

CANTERBURY

The Canterbury region, comprising nine territorial local authorities, is New Zealand's largest by area and second largest by population. Canterbury is projected to continue to be New Zealand's second most populous region (after Auckland).

Improving road safety in the Canterbury region is a key focus for Waka Kotahi. This has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020-2030*. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes.

Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We'll work with our Christchurch safety partners within the local authorities to deliver our Road to Zero Infrastructure and Speed Management Programme and ensure an integrated approach across state highways and local roads in the Canterbury region.

We'll also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school.

Safety cameras play a critical role in preventing dangerous driving that puts people's lives at risk. We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads.

We are also proposing a focus on driver behaviour change – particularly speeding, drug/alcohol impairment and seat belt use.

More widely, our activities in the region include:

- **Improving freight connections** by improving the resilience of key inter-regional freight routes, including development of a business case for improving the resilience of the Kaikōura Coast to rockfall.
- **Providing better travel options and responding to climate change** by working with our local government partners to complete the next stage of Christchurch Public Transport Futures investigations.

IMPACT OF COVID-19

We don't expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19. The 10-year outlook remains largely unchanged. However, changes to work patterns for professional services may see a reduction in peak trips to city centre, due to more people working remotely.

Work to ensure the effective integration of land use and transport remains a priority, to support mode shift and reductions in greenhouse gas emissions. This includes sequencing of development, ensuring growth areas are serviced with active mode and public transport infrastructure and services, and linking housing

to employment and essential services. In addition, supporting multimodal 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, Prime Port Timaru and associated connections to the inland port in Rolleston, will 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.

Youth, Māori and Pasifika are expected to be disproportionately impacted by job losses, particularly in areas where deprivation levels are already high. There will be an ongoing need for transport services to support COVID-19 recovery by improving access to employment, training and essential services for vulnerable communities.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

Through our Road to Zero Infrastructure and Speed Management Programme, we're focused on delivering infrastructure improvements and speed management through targeted investment on Canterbury's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Over the next three years we're looking to invest \$141m in the Canterbury region, making 245km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by 12.6%.

Better freight connections

Christchurch has a nationally significant freight logistics function in the distribution of freight across the South Island by both road and rail. Efficient access to Lyttelton Port, PrimePort and the inland port in Rolleston along with safe and reliable road and rail corridors are critical to supporting the economy.

In addition to completing Christchurch Southern Motorway and Northern Corridor projects, and progressing the New Zealand Upgrade Programme (Canterbury Package), we will continue to operate and maintain the state highway network to agreed levels of service for key freight connections in the region. We will continue to invest in technology solutions which enable ourselves and partners to optimise the use of the transport system to make journeys more reliable and resilient to incidents.

Better travel options and climate change

Ensuring there are suitable safe alternatives to the private car, particularly for Christchurch, will be essential if communities and businesses are to thrive.

We will continue to work closely with our partners to complete the next stage of the Public Transport Futures and Christchurch 2050 investigations and mode shift plan for Christchurch, to develop a balanced transport system to serve the city's growing needs and reduce its reliance on private vehicles. In the next three years, we expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices to support our partners in their efforts to drive mode shift. This includes supporting trials of street changes to encourage mode shift, that can be adapted quickly and implemented at low cost.

Vehicle emissions are a significant contributor to climate change the impacts of which have a significant impact on the transport system. We have a dual responsibility to influence the reduction of vehicle emissions and improve the resilience of the transport network to climate change.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified a total of 27 major and extreme risks within the Canterbury region. These relate to rockfall, landslip, ice and snow, flooding, coastal inundation/erosion and earthquake/liquefaction. The highest rated risks relate to rockfall and landslip and are located on SH1 North of Kaikōura. This area is considered higher criticality than south of Kaikōura due the importance of this route in terms of connecting to the north (which is a vital freight route). SH1 south of Kaikōura has an alternative route (via the inland road). Otherwise, the alternate route involves a significant detour (via SH63 and Lewis Pass).

We are proposing to investigate resilience improvements at Kaikōura and Rangitata River in addition to investing in low cost, low risk resilience activities across the region. We will deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

WORKING TOGETHER

Maintaining strong alignment with our Canterbury partners to continue to work closely on transport and land use matters is critical. Particularly, we will:

- maintain strong alignment with our Public Transport Futures partners to successfully achieve ambitious shift goals for the city and region, and develop appropriate business cases for submission into future NLTPs
- continue to collaborate on integrated growth management and land transport planning in particular Greater Christchurch
- work with partners to complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and customer travel choices to deliver mode shift objectives. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means
- seek to support complementary projects to the New Zealand Upgrade Programme (Canterbury Package) which positively contribute to the outcomes sought by government from the programme by looking for opportunities to accelerate business cases, align implementation and make procurement and consultation more efficient.

CHRISTCHURCH

358,095

Urban area population

85%

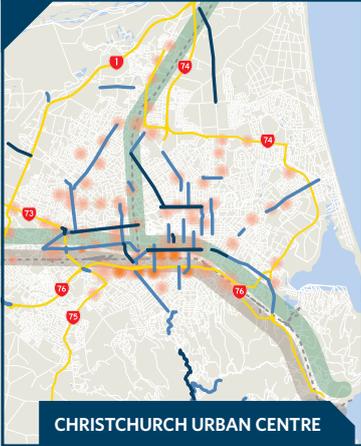
Of journeys to work by private motorised vehicle

51%

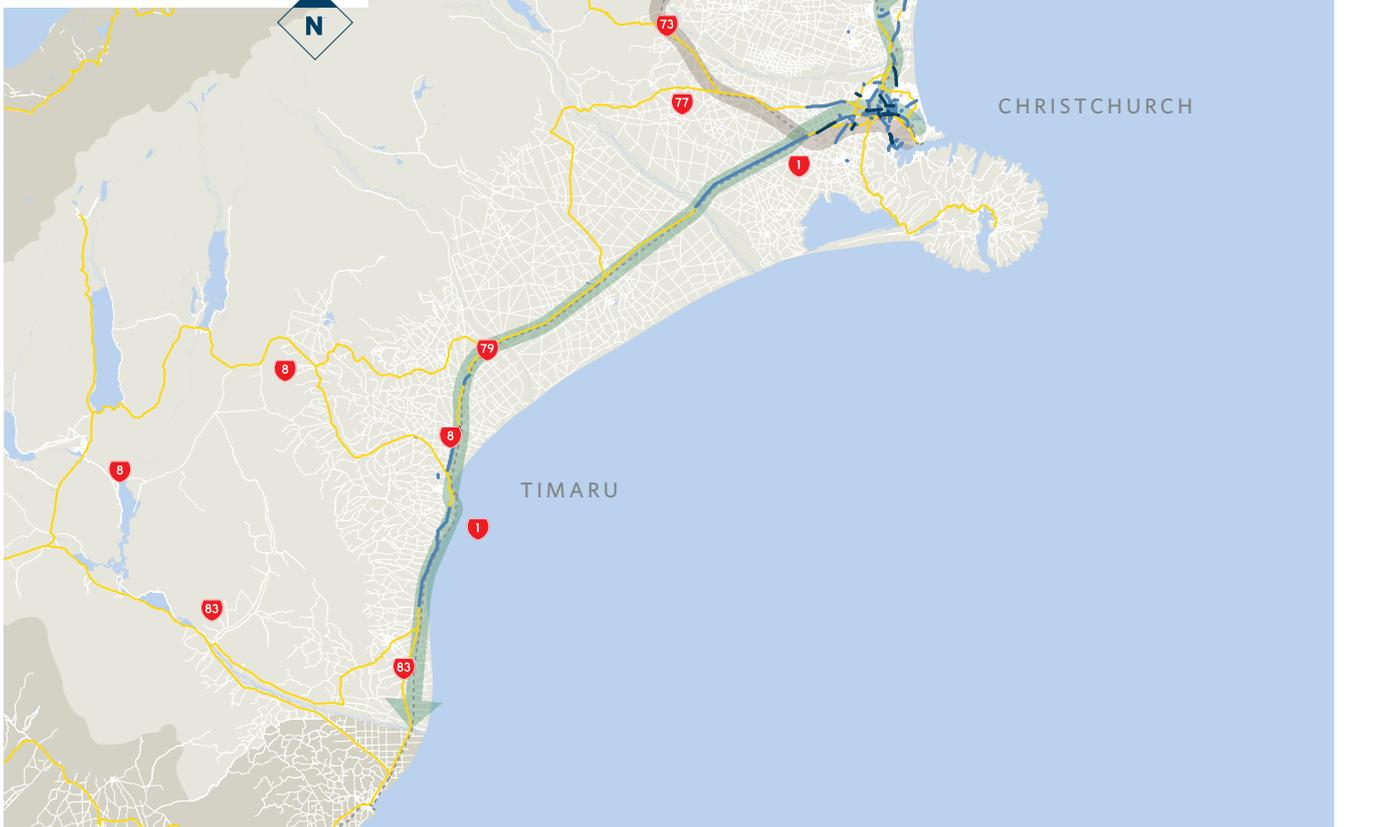
Jobs accessible within 45 mins by private motorised vehicle

39%

Jobs accessible within 45 mins by the next best mode (cycling)



-  Nationally significant freight corridor
-  Regionally significant freight corridor
-  High crash density
-  Medium-high crash density
-  High level of CO₂ emissions
-  High-medium level of CO₂ emissions

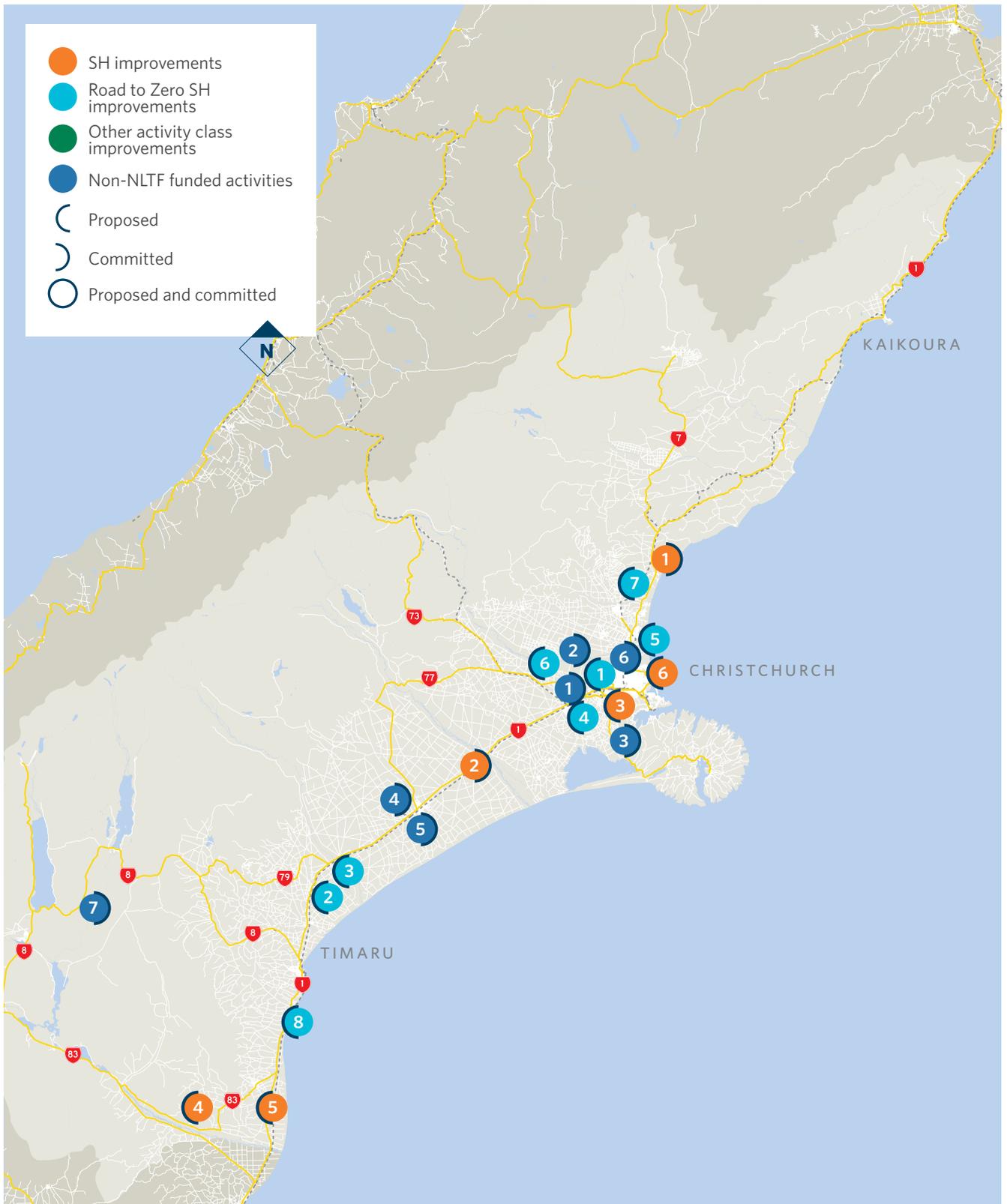


Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities in the Canterbury region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
CSR1	Re-establish reliable freight connections along SH1 between Christchurch and Picton, post-Kaikōura	IFC	Regional maintenance, operations and Renewals
CSR2	Continue to operate reliable freight connections along state highways between Christchurch and Greymouth, Christchurch to Dunedin and Geraldine to Queenstown	IFC	Regional maintenance, operations and Renewals
CSR3	Reduce drug/alcohol impairment and increase seat belt use in Waimate through road policing and driver behaviour change activities	Safety	Assessed through NLTP process
CSR4	Seek refreshed strategic alignment between key partners on direction and scope of mode shift, underpinned by work underway such as public transport Futures and Christchurch 2050 Develop and implement mode shift activities in Christchurch around key activity centres, in particular providing better connected active mode networks and public transport networks	BTO	Assessed through NLTP process
CSR5	Road to Zero Infrastructure and Speed Management Programme	Safety	Assessed through NLTP process
	Government's support for regional economic development: <ul style="list-style-type: none"> ▪ Brougham Street ▪ Rolleston Access ▪ SH75 Halswell Road ▪ West Melton ▪ SH1 Walnut Avenue ▪ SH1 Tinwald Corridor 	All	New Zealand Upgrade Programme



MAP 2
Our strategic responses to GPS priorities in the Canterbury region

TABLE 2

Proposed state highway programme for the Canterbury region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed state highway improvement activities*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
1	Weigh Right Glasnevin	SHI	NLTF	IFC	IMP			\$
2	Weight Right Rakaia	SHI	NLTF	IFC	IMP			\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$\$
* Commitments made under the 2018 GPS, contributions as shown.								
Proposed end of life structure replacements (greater than \$2m per activity)								
3	Garlands Road Overbridge	SHI	NLTF	All			IMP	\$
4	Elephant Hill Stream Bridge	SHI	NLTF	All	IMP			\$
5	Waihao (North Branch) Bridge	SHI	NLTF	All	IMP			\$
6	ANZAC Drive Bridge	SHI	NLTF	All			IMP	\$\$
Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH1 Cracroft Street to Racecourse Road	R2Z	NLTF	Safety		IMP		\$\$
2	SH1 Timaru to Temuka	R2Z	NLTF	Safety	IMP			\$\$
3	SH1 Temuka to Winchester	R2Z	NLTF	Safety	IMP			\$
4	SH1 and Burnham intersection	R2Z	NLTF	Safety	IMP			\$
5	SH1 Hassal Street to William Street	R2Z	NLTF	Safety		IMP		\$\$
6	SH 73 West Melton to Yaldhurst	R2Z	NLTF	Safety		IMP		\$\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
7	SH1 and Leithfield Road intersection	R2Z	NLTF	Safety	IMP			\$
8	SH1S Timaru to Pareora	R2Z	NLTF	Safety		IMP		\$\$
Proposed rail network activities								
-	PT Futures Mass Rapid Transit	RN	NLTF	BTO	IBC			\$
Proposed investment management activities								
-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$\$
Proposed walking and cycling activities								
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$
Committed non-NLTF funded activities								
1	Rolleston Inter-connection improvement	-	NZUP	All	PRE, IMP, PTY	IMP		\$\$\$
2	SH73 Weedons and Ross Road intersection	-	NZUP	All	IMP			\$\$
3	SH75 Halswell Road improvements	-	NZUP	All	PRE, IMP			\$\$
4	SH1 Tinwald Corridor improvements	-	NZUP	All	IMP			\$
5	SH1 Walnut Avenue intersection improvements	-	NZUP	All	IMP			\$
6	SH76 Brougham Street corridor improvements	-	NZUP	All	IMP			\$\$
7	SH8 SH79 SH80 Mackenzie Basin improvements	-	Regional	All	IMP			\$