

# WAITAHA CANTERBURY

## AT A GLANCE

*Our focus in Canterbury is to help create a safer, more resilient transport system, that supports the movement of people and goods. In greater Christchurch, we will continue to work with our partners to ensure future growth and the land transport system are better integrated to support changing community needs and delivery of the step changes and the COVID-19 recovery.*

## COVID-19 INSIGHTS AND IMPACTS

This section sets out the how the current pandemic might impact on land transport in Canterbury. Significant levels of uncertainty remain regarding the scale and duration of COVID-19 impacts, particularly in the medium to long-term. We will continue to monitor and update as things change.

### POTENTIAL IMPACTS ON KEY SECTORS

- Canterbury has the third largest tourism spend in the country, of which 40% comes from international visitors. The region will be disproportionately impacted by border closures.<sup>54</sup>
- Christchurch is forecast to be slightly worse off than the rest of the country because of its role as a gateway for international tourists.
- Canterbury is also highly reliant on net migration for population growth, and the region has the country's second highest number of temporary migrant workers. An expected reduction in immigration would slow growth and negatively impact the construction sector in and around Christchurch.
- The impacts of the downturn may be buffered somewhat by the scale of the primary sector in the region.
- Māori, Pasifika and youth, are likely to experience the greatest impacts. An increase in youth not in employment, education or training (NEETs) is expected.

### POTENTIAL IMPACTS ON EMPLOYMENT AND COMMUNITIES

Under the slower recovery scenario:

- the Canterbury region's forecast fall in employment to 2021 (relative to BAU) is -7.7%, higher than the national average of -6.7%<sup>35</sup>
- Mackenzie District (-20.1%) and Kaikōura District (-9.2%) are hit much harder than the national average reflecting their high reliance on the tourism sector<sup>35</sup>

- Selwyn (-8.5%) is also forecast to experience a significant reduction in employment because of slower rates of population growth in and around Christchurch<sup>35</sup>
- employment levels in the Mackenzie and Selwyn districts, and Christchurch City are not forecast return to BAU levels by 2031
- population growth expected to slow, at least in the short to medium-term, given the region's reliance on net migration.

### POTENTIAL IMPACTS ON THE LAND TRANSPORT SYSTEM OVER THE COMING DECADE

- Expected that there will be an easing of growth in passenger transport demand over the short-term, because of slower population growth, and reduced employment and discretionary trips.
- No significant changes are expected in the nature, scale and location of transport demand over the medium to long-term, although changes to work patterns for professional services may see a reduction in peak trips to city centre, because of more people working remotely. Overall the 10-year outlook remains largely unchanged.
- Work to ensure the effective integration of land-use and transport remains a priority, to support mode-shift and reductions in GHG. This includes sequencing of development, ensuring growth areas are serviced with active mode and PT infrastructure and services, and linking housing to employment and essential services.
- Supporting multi-modal access to Christchurch central city as the primary activity centre remains a priority.

- Maintaining safe and reliable road and rail freight connections to the Lyttelton Port of Christchurch, PrimePort Timaru and associated connections to the inland port in Rolleston, remain important to supporting the recovery.
- Domestic tourism destinations such as Tekapo and Akaroa may experience an increase in demand, at least in the short-term.
- There will be an ongoing need for transport services to support COVID-19 recovery by improving access to employment and essential services for vulnerable communities.
- There will be ongoing pressure on transport revenue as a result of the COVID-19 lockdown.



**SIGNIFICANCE OF STEP CHANGE TO REGION 2021-31**

## REGION STEP CHANGES



### IMPROVE URBAN FORM

Greater Christchurch Partnership are working towards general intensification of Christchurch over the next 30 years and intensification of existing urban areas. Project 8011, the Central City Residential Programme, aims to increase the population of central Christchurch to 20,000 by 2028.

### TRANSFORM URBAN MOBILITY

Growth in greater Christchurch has placed increasing demand on land transport networks. Approximately 22,000 workers commute into Christchurch daily from the Selwyn and Waimakariri districts, largely in private vehicles.<sup>66</sup>

### SIGNIFICANTLY REDUCE HARMS

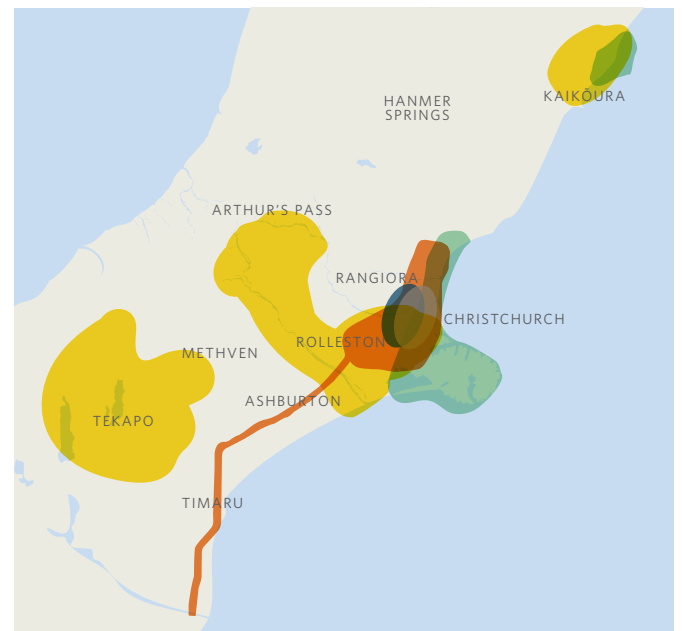
Canterbury has a poor road safety record. Crashes in the region highlight the need to focus on the Christchurch urban area and surroundings townships, SH1 between Christchurch and Timaru and high-risk rural roads. Particular issues exist around speeding on high-risk roads, not wearing seatbelts, crashes at intersections and crashes involving vulnerable users.<sup>47</sup>

### TACKLE CLIMATE CHANGE

Some transport networks are at risk from sea level rise, coastal flooding and extreme weather events. Without intervention, growth in and around Christchurch and the wider Canterbury region will result in continued travel by private vehicles resulting in increased carbon emissions.

### SUPPORT REGIONAL DEVELOPMENT

The economic impact of COVID-19 will be felt strongly in Canterbury because of its high dependence on international tourism. Areas where this will be felt most strongly will be Kaikōura and Mackenzie District, because they are important visitor destinations and Christchurch, because of role as an international gateway. This will also flow on to Selwyn. There is likely to be increased unemployment, particularly among young people and Māori. These communities need improved access to employment, education and essential services.



**599,694**

REGIONAL POPULATION<sup>25</sup>

**11.2%**  
REGIONAL POPULATION GROWTH 2013-18<sup>25</sup>

**12.8%**  
OF NATIONAL POPULATION<sup>25</sup> 2018

**12.2%**  
OF NATIONAL DEATHS & SERIOUS INJURIES (DSI)<sup>47</sup>

**364** TOTAL DSI<sup>47</sup>  
ANNUAL AVERAGE FOR PERIOD 2016-19

**14%**  
OF NATIONAL VEHICLE EMISSIONS<sup>48</sup>

**12.4%**  
OF NATIONAL GROSS DOMESTIC PRODUCT YEAR END MARCH 2018<sup>26</sup>

**3.7%**  
REGIONAL UNEMPLOYMENT RATE

**4.1%**  
NATIONAL RATE YEAR END JUNE 2019<sup>49</sup>

*Pre COVID-19 data*

## CANTERBURY TODAY

Because of the level of uncertainty of population and economic trends, this section has not been reviewed in detail for Arataki V2.

### CANTERBURY, NEW ZEALAND'S LARGEST REGION BY LAND AREA, DOMINATES THE SOCIAL AND ECONOMIC LANDSCAPE OF THE SOUTH ISLAND AND IS HOME TO JUST OVER HALF OF ITS POPULATION.

The region produces 57% of the South Island's GDP.<sup>26</sup> Construction and specialist manufacturing industries, primary production and food processing are the main contributors to the economy. Christchurch is the region's largest urban area and the South Island's main manufacturing and freight distribution centre. Christchurch airport is a major gateway into the South Island for international visitors.

Almost 22,000 workers commute into Christchurch daily from the Selwyn and Waimakariri districts, predominantly in single occupancy vehicles.<sup>66</sup> However, in the central city there is increasing use of more active options such as cycling and e-scooters, with consistent, but low-levels of public transport use.

Canterbury's high transport carbon emissions reflect the size of the

population, high use of private vehicles and the number of vehicles travelling into or through the region.

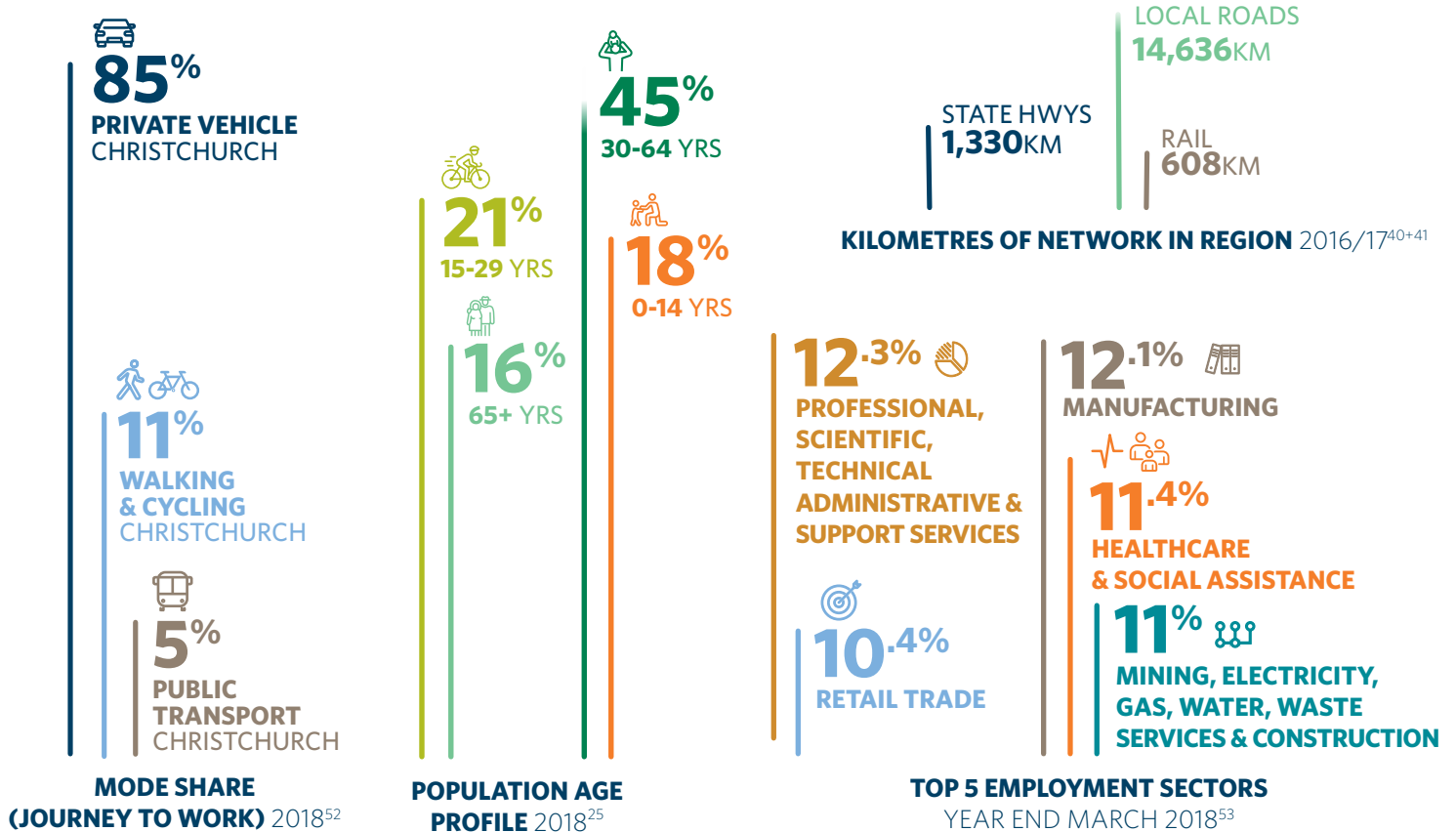
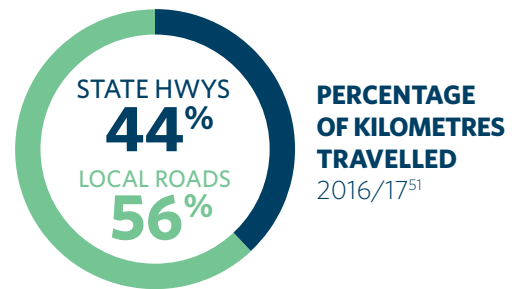
The Greater Christchurch Partnership, of which the Waka Kotahi is a member, is working to encourage greater use of public transport, walking and cycling options within the greater Christchurch area, particularly Christchurch city. The Christchurch City Spatial Plan will also ensure place-based initiatives are implemented to improve quality of life within the areas of greatest opportunity.

Post-quake regeneration has stimulated multi-agency responses to land-use and transport planning with common goals. Waka Kotahi, Christchurch City Council and Environment Canterbury are jointly leading the Public Transport Futures programme which will set out the case for future public transport investment in

greater Christchurch. The Public Transport Futures Foundations Business Case commenced in 2020. Waimakariri and Selwyn district councils are also involved.

The safety record of Canterbury's transport system is poor in terms of total deaths and serious injuries (DSIs). The location of DSI crashes within the region highlights the need to focus on the Christchurch urban area and surrounding townships, SH1 between Christchurch and Timaru and high-risk rural roads. The number of cycle crashes is high and growing – they currently make up 9% of all fatal and injury crashes.<sup>47</sup>

In terms of capacity, Canterbury's transport system is generally fit for purpose, although there are pressure points in and around Christchurch.



## CANTERBURY TOMORROW

Prior to the pandemic, population growth was projected for most of the region with the highest growth forecast in greater Christchurch, including surrounding townships in the Selwyn and Waimakariri districts. The continuation of residential growth on the edges of Christchurch and surrounding communities, risks locking residents into increased dependence on private vehicles to access employment and essential services.

Dairy, sheep and crop farming along with food processing are likely to remain important contributors to the regional economy. The expected transition to a low-emissions economy may result in land-use changes, particularly dairying, with flow-on effects for freight movement. International tourism will continue to grow in the short-term, making secure access to key destinations important. Employment in the construction and service industries will continue to make significant contributions, along with manufacturing and health.

While Christchurch will remain the primary South Island freight hub, the Port of Timaru will play a greater role in the freight system. Maintaining strong freight connections to the West Coast will be critical for its communities and economy.

Christchurch's role as a gateway for international tourists to the South Island means that it could be disproportionately affected by the border closures. The direct spend of international visitors makes up 40% of overall tourism spending in the city. The flow-on effects for businesses connected with the airport and associated services are likely to impact the region.

In Selwyn, construction makes up a significant portion of economic activity. The Selwyn District is forecast to experience a significant reduction in employment because of slower rates of population growth.

COVID-19 will lead to issues such as higher unemployment and rates of young people not in employment, education or training (NEETs), particularly among Māori. Canterbury's NEET rate is currently lower than the national rate.<sup>61</sup> While Māori and Pasifika make up a smaller proportion of the region's population<sup>25</sup> and workforce compared with other areas in New Zealand, the number is relatively large. Māori and Pasifika, particularly young people, are vulnerable to the impact of COVID-19 because they are more likely to be engaged in part-time or casual employment in sectors such as tourism and hospitality.

Sea level rise, flooding, and storms are predicted to intensify over the next 30 years, increasing the risk to communities and the road and rail networks that support them. Hotter, drier summers will increase the risks of drought and wild fires. The parts of the land transport system impacted by flooding will increase significantly during the next decade and beyond.

Technological changes expected during the next decade will offer new travel choices in greater Christchurch that may contribute to reducing carbon emissions, the reliance on private transport and improve network management. These include Mobility as a Service, on-demand travel options and intelligent transport systems. There will continue to be increasing demand to plan, book and pay digitally for journeys. The growing popularity of online purchasing and home delivery will impact on-demand travel, including the movement of freight.

Regional and rural communities will look for improved connections to greater Christchurch for people to access education and work. The percentage of people aged 65 years and over is projected to be slightly higher than the national average in 2043, so providing good connections for older people to access social activities, health and social services will be important. Emerging technologies, such as on-demand shuttles, could provide a feasible shared transport option in the future to help people get around within these communities, and improve access to services in greater Christchurch. Improved access to high-quality data and information will enable better management of the existing transport system to get the most out of existing infrastructure.

The major funding and financing challenge facing the region will be how to fund new infrastructure and services to keep pace with expected growth in greater Christchurch. Post-earthquake costs and debt present challenges for some councils in the region.

## KEY SYSTEM INSIGHTS

- Growth in greater Christchurch has been spread across three districts. While this growth will place greater demand on land transport networks, it will also provide opportunities to increase use of public transport, walking and cycling in urban areas.
- The region's safety record is poor in terms of DSIs, particularly around the Christchurch urban area, SH1 between Christchurch and Timaru, high-risk rural roads and high-risk motorcycle routes
- Canterbury is vulnerable to climate change in the long-term because of sea level rise, flooding, greater frequency and intensity of storms and wild fires. Seismic risk is also above average because of the region's location close to the Alpine Fault and other seismic activity across the region.
- There may be growing challenges around maintaining system resilience, including providing suitable alternate routes and managing the increasing impacts of climate change.
- It will be important to maintain safe and reliable road and rail freight access to the Lyttelton Port of Christchurch, PrimePort Timaru and associated connections to the inland port in Rolleston.
- Regional development can be supported by improved access for goods to market and access to employment, education, training and essential services for communities with increased unemployment as a result of the downturn in international tourism and flow-on impacts, particularly in Kaikōura, Mackenzie District, Christchurch and Selwyn. Young people, Māori and Pasifika are particularly vulnerable to the impacts of COVID-19.

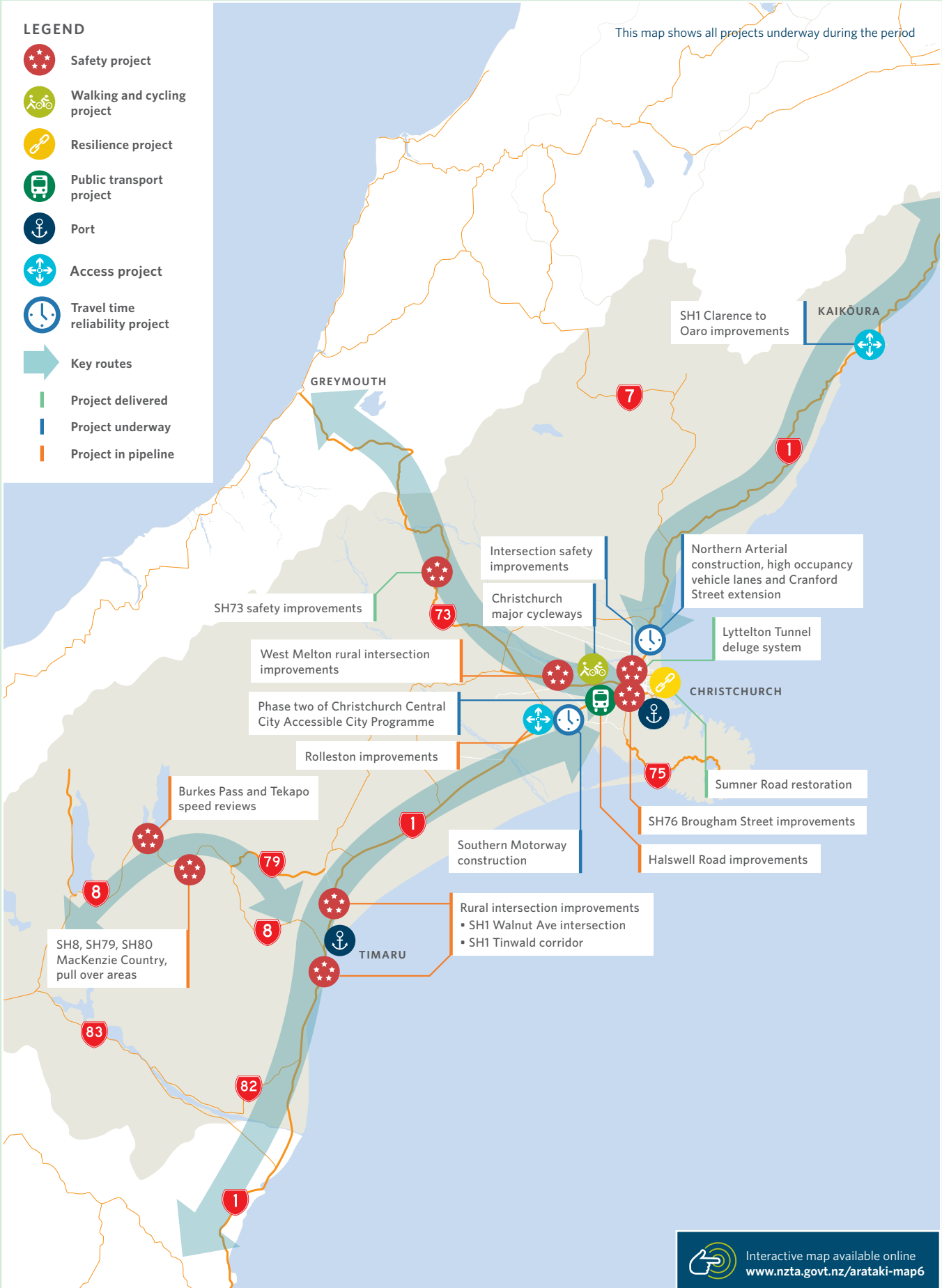
## FOCUS OF EFFORT: 2018-21

**This section represents the existing commitments (eg the NLTP and NZUP). V2 has not been updated to include economic stimulus packages as that space continues to evolve.**

The current focus is on investing in safer and more resilient routes to manage growth in freight volumes and tourist numbers, with a particular focus on the Kaikōura Coast.

Better access in and around Christchurch is also a key focus, as is providing good access for smaller rural communities to the transport network and port. During this National Land Transport Programme, transport investment in Greater Christchurch will be focused on:

- continued improvements to the public transport network and supporting a shift away from private vehicle use in the main urban areas
- completing construction of the Christchurch Southern Motorway and the Christchurch Northern Corridor to provide more reliable access from the south and north to the city for both commuters and freight including a two-lane overbridge connecting SH1 from Rolleston Drive to Hoskyns Road
- progressing phase two of An Accessible City to support regeneration of the central city
- safety and reliability access improvements along Brougham Street (SH76)
- expanding major cycleway routes and cycleway connections to the suburbs and local cycleways
- intersection upgrades along SH1 between Burnham and Rolleston
- developing safe stopping areas on SH8, SH79, SH80 to maximise the tourism potential of the MacKenzie Basin.



## AREAS OF FOCUS: CANTERBURY 2021-31

### SIGNIFICANTLY REDUCE HARMS (HIGH)

#### SAFETY

We will support implementation of the *Road to Zero: New Zealand's road safety strategy 2020-2030* and associated *Action plan 2020-22*, and regional strategies, with an emphasis on:

- intersection improvements at high-risk urban and rural intersections including SH1/ Lagmhor Rd in Tinwald, SH1/ Walnut Avenue in Ashburton, SH73/Weedons Ross Rd in West Melton
- safety treatments on high-risk motorcycle routes
- infrastructure improvements to provide safe walking and cycle trips
- target road policing and behaviour change programmes with a focus on people wearing seatbelts
- speed management to provide safe and appropriate speeds on high-risk rural roads (rural roads are roads with speed limits >80km/h), at high-risk urban intersections, and in urban areas with high numbers of vulnerable users.

#### HEALTH

Our approach to delivering better health outcomes, particularly the reduction of harmful emissions, will primarily be through initiatives that target other step changes, including improved urban form, increasing access to and use of public transport, walking and cycling, and efforts to reduce carbon emissions.

We will support future pandemic planning by drawing our COVID-19 experience and initiative such as low-cost and temporary street calming and active transport projects that enable social distance while bringing health benefits from increased physical activity and reduced air emissions.

We will also continue to work to ensure that the noise impacts of transport are appropriately managed through a mix of land-use planning and mitigation works.

### TACKLE CLIMATE CHANGE (HIGH)

We will continue to work to understand the opportunities and risks to the land transport system to support climate change adaptation and mitigation.

#### ADAPTATION

We will focus on:

- engaging in local planning processes to avoid infrastructure and development in areas at increased risk of natural hazards and effects of climate change
- work with our partners and communities to prioritise responses and better understand risks in the region
- investigating options for alternate routes that are less likely to be subject to disruption, including rail
- enabling continuous improvement in network resilience through maintenance and renewals, and 'low cost/low risk' investments
- enabling quick recovery following disruption to the land transport system.

#### MITIGATION

We will focus on:

- working with relevant partners to identify and implement low-carbon transport options, infrastructure and services options
- engaging in local planning processes to ensure urban form and transport planning supports reductions in emissions, private vehicle travel and average trip length
- ensuring network design and operation makes the best use of existing systems to manage demand and reduce emissions by prioritising the movement of public transport and low emission options, and actively managing speed and urban freight.

## IMPROVE URBAN FORM (HIGH)

We will support well-integrated and well-designed land-use with an integrated transport system to make the region a great place to live, work, and play. We will support:

- Greater Christchurch:
  - current business case development for Public Transport Futures and long-term outcomes: support ongoing implementation of An Accessible City, completion of the major cycleway projects and connections, complete and implement the findings of the Brougham Street business case with a focus on ensuring these areas are safer, more liveable and provide better access.
- Across the region we will:
  - engage in planning to ensure that significant new developments enhance existing communities, making them a better place to work, live and play
  - support an increase in active modes, including trips by foot, bike and e-scooter, etc
  - reduce the need to travel long distances to access employment and services
  - create lower emissions per capita
  - maintain or improve the safety and efficiency of the transport system.

## TRANSFORM URBAN MOBILITY (HIGH)

As there is a significant population within 10km of the Christchurch's central business district, it provides the scope for Waka Kotahi and its partners to use appropriate levers to increase focus on:

- improving public transport services by increasing frequency on key routes, implementing bus lanes, signal priority and transitioning to electric buses
- enhancing walking and cycling networks to provide access into and within the central city from surrounding suburbs and to key activity centres, enabling safe journeys to schools, and expanding existing infrastructure to provide connected networks
- working with Christchurch City Council to encourage active management carparking in the city centre, city fringe area and other key centres to increase uptake of public transport, walking and cycling for trips to these locations
- installing dedicated bus lanes will be built on a high use section of State Highway 75, connecting Christchurch Southern Motorway with Halswell
- progressing development of the Christchurch Northern Corridor high occupancy vehicle lane.

## SUPPORT REGIONAL DEVELOPMENT (MEDIUM)

COVID-19 is likely to increase unemployment, particularly in Kaikoura, Mackenzie District, Christchurch and Selwyn. Young people, Māori and Pasifika are expected to be most impacted. These communities will need improved access to employment, education and essential services. To support this, we will:

- support and help deliver compact, connected, land-use development with access to transport options
- expand public transport services and urban cycleways, and explore opportunities to improve the affordability of public transport
- improve access to employment and essential services for isolated communities
- explore opportunities to support the mobile delivery of education and essential services
- continue to support inter-regional connectivity
- support freight initiatives that are multi-modal, efficient and safe.

