin – consenting Te Ara o Te Ata: Mt Messenger Bypass – site establishment underway Connecting Tairāwhiti safety and resilience package Palmerston North Integrated Transport Initiative

Wellington / Upper South

Te Upoko o Te Ika a Maui | Greater Wellington

Te Moana-o-Raukawa | Cook Strait

Te Tau Ihu | Top of the South

Regional context

Connectivity, growth and diverse communities

- Te Upoko o Te Ika a Maui | Greater Wellington
 - Our capital city, four high growth cities and the strongly growing provincial centres in Kāpiti and Wairarapa
 - Two key transport spines, both including road and rail
 - High use of public transport, but road network is reaching capacity in Wellington city
- Te Moana-o-Raukawa | Cook Strait
 - The “blue highway” connecting people, freight and tourism – resilience, reliability and safety of SH1 and SH2 is vitally important
 - Major investment by KiwiRail in new ferries and port connections
- Te Tau Ihu o Te Waka-a-Māui | Top of the South
 - Regional economies based in horticulture, forestry, seafood, farming, tourism and aviation
 - Growing urban centres, relying on inter-regional connectivity

Regional profile

Greater Wellington

- 2nd largest regional economy – 13% of NZ's GDP, 37% of regional GDP in knowledge-based industries. 40% of jobs located in WCC CBD
- 11% of NZ's population, projected to grow by 17% to 571,300 by 2043, currently highest median household income in NZ
- Public transport to work 21%, active modes 15%, but 4th highest carbon emissions in NZ
- 11 deaths in 2022 (provisional). Equal lowest for the region in past five years
- Road and rail networks have real resilience challenges, both to minor everyday events and low frequency, high impact events

• *Regional profile information from Arataki Version 2

Te Tau Ihu | Top of The South

- Economy dominated by agriculture, horticulture, viticulture, forestry and fishing – access to Ports, airports and other distribution centres is critical
- Population growing by 13% to 161,000 by 2043, with 35% over 65 – largest urban growth centre is in Richmond (Tasman)
- Public transport 0.2-0.8%, active modes 11-13%, with limited projected growth
- 20 deaths in 2022 (provisional). Mostly concentrated in Marlborough (14)
- Resilience challenges on State highway and local road networks

Te Upoko o Te Ika a Maui | Greater Wellington



Strategic alignment with 8 Councils

- Good strategic alignment and support, further enhanced by the recently formed Wellington Regional Leadership Committee (Mayors, iwi leaders, Minister Wood and Minister Woods)



Delivering Crown investment to support outcomes

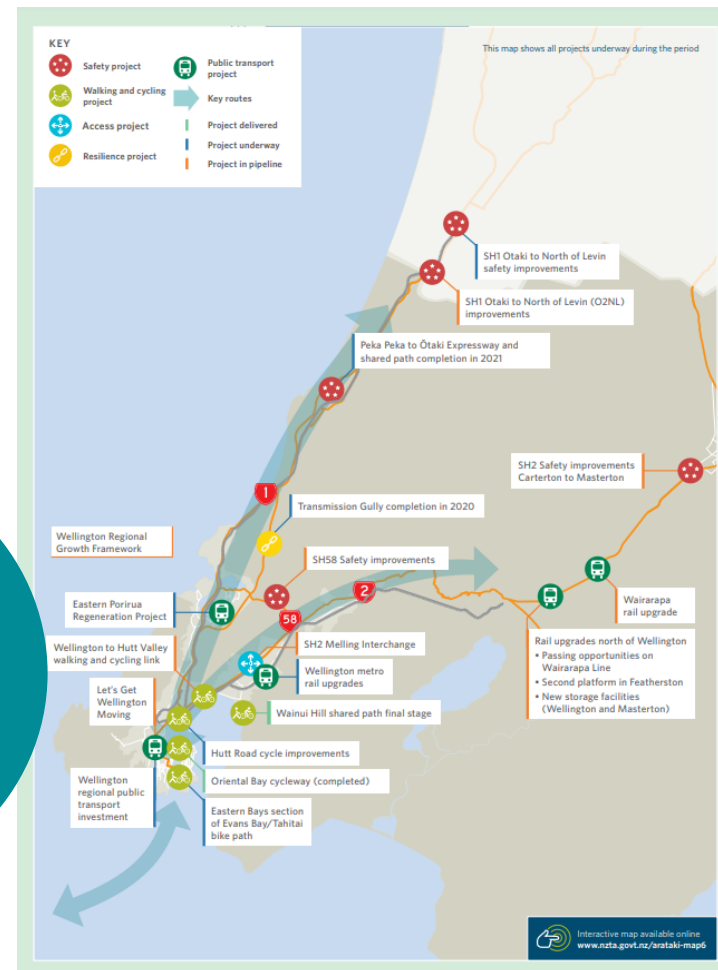
- The Greater Wellington region is seeing significant investment from Waka Kotahi, Kainga Ora and local government – however, the region still faces a range of significant challenges in terms of resilience, housing, three waters, electricity and transport infrastructure
- Projects under construction include Transmission Gully, SH58, SH1 Peka Peka to Ōtaki, Rail upgrades (SH1 and SH2 corridors), Te Ara Tupua (Melling-Petone) and Let's Get Wellington Moving Early Delivery
- Projects in design include Te Ara Tupua (Ngauranga-Petone), Melling (Riverlink), CentrePort ferry connections, Let's Get Wellington Moving
- Major housing developments are in planning, design and delivery in Wellington City (multiple locations), Porirua City (multiple locations), Hutt City and KCDC
- Support for LGWM from a “silent majority” – but likely to see opposition to speed reviews, concern about persistent congestion and dissatisfaction with disruption from large scale projects



Iwi Relationships

- Growing iwi infrastructure and connection to housing initiatives has lead to improved capacity within Taranaki Whānui and Ngāti Toa to engage with Waka Kotahi
- Smaller iwi still face challenges engaging with Waka Kotahi

Delivering massive infrastructure and urban development will challenge every part of the region



Te Tau Ihu o Te Waka-a-Māui | Top of the South



Strategic alignment with Councils

- Nelson Future Access Programme (NFAP) and Richmond PBC (Tasman) provide evidence of good alignment on mode shift and increasing engagement on intensifying urban form
- Marlborough's response to resilience challenges (i.e., considering reduction in Levels of Service) shows fiscal restraint



Iwi Relationships

- Wide range of iwi/hapū groups, engagement is at early level of maturity – previously largely project/issue based, now moving to explore what longer-term relationships will look like
- Relationships are constructive – Waitapu Bridge, Ōpaoa Bridge and response to new ferries in Waitohi Picton are helping to build trust



Delivering investment to support outcomes

- Positive
 - Response to new ferries in Waitohi Picton
 - Marlborough Roads partnership and Emergency Works
- Negative
 - No investment signalled or available for Nelson Future Access Plan (mode shift)
 - No investment signalled or available for Richmond PBC (except Low Cost Low Risk)
 - No investment for realignment of SH1 Weld Pass



Community sentiment

- Mixed views remain on SH6 safer speeds – and deep scepticism about extending speed reviews outside urban/peri-urban areas

Provincial
urban centres
have real
challenges in
achieving mode
shift



People, partners and place

Priorities in Wellington / Top of the South

- Social licence – can we capture the hearts of our people, so that we have their support and willing action?
 - Road to Zero
 - Reducing carbon emissions
- Partnering for a different future
 - Fundamental shifts in urban form require new partnerships with local government, iwi and Kāinga Ora – work on LGWM and Melling (Riverlink) have highlighted how much this will test Waka Kotahi and our partners
- Delivering at scale in Wellington
 - Large scale construction for public transport, walking & cycling and roading infrastructure is complex – delivering in tightly constrained urban environments with live traffic is even more challenging – how do we balance managing expectations with holding ourselves to account
- Investment in provincial Aotearoa
 - What does this look like for regional economies and communities – what does “balanced investment” look like?

Hot topics

As at February 2023

Topic	Description
Maintenance and Resilience	Storm events – key strategic motorway closures Marlborough Sounds Future Access Study – local road impacts SH60 Takaka Hill repairs
Public transport	Wellington Metro Rail Upgrades
Safety	Speed – SH2 Wairarapa State Highway 58 resilience and safety
Better connections	Melling Transport Improvements / RiverLink Picton Port access Multi-User Ferry Terminal
Walking and cycling	Whale Trail development Walking and Cycling connections in and to the Hutt
Other	Let's Get Wellington Moving Nelson Future Access

Te Wai Pounamu

Te Tai Poutini | West Coast

Waitaha | Canterbury

Ōtākou | Otago

Murihiku | Southland

Te Wai Pounamu

- 23% of national population
- 22% GDP
- 27% national exports
- 21% international arrivals
- Population concentrated in urban centres. Distinct rural communities in some sparsely populated areas. Rural communities rely on transport networks as lifelines to access essential services and to transport products to market
- Greater ChCh is the major distribution and logistics centre, and has major sea and air gateways



Ngāi Tahu

(and Ngā Papatipu Rūnanga)

- Te Rūnanga o Ngāi Tahu, was established by the Te Rūnanga o Ngāi Tahu Act 1996 to be the tribal servant, protecting and advancing the collective interests of the iwi
- We work with the 18 Papatipu Rūnanga and their entities mandated to work on behalf of mana whenua
 - Mahaanui Kurataiao
 - Aoraki Environmental
 - Aukaha
 - Te Ao Mārama Inc
 - Kaikoura and Te Tai Poutini

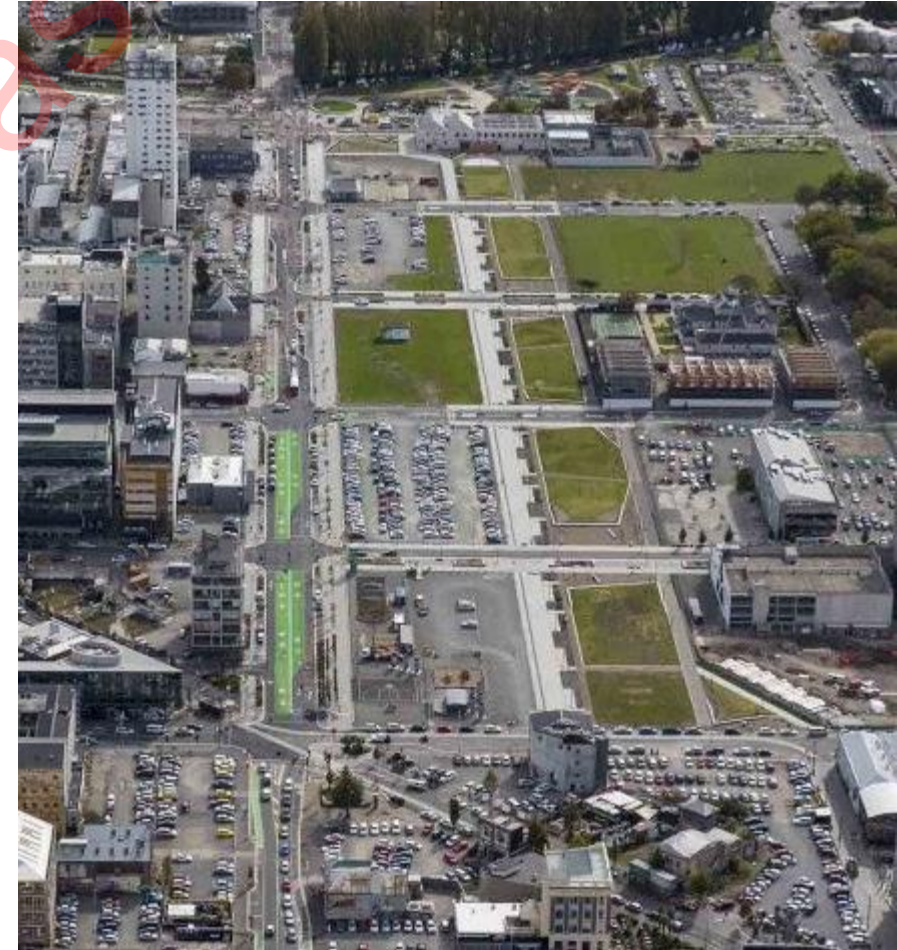


Te Rūnanga o NGĀI TAHU

Ōtautahi - Context

The dominant centre – and likely to remain so

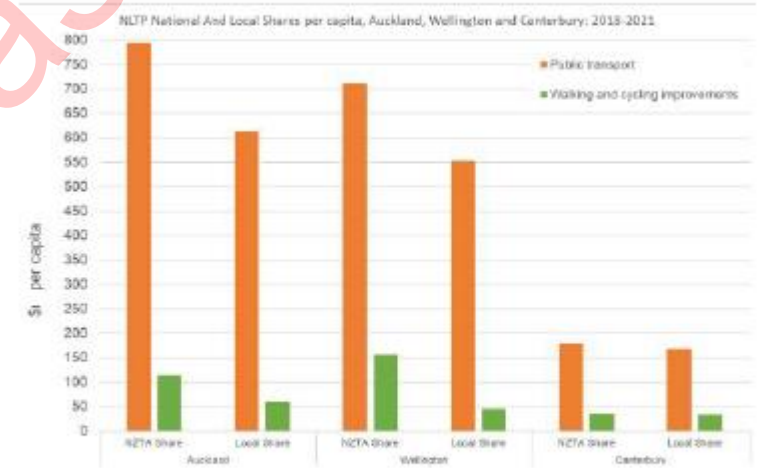
- Christchurch is the largest city in the South Island and has been experiencing high population and economic growth
- Approximately 80% of the Canterbury regional population, and 45% of the South Island population, live in Greater Christchurch
- The population of Greater Christchurch is predicted to increase from 428,000 in 2013 to approximately 705,000 by 2051
- There has been increased greenfield residential and business expansion to the West of Christchurch and in Selwyn and Waimakariri post-earthquakes coupled with major motorway building
- $\frac{3}{4}$ of trips to work are by private vehicle (car, light commercial); Land transport accounts for 41% of GHG emissions in Greater Christchurch
- Strong Crown investment over last decade is now tailing off.



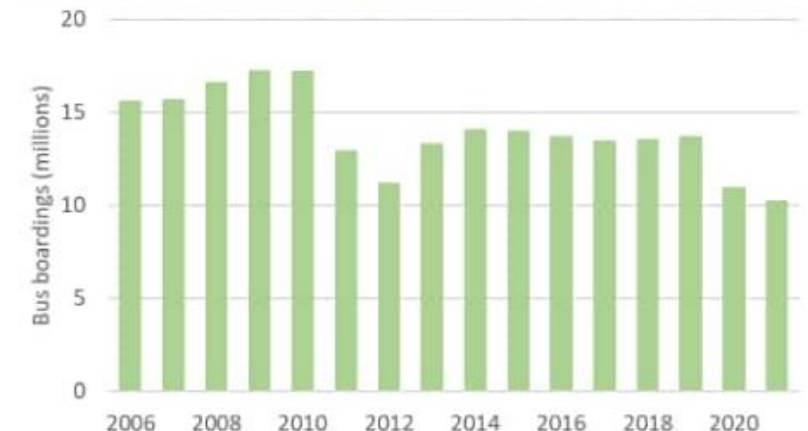
Ōtautahi - Challenges & Opportunities

Much work underway to turn the city in the right direction

- Relative underinvestment in public transport when compared on a per capita basis is lagging far behind Auckland and Wellington, and there are a lack of disincentives for private vehicle trips
- Public transport has relatively low-use compared to other modes – it services about 2.5% of peak hour travel demand; 5.6% of people's main means of travel to work in Christchurch city was by bike
- Based on forecast travel patterns, VKT in Greater Christchurch is expected to increase over 2018 levels by more than 30 percent
- Partnering – Greater Christchurch Partnership, Whakawhanake Kāinga
- Public Transport Futures Business Cases (Foundations, Rest of Network, Mass Rapid Transit)
- Walking and Cycling networks – 4% of all trips. CCC's Major Cycle Routes a \$300m programme of work.
- NZUP (Brougham St, Halswell Rd, Rolleston)



Public transport bus boardings (millions), 2006-2021



Ōtepoti – Context

The South Island's second largest city and a medium growth area

- A hub for education, healthcare and other government services, with less reliance on tourism compared to the rest of the region.
- University of Otago contributes 15% of Dunedin's GDP (25,000 tertiary students and staff). University of Otago and Otago Polytechnic are significant property owners and investors in the city
- 74% of trips to work/education are by private vehicle
- In 2018 Government announced new \$1.47 billion hospital for Dunedin in the central city
- Population growth is driving demand for housing, Council is varying the District Plan to enable both intensification and greenfield zone change.



Ōtepoti – Challenges & Opportunities

Dunedin's transport system is changing catalysed by the New Dunedin Hospital project and other central city and transport choice projects.

- Significant period of regeneration for central city – is an opportunity to increase transport choice and provide safer, more accessible and attractive people-friendly streets that increase liveability and stimulate economic growth
- Partnering for joint outcomes - Shaping Future Dunedin
- Improved road safety – Speed Review planned for SH1 and coordinated with DCC
- SH1 one-way system in Dunedin has high traffic volumes and long delays at signals, making it harder to create safe and easy pedestrian access to the hospital and the CBD.
- Opportunity to use the New Dunedin Hospital project to catalyse transport system changes that will not only improve transport choice and provide safer, more inclusive access but reduce the emissions from the transport system as well.

Indicative Green Spine Concept



Southern District Health Board Masterplan Green Spine concept for central Dunedin and the New Dunedin Hospital

The scale of mode shift required for Queenstown is unprecedented, and can only be achieved with effective and integrated land use and transport planning, infrastructure, services and travel behavioural change

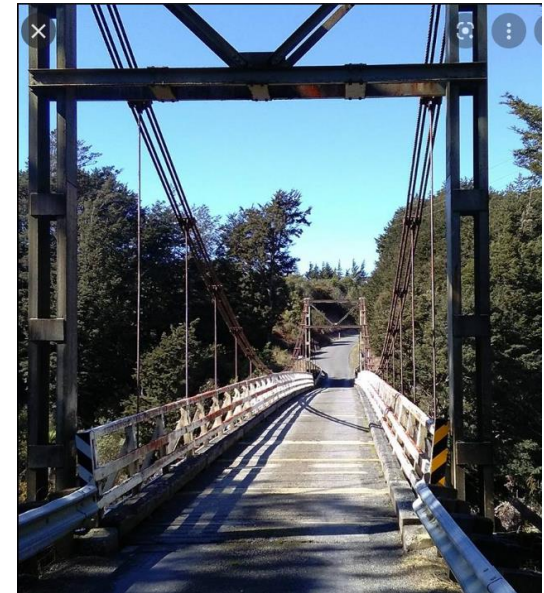
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- The map illustrates the proposed Te Taihokurangi Eastern Corridor, a purple line connecting several key locations. The corridor starts at Arthurs Point, passes through Arrowtown, and then follows the Te Putahi / Eastern Corridor. It then turns south, passing through Te Kiri / Frankton, Te Tapuae / Southern Corridor, and finally ending at the Te Taihokurangi Local Council area. The map also shows the Wakatipu Basin, the Te Taihokurangi Local Council area, and various local centres like Coneburn and Te Tapuae. The corridor is shown as a purple line, with some sections highlighted in red and yellow. The map also shows the Te Taihokurangi Local Council area, the Wakatipu Basin, and various local centres like Coneburn and Te Tapuae.

WAKA KOTAHI

Outside of main urban areas

Reliable, safe and productive freight journeys, climate change resilience and improved safety

- Funding the maintenance of transport networks and services to appropriate levels of service as well as providing for new infrastructure to service growth is challenging for Councils and Waka Kotahi given the current funding models
- Many councils are dealing with deteriorating asset condition and require prudent asset management and investment approaches given small ratepayer bases
- Greater resilience for roading infrastructure is required in the face of climate change impacts and natural disasters, including improved alternative routes that can accommodate heavier vehicles
- The freight task in South Island is predicted to grow substantially by 2042, with the vast majority of freight continuing to be transported by trucks. All regions want to see more freight on rail to improve safety and reduce emissions
- There are more opportunities to bring bridges up to a standard that can take heavier vehicles
- Regional and rural communities are looking for improved connections to urban areas for work, education and essential services, and for getting their products to markets.



Hot topics

As at February 2023

Topic	Description
Maintenance and Resilience	Ashburton second bridge Franz Josef Resilience
Public transport	Mass Rapid Transit
Safety	Rakaia Commercial Vehicle Safety Centre Homer Tunnel Safety Improvements SH1 Saltwater Creek to Cam River
Better connections	New Dunedin Hospital New Beaumont Bridge State Highway 1 Rolleston
Other	Christchurch Urban Growth Partnership Milford Opportunities Project

End

Proactively Released