Regional Land Transport Plan 2015 - 2025

JUNE 2016

Environment Canterbury
Regional Council
Kaunihera Taiao ki Waitaha

FOREWORD

Canterbury's transport network has been built over generations. Today it provides us with access to economic and social opportunities; however, change is constant and economic growth and our changing population demand ongoing investment to meet the future transport needs of the region.

Safety, resilience and the long-term sustainability of our transport choices must also be addressed. These issues are and will remain a key part of providing for the future.

This Plan, prepared by the Regional Transport Committee (RTC), outlines the current state of our regional transport network and the challenges we face now and in the future. The priorities reflect the context of regional, national and international events and trends. The programmes and projects in it are the regional responses to these challenges and include actions for Canterbury's regional and district councils and the New Zealand Transport Agency (NZTA).

Rex Williams
Chairman, Canterbury Regional Transport Committee

CONTENTS

FIGURES AND TABLES

INTRODUCTION

This Regional Land Transport Plan, known as the RLTP, has been prepared by the Canterbury Regional Transport Committee (RTC), a joint committee of the region's councils as well as the New Zealand Transport Agency (NZTA)1. The Committee is convened every three years by the regional council following local body elections, and has a membership and role prescribed by the Land Transport Management Act 2003.

Developing the RLTP is the primary role of the Committee and is a requirement of each region of New Zealand. It is part of the nationwide process in which local and regional councils work together to apply for, and receive, government investment in their land transport activities2 for the coming three year period. RLTP's also include planned expenditure by the NZTA on any State Highways that run through a region.

The Committee's membership represents only a fraction of all the transport providers that collectively deliver transport. Road hauliers, KiwiRail, maritime operators, the ports and airports all move significant volumes of people and freight every day yet they have no role in the Committee. There is also a broader group of associated providers, such as public transport operators, taxi companies and parking building providers that also play a significant role in transport provision. Therefore, improving communication and collaboration across the sector to enhance co-ordination and integrated decision-making will be a key focus for the Committee in the coming years.

Section 2 of this document presents the strategic context for the Canterbury transport system. This sets out the trends and drivers in the transport sector now and into the future. Section 3 then presents current and future issues that are anticipated as a result of the strategic drivers, and the associated challenges these raise for transport providers. Section 4 sets out the response the Committee plans to make, in response to these drivers, issues and challenges. The strategic response is not a detailed list of all the activities planned, but rather a description of the overall response the Committee feel is necessary to meet the region's needs into the future.

Sections 2 to 4 represent a variation made to the RLTP in May 2016 to align it with the Canterbury Regional Economic Development Strategy3 published in August 2015, as well as broader sector consensus on the need to plan in a more holistic and coordinated way that best serves the wellbeing of Canterbury and its broader contribution to the nation.

It is intended that the objectives and policies section, and the rest of the Plan, will be reviewed through 2016 and 2017 so that any changes to activities can be made as part of the formal review required during the six months prior to the end of the 2017/18 financial year4.

Prior to a recent change in legislation, the Canterbury Regional Land Transport Strategy 2012-42 set out a vision for the Canterbury transport system. The strategy involved extensive public consultation across the region over an 18 month period and was re-tested in the post-earthquake environment to ensure it remained valid. Accordingly, the Regional Transport Committee remains committed to the vision that:

Canterbury has an accessible, affordable, integrated, safe, resilient and sustainable transport system.

This vision remains the over-arching goal for the Committee and will guide future relationships across the sector, as well as future planning and investment. To help achieve this vision, the RLTP sets the direction for the Canterbury transport system for the next 30 years.

Accordingly, this plan:

- outlines the economic, social and spatial context in which the transport system operates;
- identifies regional transport issues and challenges anticipated over time;
- describes how these challenges will be met; achieving the vision and objectives through policies, measures and investment priorities over time;
- includes a regional programme of proposed land transport activities for the next 6 years (2015/16 – 2020/21) and prioritises significant new improvement activities; and
- provides a ten year financial forecast of anticipated investment and revenue for the region's land transport activities.

[1] The Canterbury Regional Transport Committee has also co-opted specialist advisors to represent public health, economic development, safety and environmental sustainability interests.
[2] These activities can include the planning and delivery of new roads, road maintenance, cycle facilities, public transport facilities and services and so on. Typically government meets 50% - 60% of the total cost of agreed council land transport activities, depending on the council, and using an agreed methodology to establish a Funding Assistance Rate (FAR). The FAR for State Highway activities is 100%.
[3] See http://ecan.govt.nz/publications/General/CREDS-2015-08.pdf
[4] See section 18CA of the Land Transport Management Act 2003.

This RLTP will enable a more comprehensive and integrated approach to meeting regional transport challenges by laying the foundations for a more collaborative planning and investment environment that involves all transport providers. It also supports moves to advocate for legislative and policy change where the Committee feel it is needed, as well as secure investment for the region's transport system to ensure Canterbury maximises its potential and contribution to national wellbeing.

STRATEGIC CONTEXT

This section describes the key features of the Canterbury situation relevant to the future planning of our transport system. It includes an explanation of our diverse rural and urban populations and economic structure, and our current transport system. This section also describes our relationships to the rest of New Zealand and to the rest of the world.

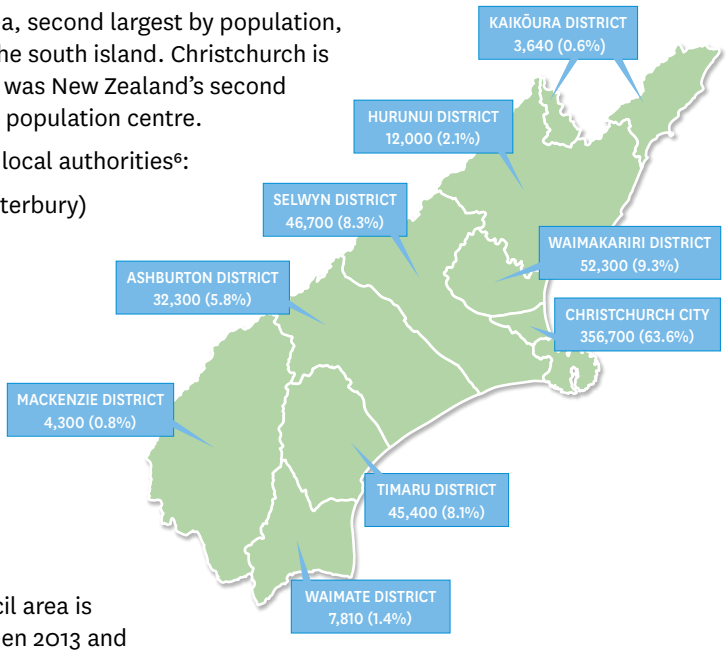
OUR REGION

Our people

The Canterbury region is New Zealand's largest by area, second largest by population, home to 562,900 people[5] and the most populous in the south island. Christchurch is located centrally in the region and at the 2013 census was New Zealand's second largest city. The greater Christchurch area is the main population centre.

The Canterbury region is composed of nine territorial local authorities[6]:

- Kaikōura District (population 3,640, 0.6% of Canterbury)
- Hurunui District (12,000, 2.1%)
- Waimakariri District (52,300, 9.3%)
- Christchurch City (356,700, 63.6%)
- Selwyn District (46,700, 8.3%)
- Ashburton District (32,300, 5.8%)
- Timaru District (45,400, 8.1%)
- Mackenzie District (4,300, 0.8%)
- Waimate District (7,810, 1.4%)



The total population of the Canterbury regional council area is projected to grow, on average, by 0.9 % a year between 2013 and 2043, slightly higher than the average national growth rate of 0.8 % a year. But only three territorial authorities within the region will meet or exceed the national growth rate: Selwyn district (2.2 %), Waimakariri district (1.3 %) and Ashburton district (0.9 %).

In the remaining six areas, average annual population growth rates are projected to be between zero and 0.7 %. On this projection, Canterbury's population will increase from around 560,000 to 730,000 between 2013 and 2043, with nearly half of that growth occurring between 2013 and 2023. Canterbury's population growth contributes 14 per cent of the national growth rate.

Canterbury is projected to continue to be New Zealand's second most populous region (after Auckland), hosting 13 per cent of New Zealand's total population.

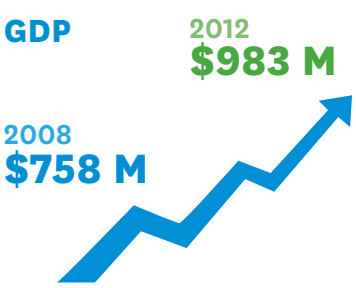
Our economy

Canterbury's economy expanded more than any other region (30.9%) between 2009 and 2014. This was partially due to strong construction and recovery activity following a series of major earthquakes in 2010 and 2011. This compares to 22.4% growth over the same period for New Zealand as a whole. In 2014, Canterbury contributed 13.1% of national Gross Domestic Product (GDP) and had the second-largest GDP increase by region after Auckland (10.6%, compared to 6.7% for New Zealand overall). In per capita terms, GDP is currently $53,054 per year in Canterbury, compared to $48,944 per year for the rest of New Zealand[7].

The earthquake rebuild is currently a major driver of economic activity in Canterbury. However the underlying economy, which is not temporary in nature, has been growing, with some sectors outside of construction performing well despite the earthquake disruptions.

5 Statistics New Zealand 30 June 2013 population estimate.
6 Whilst the portion of Waitaki District north of the Waitaki River lies in Canterbury, for the purposes of transport planning, Waitaki District is considered part of the Otago region.
7 Source: Statistics New Zealand, 2014 figures.

Between 2008 and 2012 the surrounding area's agricultural economy's real GDP grew by 30% (from $758m to $983m) driven by increased contributions from Ashburton, Selwyn, Hurunui, Timaru and Waimate districts. Dairy volume expansion over the decade to 2010 was worth $590 per person in the Canterbury region compared to $270 in Waikato. The estimated net farm gate contribution of irrigation on Canterbury's GDP increased from $335m in 2003 to $1,394m in 2012, driven by expansion in areas with access to irrigation from 287,000 to 444,777 hectares and an increase from gross margins per hectare associated with access to irrigation.



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

Tourism is another key aspect of the Canterbury economy and provides a pivotal role in the wider tourism offering of the south island. Airfares and international tourist spend now outstrips dairying as New Zealand's prime source of export earnings, quoted in Statistics New Zealand data as $13.5 billion[8]. In Canterbury, whilst the Christchurch industry continues to rebuild following the earthquakes , the remainder of the region has performed strongly and emphasises the need for good transport links between Christchurch and other key tourism destinations across Canterbury and in neighbouring regions.

Transport plays a key role as enabler for each sector of the regional economy. Efficient and effective transport for the movement of inputs and outputs of these sectors, as well as for service industries and employees, plays a critical role in economic productivity, keeping costs down and contributing to international competitiveness. This is crucial for New Zealand as a trading nation some distance from our main markets.

OUR TRANSPORT SYSTEM

Land

Canterbury is well serviced by 14,220 km of council owned and operated local roads established over generations by local authorities to provide access to rural land, visitor destinations and small and large settlements. These networks are a mix of unsealed and sealed roads, mainly with two lanes but in busier urban centres like Christchurch, Ashburton and Timaru, four lane roads to manage volumes efficiently and safely.

AREA	% SHARE OF REGIONAL POPULATION	% SHARE OF REGIONAL ROAD NETWORK BY LENGTH	ROAD DENSITY (LENGTH / LAND AREA)
Kaikōura	0.6	1.3%	0.10
Hurunui	2.1	9.2%	0.17
Waimakariri	9.3	9.8%	0.70
Christchurch	63.6	14.8%	1.66
Selwyn	8.3	15.8%	0.39
Ashburton	5.8	16.9%	0.43
Timaru	8.1	10.8%	0.63
Mackenzie	0.8	4.5%	0.10
Waimate	1.4	8.4%	0.38
State Highways	-	8.4%	-

8 Source: Tourism Industry Association and Statistics New Zealand, Tourism Satellite Account 2015.

Canterbury has 1,330 km of State Highways (owned and operated by the NZTA) that provide access between points of national significance, as well as providing inter-regional connections to Otago, West Coast and Marlborough. State Highway 1 runs north – south linking Picton to Bluff and in places north and south of Kaikōura is nestled between steep hillsides and the Pacific Ocean. The Christchurch motorways Roads of National Significance (RoNS) programme is underway in Christchurch and scheduled for completion by 2020. They will introduce significant journey time reliability improvements on State Highway 1, State Highway 74 and State Highway 76.

Public transport networks are provided in Greater Christchurch and Timaru. The greater Christchurch network was severely impacted by the earthquakes of 2011 and continues to be disrupted by road repairs. The network has been re-designed to operate in a more efficient way and better serve the changes in land use that have merged since 2011, however land use change and workplace dislocations are ongoing, and this has impacted on public transport patronage, with numbers yet to recover to pre-earthquake levels. Outside of Greater Christchurch and Timaru, rural public transport in the form of community vehicle trusts have emerged where scheduled buses services and taxi services are not sustainable. These community led initiatives make available a vehicle for booking and are partially supported, alongside fares, by the regional council through a local rate agreed annually by the community. Thirteen such trusts now exist across Canterbury and more are in various stages of development.

In most urban areas taxi companies provide on-demand private transport services. These offer an effective private transport option for people who enjoy the convenience of a private vehicle but do not wish to use, or do not have, their own. Aside from these point to point journeys, taxis can also form part of a multi-modal journey, for example as the final leg of a trip made primarily by plane, bus or coach.

The region also has a Total Mobility scheme, which assists eligible people with impairments to access appropriate transport to enhance their community participation. This assistance is provided in the form of subsidised door-to-door transport services wherever scheme transport providers operate. Within Canterbury, Total Mobility services are available in Greater Christchurch, Ashburton, Timaru and Waimate. In each of these areas, a subsidy is currently set at 50 per cent of the fare up to a maximum of $35 per trip.

A significant amount of urban roads have bicycle facilities within the same corridor, either beside traffic lanes or separated from them, alongside footways. In Christchurch, separated cycle paths are significant in places, with a further 13 under development through a $200m programme of investment in Major Cycle Routes.

Rail

The rail network plays an important role in transporting people and freight around the region, and from plant to port. Rail plays a significant part in moving large volumes of export products for key commodities within the south island.

There is 650 km of rail network across the region, with links north to Picton and south to Dunedin and beyond. The midland line provides a rail link through the main divide to Greymouth and points in between. These lines are primarily used to move freight in the form of coal from the West Coast to the port of Lyttelton, as well as a range of other containerised products and logs. Passenger services operating primarily as scenic visitor experiences also operate daily year round between Greymouth and Christchurch; and seasonally between Picton and Christchurch. These form an important part of the tourism landscape in the region.

Air

Christchurch International Airport Limited (CIAL) is the tourism gateway to the South Island and provides a significant contribution to both the Canterbury region and the South Island as a whole, with the total airport operation employing more than 5,500 employees across a diverse range of companies.

An economic assessment in 2012 identified that Christchurch Airport contributed to the generation of $1.8 billion in regional GDP, representing 7.1% of the total GDP in the Canterbury region and supported employment for 9.7% of the region's workforce. CIAL is seeking to grow the economic development of both the region and the South Island, by pursuing growth in airlines visiting Christchurch and international passengers holidaying in the South Island and through being a catalyst to growing the wider South Island visitor economy.

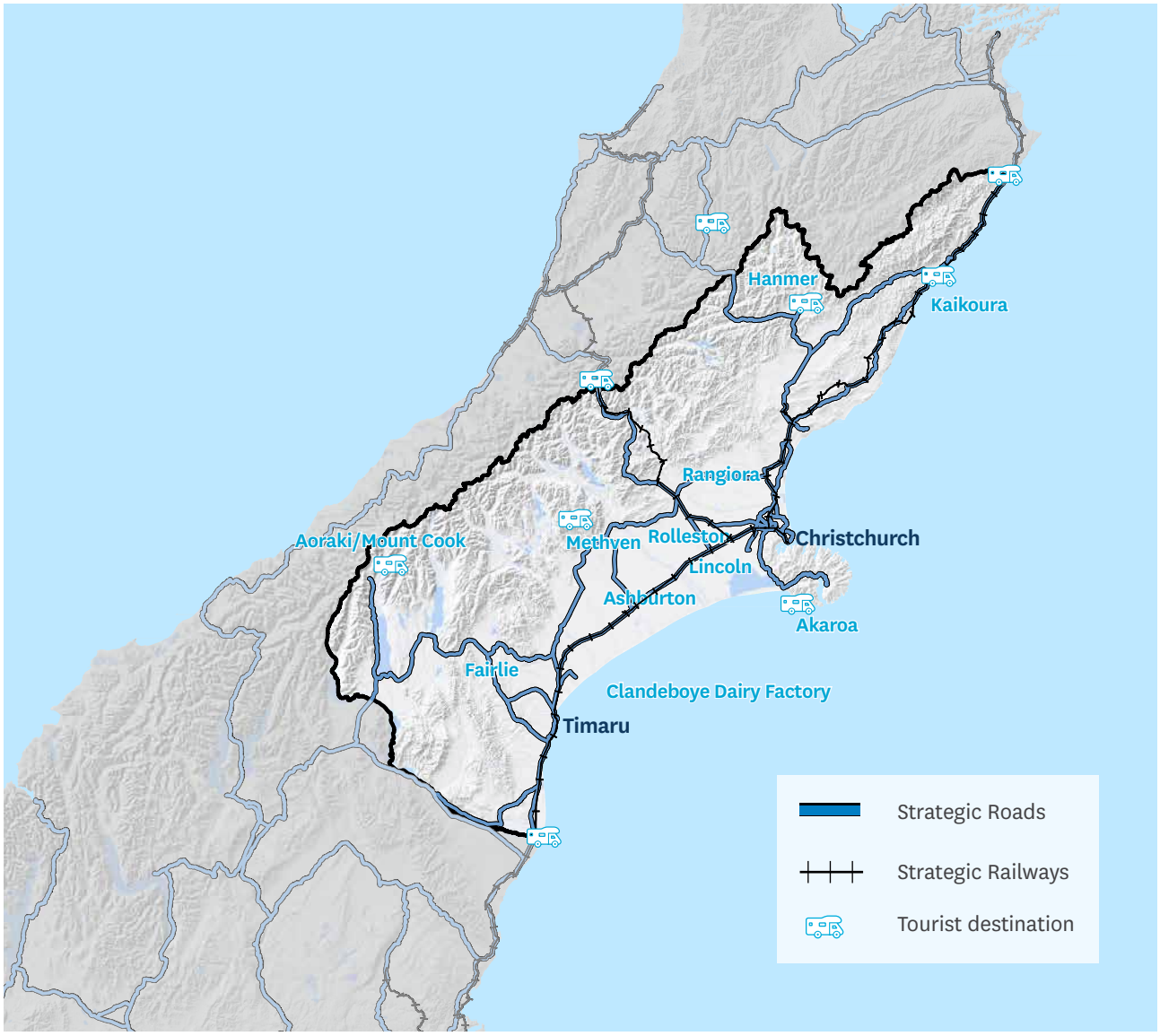
There is also a commercial airport in Timaru located 12.6km north of the city. It is the main airport in South Canterbury, with daily flights between Timaru and Wellington. Timaru airport has the capacity to take more flights and larger aircraft, including for freight.

Sea

Lyttelton Port of Christchurch (LPC) provides handling and stevedoring services for containers and bulk cargoes. The container trade has grown significantly in recent years and the port handles a large proportion of the South Island's imports, with Christchurch being a major distribution centre. The port is also equipped for bulk cargoes and is the biggest coal export port in New Zealand. The port is also a key part of the CIAL's supply chain receiving and storing jet fuel that is trucked to the airport. LPC operates two inland port sites in Christchurch at Woolston and Rolleston. The port itself is undergoing a significant rebuild following extensive damage as a result of the earthquakes. Reconfiguration and expansion forms part of this rebuild, including consideration of the potential future return of cruise ships which are a key component of the regional tourism offering.

Port of Timaru (PrimePort) also has significant port infrastructure including large areas and particularly cold stores. Container handling facilities and services in partnership with the Port of Tauranga are available. Port of Tauranga offers a feeder service to the extensive global services operated from Tauranga. The Port of Tauranga also operates an inland port at Rolleston that provides a container feeder service to the Port of Timaru. PrimePort also handles dry bulk and break bulk cargo, and is a key import and export gateway for bulk liquids including fuel and inputs to food processing. PrimePort also handles logs and timber products, as well as large volumes of exports, including ocean fish, meat, dairy fruit and vegetables.

FIGURE 1: THE CANTERBURY REGION AND KEY TRANSPORT ROUTES



INTER-REGIONAL CONNECTIONS

Links to neighbouring South Island regions and the North Island are of major importance to South Islanders, and for the flow of road freight and domestic and international visitors.

State Highway 1 provides links north to the Marlborough District and Picton; and south into the Otago region. State Highways 7 and 73 link Canterbury to the West Coast. State Highway 8 is also a key route linking visitors to central Otago and Queenstown. These routes are characterised by two lane highways with occasional passing lanes through a range of challenging geography that exposes them to natural and weather hazards.

Rest and scenic lookout areas are provided in some places, recognising the role these routes play linking visitors to destinations across the region and beyond. There are some concerns around the movement of pedestrians in these areas adjacent to high speed roads, and measures such as signage, layout design and the NZTA-led Visiting Drivers Project are aimed at mitigating these risks to the extent possible.

Rail transport in Christchurch consists of two main railway lines carrying largely long-haul freight, as well as two long-distance passenger trains. The Main North Line runs from Christchurch along the east coast and through Kaikōura and Blenheim to Picton, connecting with ferries from Picton to Wellington. The Main South Line runs from Lyttelton through Christchurch and along the east coast of the South Island to Invercargill via Dunedin.

The ports and airports also play an important role in connecting Canterbury to other regions. LPC is a significant destination for rail freight and handles a large proportion of the South Island's imports. PrimePort partners with the Port of Tauranga, making it part of an inter-regional integrated network that extends from Whangarei to Timaru. CIAL provides a gateway to the South Island for visitors and Timaru Airport provides a direct connection between South Canterbury and Wellington.

INTERNATIONAL LINKS

New Zealand's economy is heavily reliant on international exports, however given our distant markets, shipping costs form a large proportion of the total cost of export products. Our distance also introduces a time factor that is important for certain products, such as perishable foods, so each link in the export logistics chain needs to be efficient and effective to keep costs down, as well as be reliable.

Christchurch's airport provides the South Island's only direct access to long haul destinations, with links to Singapore, China, Australia and Fiji. Increasing the number of carriers flying direct to Christchurch boosts the regional economy, as well as that of the rest of the South Island. Achieving this offers the dual benefit of opening up new long haul air cargo destinations for high value low volume time sensitive export products such as seafood, meat, fruit and flowers. To promote this, transport providers have a role in making the transport system a safe and attractive component of the overall South Island offering, and by supporting the airport to remain an attractive proposition for international carriers.

More than 15% of international visitors hire a vehicle at some stage during their stay in New Zealand[9], with increasing numbers from China and Japan in particular. This figure is likely to be higher in Canterbury due to the distances between South Island destinations. Catering for all overseas visitors by ensuring routes are safe and well sign posted, and supported by information, education, and appropriate infrastructure (such as public toilets and appropriate places to stop and take photos or look at scenery), is an essential part of delivering a world class south island experience and maintaining the safety of the road network.

Christchurch and Timaru ports both have facilities to cater for international ships, however currently Lyttelton provides the main gateway to international ports of call. As part of the Lyttelton Port Recovery Plan, plans are underway to rebuild the port after much of its infrastructure was extensively damaged after the Canterbury earthquakes. Ultimately the Port will cater for increased land side handling and storage facilities and the capacity to handle larger ships, as is the trend internationally towards ships capable of carrying in excess of 15,000 TEU[10]. Channels to the berths will also be widened and deepened to accommodate larger ships.

The Port of Timaru exports a large proportion of Canterbury's exports goods via the Port of Tauranga. This is set to grow as the Port of Tauranga, New Zealand's largest port, uses Timaru as a feeder service for its large container ships. Whilst smaller than Lyttelton, Timaru Port is also a major exporting contributor particularly in recent times with log exports and containers.

9 International Visitor Survey: Transport. YE September 2015. http://nzdotstat.stats.govt.nz/wbos/
10 TEU is the unit of measurement of the capacity of a container ship and stands for twenty foot equivalent unit, i.e. a forty foot container equals 2 TEU's.

STRATEGIC DRIVERS OF THE TRANSPORT SYSTEM

International and domestic economy

Economic activity is a driver of demand in the Canterbury transport system, whether it be for the local, regional, inter-regional, inter-island or international movement of people and goods. People moving to, from or between workplaces, and the movement of commodities and products are important components of the regional economy and the way in which these needs are met has implications for productivity and community wellbeing.

An attractive, effective transport system can also be a key factor in attracting skilled labour to the region, both in terms of the overall amenity of public spaces but also the ease with which people can get around for leisure, education and work purposes. Canterbury's ageing demographic profile suggests the attraction and retention of skilled labour to support economic growth will be an important component of the overall strategy to secure the future wellbeing of the region.

Journeys to workplaces by private vehicle, often combined with delivering children to school, are a key driver of peak demand. Where demands become concentrated, such as along key corridors, longer journey times result, safety issues emerge, environmental impacts worsen and traveller frustration grows. The most common means of travel to work on the 2013 census day for people in Canterbury was driving a car, truck or van (79.8 % of people who travelled to work used this form of transport). More than 19 % of households in Canterbury have access to three or more motor vehicles, compared with a little over 16 % of all households in New Zealand[11].

The supply of inputs to businesses in the region and the delivery of their products for domestic and international consumption is also a key function supported by the transport system. Whilst the number of freight journeys is smaller than the number of trips made by people, they are an important function supporting a strong economy, which contributes positively to broader community wellbeing. New Zealand relies on trade with distant markets, with the cost of freight added to the price of our exports and imports. Canterbury is central to this, with around 13%[12] of New Zealand's commodity export earnings passing through CIAL and Lyttelton Port. Ensuring key journeys to and from these points are efficient, effective and responsive to changing circumstances is therefore important. The affordability of our own domestic consumption of fast moving consumer goods, durable goods and major appliances, whether produced domestically or overseas are also supported by an efficient and effective freight transport system.

According to analysis completed as part of the South Island Freight Plan, overall freight activity in Canterbury is forecast to increase by 85%[13] by 2042, with most growth occurring by 2027, driven by increases in liquid milk, manufactured dairy, general freight, aggregates, concrete and limestone, cement and fertiliser. Most movements (88% of tonnage) will begin and end within the region, which means 940,000 more 44 tonne truck trips per year based on current patterns of use. Currently 92% of all freight is moved by road and this is set to remain under current trends. Whilst this represents forecasts using best available information, international and domestic conditions will continue to shape the types, proportions and quantities of products the region imports and exports to and from the rest of New Zealand and internationally. Whilst the international demand for New Zealand dairy products in recent years has shaped Canterbury rural land use and created new transport demands on the network, such international trends can shift over time and see new land uses emerge along with new transport demands. A responsive and flexible transport system, enabled by appropriate and timely monitoring and planning is therefore important to ensure economic development and growth is supported. The strategic response section of this RLTP discusses further the need for collaboration across the sector to enable a responsive planning and investment framework.

High Productivity Motor Vehicles (HPMV) and an associated permit system make available a way for higher freight volumes to be transported without the need for an equivalent increase in truck trips, making road transport more efficient, effective and productive. This initiative allows for the movement of trucks over 44 tonnes on certain parts of the network under a permit system, so that vehicles, roads and structures can be assessed prior to their use, ensuring safety is maintained and strength and maintenance implications for roads and structures are understood and addressed. There has been a dramatic jump in the uptake of high productivity motor vehicles across the country. As HPMV's provide average productivity gains of between 14-20%, it is estimated that this level of high productivity travel has avoided around 10-15 million kilometres of standard heavy truck trips per quarter, providing commercial savings of between $20 - $30 million. So while HPMV trips are increasing, standard heavy truck trips show a corresponding decline.

11 http://www.stats.govt.nz/Census/2013-census/profile-and-summary-reports/quickstats-about-a-place.aspx
12 Source: Stats NZ : Exports for Overseas Cargo (fob NZ$): New Zealand Port by Country of Destination, Commodity (HS2) and Period
13 Draft South Island Freight Plan, July 2015. 33 million tonnes in 2012 to 61.2 million tonnes in 2042.

Key bridges on the strategic road network are of particular concern with regard to increased truck numbers and weights. Whilst the HPMV system will accommodate some of the forecast growth in freight volumes, increasing heavy vehicle numbers over time on the road network are an inevitability. Combined with the age of some of the region's key structures, and a heightened awareness of our need for resilience to natural disasters; bridge renewal, strengthening and improvement are a key strategic issue for the region.

In a similar way, factors outside the transport system can drive urban land use change; such as the need for new housing, educational precincts, or industrial developments. However, it is important the transport implications of location choices are well understood and factored into decision making. In the greater Christchurch area, the Greater Christchurch Urban Development Strategy provides a forward view of land use change over time and enables a long term transport planning approach to be followed, potentially itself driving land use change by allowing for long term infrastructure developments to take place that achieve the multi-modal objectives sought in this Plan.

Population change

The Canterbury population is projected to grow by 166,300 people by 2043[14]. Most growth will take place in the Greater Christchurch area (Waimakariri, Christchurch and Selwyn districts), with also some significant growth in the Ashburton District. In the remainder of the region, population growth will be very flat or in some districts marginally declining by 2043.

Such growth will place demands on all aspects of service provision, and not least the transport system in terms of domestic freight growth and people movement. However, evolving technology, information provision and people's changing attitudes to how they meet their travel needs will mean current approaches to meeting these needs must change.

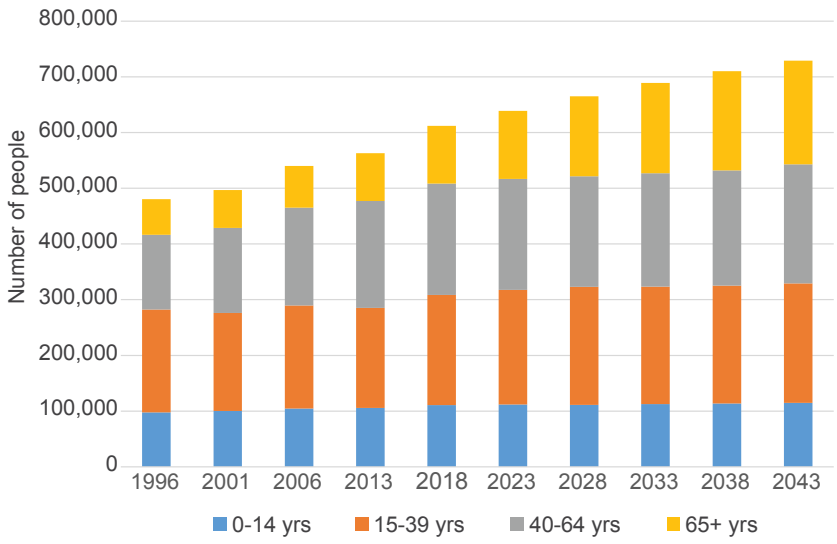
There is emerging evidence internationally, such as in the USA[15], supported by recent trends in New Zealand around the age young drivers complete their journey through the graduated driver licensing system, that young people today, especially in urban areas, are making less use of private vehicles and instead make use of technology to access transport services, or even replace the need to travel.

The emergence of innovative shared vehicle ownership models, ride sharing, hire schemes and mobile technology that enables on-demand transport services may also improve the efficiency of the network and ultimately slow the growth in peak period journeys. Increasingly these market led solutions will compete with the markets local and central government serve through public transport provision and change the way publicly provided infrastructure is used by the public and commercial operators. It will be important that public agencies are enablers of positive change, as well as provide appropriate regulation where public funds, and safety and security of the travelling public are at stake.

A key feature of the changing age profile will be the increasing numbers of people aged 65 years and over. By 2031, one in four of Canterbury's residents is projected to be aged 65 and older. In eight of ten districts, the percentage is projected to be higher than this, with around a third of the resident population over 65+ in the Waimate, Timaru, Mackenzie and Kaikōura districts. Whilst these numbers are not large, they represent a challenge for local councils in terms of funding, but also a broader issue of ensuring communities remain connected and able to use the transport system to access their daily needs.

Older people in the future will not be the same as the older people of today. Trends suggest they will on the whole, be healthier for longer into old age and still able to enjoy physical activities and be out and about. Many may also continue to work past the age of 65. Active travel, public transport and increased inter-peak traffic movements may all become important issues as we see a growing older generation, perhaps less inclined or able to continue driving but nevertheless assertive of their need to have independent mobility and access to all of the opportunities the rest of society enjoys.

FIGURE 2: POPULATION AGE STRUCTURE, CANTERBURY REGIONAL COUNCIL AREA MEDIUM PROJECTION, 1996-2043 (2013-BASE)



14 Statistics New Zealand 30 June 2013 medium population projection.
15 Transportation and the New Generation Why Young People Are Driving Less and What It Means for Transportation Policy. Benjamin Davis and Tony Dutzik, Frontier Group Phineas Baxandall, U.S. PIRG Education Fund. April 2012.

International and domestic visitors

Visitors to Canterbury declined in the immediate aftermath of the Canterbury earthquakes, but visitor numbers are recovering and very recently exceeded pre-earthquake levels, due mainly to an increase in domestic visitors. Visitor numbers are projected to increase as the rebuild of the Christchurch central city continues, including the provision of more visitor accommodation and attractions.

There were 3.09 million international visitors to New Zealand in the year to November 2015, the highest ever annual total. The number of both domestic and international visitors is forecast to increase by over 30% to 5.72m guest nights by 2020[16].

Tourism is an important part of the New Zealand economy, its direct contribution to GDP is 3.7%. The biggest changes in international visitors by country of residence between the years ended November 2014 and 2015 were in arrivals from: China (up 87,400 to 344,900), Australia (up 71,300 to 1.32million) and the United States (up 21,100 to 240,000). Australia, China, the United States and the United Kingdom were New Zealand's biggest visitor sources, contributing more than two thirds of all arrivals in the November 2015 year.

Within this there has been an increase in the number of Free Independent Travellers (FITs) touring New Zealand. Traditionally domestic tourists made up the bulk of FITs, however there has been a marked increase in the amount of international FITs who hire campervans and rental cars and drive. Based on the 2014 international Visitor Survey, driving in New Zealand is part of the visitor experience for 68% of visitors. CIAL is the international gateway to the South Island for many of these visitors.

Christchurch is an international gateway to the South Island, providing direct access to and from major cities in Australia, China and Singapore. As well as Christchurch attractions, visitors use the city as a stepping stone to other parts of the region and the South Island. Ensuring safe and efficient links between Christchurch and the tourism offerings of the South Island is important.

Meeting the self-drive and other travel needs of domestic and international tourists visiting Canterbury is an important contribution the transport sector makes to the regional economy by providing safe access to key attractions and supporting a positive overall visitor experience. As such, efforts to improve the visitor experience and increase the actual number of visitors is of strategic significance to the Canterbury economy. The Increasing number of visitors flying direct from overseas cities increases the number of wide bodied jets flying into and out of Christchurc. This, in turn, provides capacity to export long haul, high value, time sensitive goods, such as seafood, fresh meat, flowers and other perishables.

The NZ Transport Agency's Visiting Drivers project aims to improve road safety for domestic and international visitors, while maintaining New Zealand's reputation as an attractive and safe tourist destination. The project has a focus on Otago, Southland and the West Coast regions where visiting drivers make up a significantly large proportion of the traffic in these major tourist destinations. However, many of the project initiatives especially in information provision will benefit visitors across the country, including in Canterbury. Where possible, the lessons learned from the Project can be used in other areas as part of the usual Transport Agency and local council road safety initiatives.

16 Christchurch and Canterbury Tourism Visitor Forecasts 2014/15 to 2019/20.

Technological change

Advances in technology are having a significant impact on the movement of people and goods.This can change the cost of travel and impact on transport networks, road safety and the environment. Vehicle technology is developing at an extremely rapid rate, through both passive and active safety features and user assist technology. History shows that these changes can be positive and negative, and emerge gradually over a long period of time or be disruptive, making existing technology redundant over a very short timeframe.

Whilst transport providers and the Regional Transport Committee have little or no control over these emerging technologies, it is important their implications are understood and planned for so that local, regional and national policy is amended appropriately and investment is properly directed where necessary to realise the benefits. Technological change is largely driven by consumer demand for cheaper, new and improved products and services. National, regional and local bodies have a role in enabling these benefits, whilst protecting the public through regulation and enforcement.

The following table captures most of the current emerging technological trends in general terms and outlines how these may drive changes in our transport system. It indicates the types of responses that will likely be needed by public bodies and other transport providers.

TECHNOLOGY	IMPACT OF RESULTING CHANGE	IMPLICATION FOR TRANSPORT PROVIDERS
Vehicle automation (e.g. takes control of vehicle in certain situations, to varying degrees)	Enhanced road safety Enhanced network capacity If fully autonomous changes the way mobility is achieved fundamentally	Less investment required in road safety over time Transport-related industries and infrastructure needs (e.g. parking replaced with drop-off)
Fuel efficient engines	Reduced consumer costs Reduced emissions Reduced fuel excise revenue	Less revenue into the National Land Transport Fund
Alternative fuel vehicles	Reduced consumer costs Reduced emissions Reduced fuel excise revenue	Role in EV charging / alternative fuel infrastructure Less revenue into the National Land Transport Fund
On-demand transport services	Lower cost private transport Reduced vehicle ownership Reduced fuel excise revenue	Potentially less investment required in road network improvements over time Less revenue into the National Land Transport Fund
Smart Motorways	Consistent journey times Reduce congestion	Delayed or avoided investment in capacity increases
Traveller information systems	Information changes consumer behavior	Better incident management Potentially less investment required in transport improvements over time

Vulnerability to hazards

Cantabrians have a new understanding of the region's exposure to natural hazards since the earthquake sequence of 2010/11. Whilst the transport network proved to be resilient through the earthquakes in greater Christchurch, potential future earthquakes, floods, tsunami and land slide are all hazards that can be expected to have serious impacts on transport infrastructure across the region. In rural areas, where route choices are fewer, their impact may be felt more keenly thereby restricting the movement of people and goods to support communities more so than in the urban areas of the region.

Network outages of weeks, months and even years are possible, making the need for long-term alternative arrangements a realistic possibility. The Canterbury Lifeline Utilities Group, in association with transport providers, undertakes investigations to reduce infrastructure vulnerability and improve resilience. This work can lead to physical improvements to infrastructure, scheduled with other work, as well as response plans in the event of natural disasters.

Weather hazards, such as fire, snow and flood can also interrupt the normal operation of the transport system and result in outages for days and possibly weeks. Having response plans in place, and the ability to respond quickly, can effectively minimise impacts upon the community and economic wellbeing.

ISSUES AND CHALLENGES

When considering transport drivers in the current regional, national and international context, a number of issues emerge; and with them transport challenges. These are outlined below and enable short, medium and long term priorities to emerge that inform the strategic response described in section 4 that follows.

Canterbury is a diverse region with varying geography and a unique economic and demographic mix. Whilst town and country rely on one another for ongoing wellbeing and prosperity there are unique challenges in each that require an appropriate transport response at the local level. The following issues and challenges capture the key strategic factors facing the region into the future and where appropriate note particular urban or rural factors.

ISSUE - MAINTAINING AND ENHANCING ACCESSIBILITY

The primary purpose of transport is to provide opportunities for the movement of people and goods. Accessibility refers to the potential to reach destinations and mobility represents the ability to travel freely to and from destinations. Most people living in Canterbury enjoy a high level of mobility, which is largely met by high levels of car ownership and use. This mobility enables key social and economic benefits including access to work, education and recreational opportunities. Market research confirms most people living in the region place a high value on their level of mobility and expect their future mobility needs to continue to be largely based around the motor vehicle.

In urban areas, some people choose to access the places they need to by means other than private car, such as by walking, cycling, using public transport and catching a taxi. This can lead to conflicts between modes that can have profound implications for safety, travel time and the further uptake of these beneficial transport options. There is also the potential for conflicts to also arise in rural areas, for example where cyclists make use of state highways. The separation of these modes from private vehicles is increasingly seen as a way to support their growth and complement capacity upgrades to the roading system.

Integration problems and conflicts can also occur between traffic in urban areas when catering for access to local destinations on strategic roads, such as motorways and expressways, showing that whilst access to destinations in itself is a positive outcome, it can have adverse implications for other road users.

Key challenge

Maintaining current levels of accessibility and mobility for most Cantabrians and enhancing accessibility for those who are currently disadvantaged because of poor levels of mobility.

ISSUE - PROVIDING TRANSPORT OPTIONS

The use of private vehicles currently dominates the way that most people meet their transport needs. As vehicle numbers grow in line with population and demographic changes, current travel time delays and congestion will rise overall, despite targeted infrastructure investment at key locations that unlock access to new development and ease chronic localised congestion. For the future wellbeing of the region, it is important that a range of transport options are available enabling people and businesses to access what they need in the way of goods, services and activities.

Many regard improving public transport, better use of rail and increased provision of cycling and walking infrastructure as significant issues facing the region. For many people, especially those in rural areas, including rural towns, these options are not always readily available. Low density and dispersed population centres make providing attractive and affordable public transport services extremely difficult, requiring innovative approaches to be explored, such as community vehicle trusts that provide on-demand shared transport options delivered within, and by, the community. Ageing communities and the need to access centralised health care facilities may open up opportunities for collaboration between public agencies in recognition of where the costs and benefits of travel fall.

Some sectors of the community are “transport disadvantaged” in that they are faced with a lack of choices because they have limited access to a car or other transport options. Access to some goods and services can be enhanced through integrated land use measures, changes to the way services are provided or through the use of communications technology. Such initiatives can play a significant role in determining overall levels of accessibility. Providing for accessibility is considered more important than providing for mobility.

Key challenge

Supporting, and in some cases supplying, a range of transport and non-transport options to ensure the accessibility needs of all people and businesses can be met.

ISSUE - SUPPORTING FREIGHT GROWTH

The efficient movement of goods and people is essential to support the region's economic wellbeing. Although the region's economy is expected to continue to diversify over time, industries such as agriculture and forestry that have significant freight requirements will continue to play major roles.

Over the next 25 or more years, freight volumes to, through and from Canterbury are expected to almost double. Without intervention, the majority of freight (92%) will continue to be moved on the state highway and local roading network, with only 6% moving by rail and only 1.6% moving by coastal shipping. However, through this Plan multi-modal options will be sought where these make sense. Investigation is necessary to understand what the opportunity is for these other modes, whether it be for the movement of international or domestic freight within the region.

Just increasing the number of trucks is not a sustainable option for meeting the forecast growth in freight volumes and managing its effects. Aside from the network impacts, driver shortages and road maintenance costs are a significant issue. At a system level there is the potential to consolidate freight volumes moved from rural areas by truck at strategic points in the network. Transporting them onward by rail or coastal shipping is then made possible so long as travel time, volume and distances are such that these options are financially advantageous for producers.

Currently, the growth is partially being met by increased heavy vehicle mass and dimension limits through the new High Productivity Motor Vehicle (HPMV) rule. The proportion of heavy vehicles operating on HPMV permits is high and growing. The mass is increasing with vehicles operating at mass between 55 and 60 tonne now common place and this is likely to continue to increase. A resilient road network that has the capacity to cope with these HPMV mass limits and an overall increase in heavy vehicles is a challenge. Much of the Canterbury transport network is not designed for this increase in heavy vehicles and increasing failures or restrictions are resulting.

There is a lack of integration between the road, rail and shipping sectors which can make it difficult to effectively plan in a multi-modal way for the region's future transport needs, particularly in light of the forecast increase in freight movements. Without intervention the majority (92%) of freight will continue to be moved on road networks, with the rail share predicted to drop from 6% currently to 5% in the next 20 years. A key focus of the RTC will be to bridge the gap between sectors by bringing their views and knowledge together to enable joined up planning and investment decisions.

Key challenge

Ensuring the region's transport system effectively supports economic development and growth in freight volumes by taking a multi-modal and integrated approach.

ISSUE – SUPPORTING DOMESTIC AND INTERNATIONAL VISITOR GROWTH

Canterbury and the wider South Island offer wonderful visitor experiences that present the region, and our neighbouring regions, with economic growth opportunities. Ensuring visitors have an enjoyable, value for money and safe experience on transport networks is paramount to the region's reputation and ongoing growth in visitor numbers. Airport and cruise ship links, information, education and facilities provided in a seamless way are each important features of the visitor experience.

An additional 1.3 million domestic and international visitor guest nights in Canterbury are forecast by 2020[17]. Many of these will be self-drive visitors travelling in and around urban and rural parts of the region and into neighbouring regions. Fifteen per cent of international visitors are known to self-drive during their visit to New Zealand.

Key challenge

Developing the transport system to support domestic and international visitor growth and ensure the safety of visitors and other road users.

17 Visitor Forecasts 2015. Christchurch and Canterbury Tourism.

ISSUE - FUNDING AND AFFORDABILITY

Investment is essential for maintaining existing transport infrastructure and delivering improvements to the region's transport system. The ongoing implementation of the One Network Road Classification (ONRC) system provides a basis for prioritising such investment.

The increase in freight growth and subsequent increase in heavy vehicles is resulting in an increasing rate of road asset consumption with many roads failing prior to their design lives. Bridge capacity and age is also becoming an emerging issue. This increases the demands on limited funding to ensure a network that is both fit for purpose and resilient.

The increase in vehicle fuel efficiency, electric vehicles and smarter recording of Road User charges has made transport more affordable for users, but has almost flat-lined Government road tax revenue. This is not sustainable in the long term so alternative funding mechanisms need to be developed.

In light of these, and other factors, the Government has highlighted the need for non-asset solutions, demand management and intelligent transport systems (ITS) to ensure future demands can affordably be met18. However, some of the region's transport plans have not been fully realised because of funding constraints. Additionally, some parts of the region have relatively small populations that find it difficult to raise sufficient revenue to afford the levels of transport investment desired by the community. A particular issue exists on rural council-owned roads where heavy vehicle damage is not adequately covered by revenue.

Key challenge

Delivering high quality transport options that meet the needs of all Cantabrians in an affordable manner within the funding available.

ISSUE - MANAGING PRIVATE HOUSEHOLD VEHICLE TRAFFIC GROWTH

Projected increases in household numbers, coupled with the current trend of high household car ownership, is contributing to an increase in the demand for travel and the use of private cars, particularly in urban areas, and especially across Greater Christchurch. While traffic congestion can cause delays - which impose an economic cost to the region - it can also help manage travel demand by influencing trip timing, land use decisions and encouraging the use of a mix of transport modes, such as public transport, car-sharing, cycling and walking.

Key challenge

Effectively managing traffic growth to ensure that accessibility is maintained and that the region's economic performance is not adversely affected.

18 New Zealand Infrastructure Plan 2015.

ISSUE - IMPROVING ROAD SAFETY FOR ALL ROAD USERS

Approximately 40 people die on Canterbury roads and nearly 300 people are seriously injured on average every year in Canterbury. Although the number of fatalities arising from road crashes has generally decreased since the 1970s, in recent times crashes resulting in fatalities, hospitalisation and injury have increased. Improvements in vehicle safety over recent years has had a significant effect on reducing the fatality rate in crashes although this technology is slow to impact the safety of the transport system due to the high average age of Canterbury light vehicle fleet (with lower safety star ratings).

These contrasting trends suggest that whilst improving vehicle technology has the capability to significantly reduce fatalities and injury severity (data demonstrates that the survivability of a crash in a higher safety star vehicle almost doubles compared to a lower one), high numbers of accidents are still occurring.

Crashes impose a considerable social and economic cost on the region, our health system and the economic sustainability of a community. New Zealand has a national road safety strategy known as 'Safer Journeys 2010-2020'. Safer Journeys adopts the internationally endorsed safe system approach to road safety.

The current trend of increasing levels of motorbike ownership is also likely to increase overall exposure to risk. Accident numbers may also increase as the population ages. Canterbury's highest risk factor is intersections. The region faces particular issues with high numbers of casualties associated with:

- Intersection crashes (47% of all fatal and injury crashes)
- Loss of vehicle control or head on crashes (33% of all fatal and injury crashes)
- High and growing numbers of cycle crashes, (9% of all fatal and injury crashes)

In some cases, measures that have improved safety for motorists have had unintended consequences by reducing the safety of people using other transport options, such as walking and cycling.

Antisocial use of motor vehicles is also an issue that has received much media attention and requires a cultural change in attitude toward responsible driving behaviour and a shared responsibility for road safety. A multi-agency approach is essential to achieving this culture change, with education and enforcement by the Police an essential complement to engineering for safer roads and roadsides by Road Controlling Authorities.

Key challenge

Improving safety outcomes for all transport users.

ISSUE - USE OF THE TRANSPORT SYSTEM HAS IMPLICATIONS FOR THE POPULATION'S HEALTH

While high levels of car ownership and mobility provide people with some health benefits, such as access to medical services, motor vehicle dependence has been linked to increased levels of physical inactivity and obesity. Air and noise pollution from vehicles can also have significant health impacts on people that are exposed to them for long periods.

Although there are demonstrable health benefits of active modes of transport, such as cycling and walking, market research indicates most people do not see a strong link between transport policies and public health issues.

Key challenge

Ensuring transport makes a positive contribution to the health of Cantabrians.

ISSUE - MANAGING THE ENVIRONMENTAL IMPACTS OF TRANSPORT

The use of motor vehicles and development of transport infrastructure has significant impacts on the environment including air pollution, dust, greenhouse gas emissions, visual intrusion, storm water run-off, noise and vibration.

Transport is responsible for approximately 20% of New Zealand's greenhouse gas emissions and is one of the sectors that has seen ongoing growth, increasing by 69% between 1990 and 2013. As a consequence of the close links between population increase, economic growth and transport demand, Canterbury has experienced an increase in transport-related carbon dioxide emissions from motorised transport.

The government's policy direction for transport over the next decade is set out in Connecting New Zealand. Connecting New Zealand summarises a number of direction-setting documents for the transport sector, including the National Infrastructure Plan, the Government Policy Statement on Land Transport Funding, and the New Zealand Energy Efficiency and Conservation Strategy. In turn, these policy documents also drive regional and local transport policy.

Incentives and research are underway in the areas of new fuels and technology, vehicle fuel economy labelling, improved efficiency of commercial fleets and encouraging forms of transport that are less carbon intensive. The Ministry of Transport has begun investigating the potential role for Government to encourage increased use of electric vehicles in New Zealand and in the meantime has extended the exemption for light electric motor vehicles from the requirement to pay road user charges from 2013 to 2020.

Local Government also has a leadership role in promoting electric motor vehicles. In 2015, the Christchurch City Council commenced a feasibility study into the replacement of its 350 vehicle fleet with electric vehicles. Environment Canterbury also runs four hybrid-electric vehicles as part of its 190 vehicle fleet.

Key challenge

Maintaining and improving levels of access and mobility in an environmentally sustainable manner.

ISSUE - NETWORK SECURITY

The ability of the region to withstand a hazard, such as flooding or a seismic event is an important consideration for maintaining the integrity of the region's transport system. A number of transport links in Canterbury face extremely challenging construction and maintenance issues particularly along the Kaikoura Coast, through the alpine passes and across some of the major rivers. Many of these links provide lifelines to neighbouring regions and are of national social and economic importance.

Canterbury has a high number of ageing bridges which are susceptible to damage and will require upgrades during the next 30 years. Furthermore, the increasing size, and frequency of heavy vehicles are exacerbating road maintenance issues on the region's extensive local road network.

Climate change is expected to have impacts on the region's transport infrastructure, particularly by generating more severe weather events such as flooding. In the long term, sea level rise could impact on land use and transport infrastructure, particularly in low-lying coastal areas. There will be a major impact on the rail network because much of the South Island's main trunk line is located in low-lying coastal areas.

Increasing levels of interconnectivity between transport infrastructure and other infrastructure sectors, for example the communications sector supporting new transport technologies, makes the network security challenge more complex than it has been in the past. A greater level of collaboration and understanding of cross-sector risks is required to manage network security.

Key challenge

Minimising the risk of disruption on key regional and inter-regional transport routes.

ISSUE - MEETING THE TRANSPORT NEEDS OF DISPERSED COMMUNITIES

The type and form of land use development that has taken place in the region has significant impacts on the transport system. Dispersed land use patterns are typically linked with high levels of motor vehicle ownership, use, and dependence since factors, such as the lack of availability of other transport options, affordability and distance to neighbouring towns and services make motor vehicle use the only realistic transport option.

Conversely, concentrated land use is more commonly linked with lower levels of car ownership and use and higher levels of active transport and public transport patronage. The Canterbury region, particularly outside Christchurch, is characterised by a relatively dispersed population with low density communities that are often more reliant on motor vehicles to travel.

Key challenge

Future land use development occurs in a manner that social and economic needs can be met most efficiently and affordably.

ISSUE - OIL SUPPLY SECURITY AND FUEL PRICE VOLATILITY

The transport sector is highly reliant on imported oil supplies. During the next 30 years it is expected that oil prices will rise (subject to the highs and lows of economic cycles) as access to relatively cheap oil supplies diminishes. The resulting fuel price increases and volatility are likely to have significant social and economic impacts. Key export generating industries in the New Zealand economy, including tourism and timber, dairy and meat exports, are vulnerable to such impacts given most freight movement takes place by road. Although an increase in oil prices is expected to accelerate change from petroleum-based vehicles to alternative fuels and engine types, the transition is expected to take decades.

The price and supply of oil also affects road maintenance costs because bitumen is derived from crude oil. Alternatives for road surfacing such as concrete are not currently affordable.

Key challenge

In the short term, ensuring the region is resilient to energy supply and fuel price volatility.

In the longer term, moving toward a transportation system that is less reliant on oil.

ISSUE - MANAGING THE TRANSPORT IMPACTS OF ANTICIPATED POPULATION CHANGE

By 2043, the region's population is expected to grow from approximately 563,000 to more than 729,000[19]. Most of this population growth is expected to occur within Greater Christchurch. This growth will create additional demands on the transport system. However, some parts of the region that already have relatively low populations are not experiencing population growth, such as parts of South Canterbury.

[19] Statistics New Zealand medium project using estimated resident population at 30 June 2013 as a base.

The proportion of people aged 65 and over is expected to increase significantly towards 2031, with one in four people in urban areas and one in three people in some rural areas aged 65 or older. An ageing population is expected to lead to increasing personal mobility issues, demand for public transport services and raises some road safety issues, as older people have a higher risk of being injured in road crashes. Social isolation is also of real concern for older people who might lose their personal mobility for a range of reasons, including the affordability of transport options.

Key challenge

Predicting and meeting the needs of a changing population and providing transport that enables access to these.

ISSUE - UNCERTAINTIES ABOUT INTERNATIONAL TECHNOLOGY TRENDS

Technological innovations have the potential to change transport demand and the way that people travel. Examples that may emerge during the next 30 years, include wider availability of electric vehicles, alternative fuels, improvements in vehicle safety, telecommunications and traveller information.

Further development of electric vehicles or alternative fuels could help reduce the country's dependence on imported oil supplies. However, the mass adoption of electric vehicles is dependent upon the car industry supplying affordable technology comparable with conventional vehicles in sufficient numbers and a change in purchasing habits by New Zealand motorists. Increasing automation of vehicles and in particular driverless vehicle technology (e.g. driverless cars, unmanned aerial vehicles) has the potential to disrupt industries in the same way that the internal combustion engine did at the start of last century, with significant benefits to society.

Key challenge

Positioning the region to take advantage of iterative technological advances and being aware of the possibility and likelihood of more disruptive technological advances so that strategy and investment plans can be amended appropriately.

ISSUE - EARTHQUAKE RECOVERY

Earthquake impacts present an additional and ongoing challenge for the region, placing demands on the Greater Christchurch transport system which the system was not designed to meet. This includes the repair of physical damage to roads and pipes, the relocation of residential dwellings and businesses, and related land use change.

Key challenge

Managing traffic issues as a result of short to medium term land use change whilst targeting major investment on long term strategic network priorities arising from permanent land use changes.

STRATEGIC RESPONSE

The Canterbury Regional Transport Committee aspires to an integrated multi-modal transport system for the region. Given the observed trends and the current emerging issues the Committee believes a multi-modal, integrated system will best support economic growth, as well as the social and environmental wellbeing of the region into the future.

Delivering multi-modal freight solutions will support the cost-effective movement of goods to and from the region, supporting economic growth, employment and managing the community impacts of freight movement. Supporting the take up of multi-modal people movement options will also support freight efficiency, whilst also managing network congestion, improving productivity, public health and lowering the public and private costs of transport. Monitoring and reacting to changes in trends will be important for ensuring solutions are timely, affordable and fit for purpose.

Whilst the Committee only represents road controlling authorities across the region, it is the only publicly accountable organisation with a regional perspective that represents the interests of the wider community in transport. Accordingly, the Committee envisages taking a leadership role in creating a more collaborative environment across the whole transport sector, so that strategy, planning and investment in every transport mode, whether for freight or people, is more cohesive and aligned to the long term vision of the region.

The Committee will also work more closely with neighbouring Regional Transport Committees than previously. In addition to sharing many common issues and leveraging local expertise for the good of the wider South Island, this collaboration is necessary given the movement of people, especially as visitors, and freight, do not recognise the boundaries between local government areas.

The Committee will continue to work closely with the New Zealand Transport Agency to deliver the roading system but will also work more closely with other central government agencies essential to delivering the vision such as the Ministry of Transport and KiwiRail. Others, such as the Ministry of Education and the Ministry of Health, as well as District Health Boards, will also have a key role to play and the Committee will engage with them too on relevant issues of joint interest.

In the short term the Committee will focus on establishing the structures necessary for collaboration across the sector, ensuring they provide a meaningful way for all transport entities to come together, communicate and share knowledge. Alongside this, knowledge sharing will enable a greater understanding of the flow of people and goods across the region into the future, as well as nationally and internationally, opening up avenues for detailed investigation and potentially new investment opportunities.

The opportunity also exists through this approach to align business as usual programmes of work, where they can be integrated to leverage better outcomes for public and private sector investment and the continued growth of the region.

Whilst these actions sit outside of the formal role of Regional Transport Committees prescribed by the Land Transport Management Act, the Committee believes these actions will ultimately deliver better value to local communities, national transport investment and private sector productivity and growth.

The Committee will also maintain its role and formal responsibilities under the Act for prioritising land transport investment in the regional roading system. Using the One Network Road Classification system, developed jointly with the NZTA, local authorities will continue to maintain and improve the roading system to support the vision of this Regional Land Transport Plan. In this respect the Committee continues to support a strategic response for the roading system that:

- Looks after what we have through cost-effective road maintenance and renewals
- Finishes what we started, like the RoNS programme
- Focuses investment on strategic priorities while enabling local priorities
- Provides more travel choice for people over time, and
- Does things smarter, by making efficient use of existing infrastructure.

OBJECTIVES AND POLICIES

OBJECTIVE 1: A LAND TRANSPORT NETWORK THAT ADDRESSES CURRENT AND FUTURE TRANSPORT DEMAND

Increases in demand are expected across all modes and all districts during the next ten years. In general, the existing network outside of Christchurch has adequate throughput capacity for expected traffic volumes, however, increasing agricultural production is increasing maintenance, renewal and improvement needs for rural roads. Funding these activities is a key issue for the region.

For freight, improvements to increase efficiency on key routes are a priority. This includes completion of the RONS, improvement of the Brougham Street corridor to the Port of Lyttelton, strengthening structures for HPMVs and addressing access to freight hubs.

Within the greater Christchurch area, completion of the RONS will provide additional capacity on those strategic routes; however, focussing on increasing the use of other modes and optimising the use of the existing network will be the primary strategy in the future. Greater investment in active travel modes such as walking, cycling and public transport is critical to providing for future travel demand and enhanced sustainability.

Key outcomes for current and future demand to 2025:

- roads are maintained to a level that is fit for purpose
- travel times and travel time reliability for freight and passenger trips are maintained at current levels outside of greater Christchurch
- the number of strategic freight routes suitable for HPMVs is expanded
- access to local freight transport hubs is improved.

Within greater Christchurch:

- the percentage of peak trips made on foot, cycle and bus are increased
- average travel time reliability is maintained at 15 per cent or better during peak travel times.

OBJECTIVE 2: A LAND TRANSPORT SYSTEM THAT IS INCREASINGLY FREE FROM DEATH AND SERIOUS INJURY

Improving safety is both a national and regional priority. Regional level actions to improve safety include safer infrastructure and improved road user behaviour. A reduction in crashes is sought, with a particular emphasis on reducing the number of deaths and serious injuries.

The ultimate aim of transport safety programmes is zero harm. While the Swedish Vision Zero has not been formally adopted in New Zealand, the underlying philosophy is equally applicable. This requires recognition of human error. It seeks not only to reduce the incidence of human error but to reduce the consequences of human error in all aspects of our transport system.

Key outcomes for safety to 2025:

- fewer than 30 deaths and 250 serious injuries annually by 2021
- a reduction in total crashes by 2021.

OBJECTIVE 3: THE CANTERBURY EARTHQUAKES RECOVERY IS SUPPORTED

Recovery from the Canterbury earthquakes is a national and regional priority with substantial economic and social benefits. Funding availability and resources continue to be a challenge for the recovery of transport infrastructure and services. The regional priorities for funding are reflected in the key outcomes listed below.

- Repair of horizontal infrastructure is delivered in accordance with timetables and standards contained in infrastructure recovery plans and the cost sharing agreements between councils and Government.
- Transport infrastructure supports the redevelopment of central Christchurch.
- The provision of transport infrastructure and services support the objectives and policies of Canterbury earthquake recovery plans.

OBJECTIVE 4: THE LAND TRANSPORT NETWORK IS RESILIENT AND SUPPORTS LONG-TERM SUSTAINABILITY

Resilience and long-term sustainability is about reducing the risks associated with both known and unanticipated threats. While some long-term transport sustainability issues reflect national and international trends, local responses are supported where appropriate. The key outcomes listed below reflect the regional responses to these issues.

- Infrastructure and services are more resilient to disruption from acute events such as natural hazards or crashes.
- Long-term sustainability issues, such as the effects of climate change, public health, demographic changes, and the reliance on fossil fuels are fully incorporated into transport planning decisions.
- The environmental effects of transport infrastructure and services are fully incorporated in decision-making and are avoided, remedied or mitigated as required.
- Transport infrastructure and services are integrated with and support land use and development patterns contained in the RPS and district plans.

OBJECTIVE 5: INVESTMENT IN LAND TRANSPORT INFRASTRUCTURE AND SERVICES IS EFFICIENT

During the next ten years, around $4B of public money will be spent on transport infrastructure and services in Canterbury. Ensuring these funds are used efficiently is good public management and is recognised in the “value for money” priority of the GPS. The GPS also recognises the Ministry of Transport’s expectation of the role the NZ Transport Agency has in monitoring and reporting on investment efficiency.

Key outcomes:

- All agencies involved in the provision of infrastructure and services will ensure expenditure is efficient and strive for productivity improvements.
- The NZ Transport Agency will monitor and report on the efficiency of NLTF expenditure in Canterbury.

STATEMENT OF PRIORITIES FOR 2015 TO 2025

This section outlines the Canterbury regional priorities for expenditure during the next ten years. Priority 1 is focussed on looking after what we have, and includes maintenance, renewal and minor improvement programmes and existing public transport services. These are regarded as essential to avoid going backwards.

All improvement projects are included in priorities 2-4. Priority 2 projects are existing commitments within the NLTF. No further prioritisation was undertaken for these projects as they are already well-advanced and funding is assured.

All priority 3 projects are of regional significance and strongly aligned to the challenges and objectives outlined in this Plan. The selection of priority 3 projects was based on an assessment of each project against the following criteria:

1. Benefits for the movement of freight.
2. Increasing transport choice for the movement of people.
3. Earthquake recovery.
4. Safety.
5. Long-term sustainability and resilience.

The assessment was undertaken with all five of the criteria being **equally** weighted. A subsequent moderation process resulted in intersection safety projects being promoted to a level higher than the initial assessment, reflecting a view that the criteria did not give sufficient emphasis to safety. The final grouping shows the results after this moderation process.

Priority 4 projects include improvements of lower regional priority. Only regionally significant projects are shown in this section. Priority projects that cost less than $5M and are of local rather than regional significance are shown in Appendix 1. Although not regionally significant, most of these projects remain an efficient use of NLTF due to the significant local benefits and the relatively low cost involved.

The projects and programmes of regional significance include all priority 1, 2 and 3 activities, and priority 4 projects or programmes over $5M. Improving access to the Port of Timaru is also regarded as being of regional significance due to the importance of access to the Port for the regional economy.

Improving the efficiency of spending was not explicitly part of the regional prioritisation process but is part of the ongoing process of improvement for the NZ Transport Agency and all approved organisations seeking NLTF funding.

Priority 1: Looking after what we have

For most trips in Canterbury the existing transport network and services provide effective and efficient access. The first priority for the region is keeping the existing network fit for purpose. In addition to maintaining existing infrastructure and services, it includes related activities such as road safety promotion and enforcement. This is the core business for road controlling authorities, the Regional Council and other agencies such as the New Zealand Police. In greater Christchurch, this includes the repair and reinstatement of earthquake-damaged roads in accordance with infrastructure recovery plans.

The priority 1 programmes are:

- infrastructure maintenance and renewals
- existing public transport services
- safety enforcement and promotion
- minor improvements and optimisation of the existing transport network and assets
- repair of earthquake-damaged roads.

Table 1 shows the expenditure on these activities by approved authority.

The post-earthquake transport rebuild programmes agreed in the cost share agreements between the Crown and Christchurch City Council and Waimakariri District Council, respectively, are within priority 1. The projects within these programmes are not shown within Table 1 as they are managed through a separate governance arrangement agreed with Government. These works are expected to be completed by the end of 2017.

The expected gross cost for the Christchurch City Council rebuild programme with the Crown for the period 2015-2017 is

in the range of $220-$260M. The NZ Transport Agency board has a financial assistance rate of 83% for these works. The Christchurch City Council and NZ Transport Agency have agreed to the reinstatement of the Sumner-Evans Pass-Lyttelton route as part of this rebuild programme. The Council is also seeking to include the second coat reseals, central city resurfacing and the repair of the Fitzgerald Avenue and Pages Road bridges.

The cost to complete the Waimakariri District Council transport post-earthquake repairs is estimated at $5.2M. The NZ Transport Agency board has agreed a financial assistance rate of 65% for these works.

TABLE 1: PRIORITY 1 EXPENDITURE

ACTIVITY	2015/16	2016/17	2017/18	THREE-YEAR COST	2018/19	2019/20	2020/21	SIX-YEAR COST	2021/22	2022/23	2023/24	2024/25	TEN-YEAR COST
ASHBURTON DISTRICT COUNCIL													
Transport planning	$115,000	$15,000	$100,000	$230,000	$15,500	$15,500	$105,000	$366,000	$16,000	$16,000	$110,000	$16,500	$524,500
Road safety promotion	$120,000	$120,000	$120,000	$360,000	$123,600	$127,308	$131,127	$742,035	$135,061	$139,113	$143,286	$147,585	$1,307,080
Maintenance and operation of local roads	$3,868,985	$4,001,635	$4,087,815	$11,958,435	$4,209,229	$4,335,506	$4,465,570	$24,968,740	$4,599,538	$4,737,524	$4,879,650	$5,026,039	$44,211,491
Renewal of local roads	$7,580,419	$7,806,223	$8,038,802	$23,425,444	$7,203,939	$7,420,058	$7,642,659	$45,692,100	$7,871,939	$8,108,097	$8,351,340	$8,601,880	$78,625,356
Local road improvements (minor improvements)	$600,000	$600,000	$600,000	$1,800,000	$615,000	$630,000	$645,000	$3,690,000	$660,000	$680,000	$700,000	$715,000	$6,445,000
CHRISTCHURCH CITY COUNCIL*													
Transport planning	$300,000	$300,000	$300,000	$900,000	$300,000	$300,000	$300,000	$1,800,000	$300,000	$300,000	$300,000	$300,000	$3,000,000
Road safety promotion	$1,267,900	$1,273,013	$1,278,125	$3,819,038	$1,300,000	$1,350,000	$1,400,000	$7,869,038	$1,450,000	$1,500,000	$1,550,000	$1,600,000	$13,969,038
Public transport infrastructure	$1,355,241	$4,194,647	$6,052,765	$11,602,653	$8,022,731	$5,102,313	$3,074,276	$27,801,973	$2,040,542	$1,006,871	$1,013,262	$1,019,717	$32,882,365
Maintenance and operation of local roads	$31,127,715	$31,497,451	$30,417,271	$93,042,437	$31,817,271	$31,817,271	$31,817,271	$188,494,250	$31,817,271	$31,817,271	$31,817,271	$31,817,271	$315,763,334
Renewal of local roads	$15,777,781	$21,876,945	$29,598,950	$67,253,676	$36,411,661	$37,654,248	$37,149,737	$178,469,322	$34,782,664	$33,052,208	$34,169,073	$35,286,446	$315,759,713
Local road improvements (minor improvements)	$3,500,000	$3,500,000	$3,500,000	$10,500,000	$3,500,000	$3,500,000	$3,500,000	$21,000,000	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$35,000,000
**Earthquake recovery works	$500,000	$4,279,478	$13,592,888	$18,372,366	$15,694,925	$9,115,632	$8,485,752	$51,668,675	$8,339,617	$6,852,000	$3,995,000	-	$70,855,292
DEPARTMENT OF CONSERVATION (MT COOK)													
Maintenance and operation of local roads	$54,500	$48,500	$67,500	$170,500	$60,000	$60,000	$60,000	$350,500	$60,000	$60,000	$60,000	$60,000	$590,500
ENVIRONMENT CANTERBURY													
Transport planning	$340,000	$340,000	$340,000	$1,020,000	$340,000	$340,000	$340,000	$2,040,000	$340,000	$340,000	$340,000	$340,000	$3,400,000
Public transport (existing)	$40,993,894	$42,920,445	$44,470,862	$128,385,201	$45,613,943	$46,885,159	$49,673,031	$270,557,334	$51,405,432	$53,147,570	$54,579,534	$$56,561,779	$486,251,600
HURUNUI DISTRICT COUNCIL													
Transport planning	$10,000	$10,000	$25,000	$45,000	$10,000	$10,000	$25,000	$90,000	$10,000	$10,000	$25,000	$15,000	$150,000
Road safety promotion	$57,400	$57,400	$57,400	$172,200	$58,910	$59,500	$60,100	$350,710	$60,700	$61,300	$61,900	$62,500	$597,110
Maintenance and operation of local roads	$3,125,560	$3,180,192	$3,195,922	$9,501,674	$4,063,860	$4,173,800	$4,255,700	$21,995,034	$4,359,800	$4,403,400	$4,447,500	$4,491,900	$39,487,634
Renewal of local roads	$3,629,200	$3,825,501	$3,752,102	$11,207,203	$3,669,400	$3,594,520	$3,784,650	$22,255,773	$3,836,780	$3,905,100	$3,913,930	$3,953,060	$37,864,943
Local road improvements (minor improvements)	$334,455	$336,445	$335,670	$1,006,570	$406,610	$408,390	$422,770	$2,244,340	$429,865	$435,490	$438,915	$442,623	$3,991,233

ACTIVITY	2015/16	2016/17	2017/18	THREE-YEAR COST	2018/19	2019/20	2020/21	SIX-YEAR COST	2021/22	2022/23	2023/24	2024/25	TEN-YEAR COST
KAIKŌURA DISTRICT COUNCIL													
Road safety promotion	$14,000	$14,000	$14,000	$42,000	$20,000	$20,000	$20,000	$102,000	$20,000	$20,000	$20,000	$20,000	$182,000
Maintenance and operation of local roads	$493,000	$493,000	$513,000	$1,499,000	$493,000	$493,000	$513,000	$2,998,000	$493,000	$493,000	$513,000	$493,000	$4,990,000
Renewal of local roads	$707,000	$707,000	$687,000	$2,101,000	$707,000	$707,000	$687,000	$4,202,000	$707,000	$707,000	$687,000	$707,000	$7,010,000
Local road improvements (minor improvements)	$50,000	$50,000	$50,000	$150,000	$50,000	$50,000	$50,000	$300,000	$50,000	$50,000	$50,000	$50,000	$500,000
MACKENZIE DISTRICT COUNCIL													
Maintenance and operation of local roads	$1,613,908	$1,624,133	$1,613,908	$4,851,949	$1,512,715	$1,563,840	$1,512,715	$9,441,219	$1,533,165	$1,543,390	$1,533,165	$1,512,715	$15,563,654
Renewal of local roads	$1,803,000	$1,803,000	$1,923,000	$5,529,000	$1,810,000	$1,310,000	$1,310,000	$9,459,000	$1,310,000	$1,310,000	$1,310,000	$1,310,000	$14,699,000
Local road improvements (minor improvements)	$250,000	$250,000	$250,000	$750,000	$250,000	$250,000	$250,000	$1,500,000	$250,000	$250,000	$250,000	$250,000	$2,500,000
NZ TRANSPORT AGENCY CANTERBURY HIGHWAY NETWORK													
Transport planning	$500,000	$305,000	$5,000	$810,000	$5,000	$50,000	-	$865,000	-	-	-	-	$865,000
Maintenance and operation of state highways	$33,305,200	$33,012,800	$33,784,180	$100,102,180	$32,571,270	$37,638,540	$47,511,240	$217,823,230	$38,973,330	$37,748,630	$41,889,760	$48,945,920	$385,380,870
Renewal of state highways	$16,871,590	$20,091,540	$19,036,860	$55,999,990	$13,763,330	$15,904,560	$20,276,370	$105,944,250	$16,468,590	$15,951,080	$17,700,960	$20,682,610	$176,747,490
State Highway minor improvements	$2,363,584	$2,532,411	$2,701,238	$7,597,233	$2,700,000	$2,700,000	$2,700,000	$15,697,233	$2,700,000	$2,700,000	$2,700,000	$2,700,000	$26,497,233
SELWYN DISTRICT COUNCIL													
Transport planning	$40,000	$42,000	$42,000	$124,000	$42,000	$42,000	$42,000	$250,000	$42,000	$42,000	$42,000	$42,000	$418,000
Road safety promotion	$209,000	$218,000	$218,000	$645,000	$218,000	$219,000	$219,000	$1,301,000	$220,000	$220,000	$221,000	$221,000	$2,183,000
Maintenance and operation of local roads	$5,588,000	$6,000,000	$6,179,000	$17,767,000	$6,313,000	$6,450,000	$6,591,000	$37,121,000	$6,728,000	$6,868,000	$7,012,000	$7,151,000	$64,880,000
Renewal of local roads	$5,343,000	$5,611,000	$5,654,000	$16,608,000	$5,605,000	$5,645,000	$5,687,000	$33,545,000	$5,727,000	$5,768,000	$5,811,000	$5,851,000	$56,702,000
Local road improvements (minor improvements)	$534,000	$2,568,000	$579,000	$4,215,000	$6,083,000	$5,591,000	$5,200,000	$21,089,000	$3,609,000	$31,618,000	$627,000	$636,000	$57,045,000
TIMARU DISTRICT COUNCIL													
Transport planning	$50,000	$80,000	$100,000	$230,000	$50,000	$80,000	$100,000	$460,000	$60,000	$90,000	$110,000	$75,000	$795,000
Road safety promotion	$260,000	$262,000	$269,000	$791,000	$312,000	$315,000	$318,000	$1,846,000	$325,000	$330,000	$330,000	$330,000	$3,051,000
Maintenance and operation of local roads	$4,860,000	$4,950,000	$5,005,000	$14,815,000	$5,210,000	$5,290,000	$5,370,000	$30,685,300	$5,450,000	$5,530,000	$5,610,000	$5,800,000	$53,075,000
Renewal of local roads	$6,925,000	$6,955,000	$7,095,000	$20,975,000	$7,000,000	$7,100,000	$7,200,000	$42,275,000	$7,310,000	$7,420,000	$7,530,000	$7,650,000	$72,185,000
Local road improvements (minor improvements)	$1,995,000	$1,920,000	$1,870,000	$5,785,000	$1,380,000	$1,300,000	$1,300,000	$9,765,000	$1,300,000	$1,300,000	$1,500,000	$1,500,000	$15,365,000

ACTIVITY	2015/16	2016/17	2017/18	THREE-YEAR COST	2018/19	2019/20	2020/21	SIX-YEAR COST	2021/22	2022/23	2023/24	2024/25	TEN-YEAR COST
WAIMAKARIRI DISTRICT COUNCIL*													
Road safety promotion	$120,000	$120,000	$120,000	$360,000	$120,000	$120,000	$120,000	$720,000	$120,000	$120,000	$120,000	$120,000	$1,200,000
Maintenance and operation of local roads	$5,261,000	$5,243,000	$5,471,000	$15,975,000	$5,500,000	$5,740,000	$6,000,000	$33,215,000	$6,300,000	$6,600,000	$7,200,000	$7,500,000	$60,815,000
Renewal of local roads	$4,745,000	$4,710,000	$4,800,000	$14,255,000	$4,600,000	$4,750,000	$4,900,000	$28,505,000	$5,000,000	$5,200,000	$5,350,000	$5,500,000	$49,555,000
Local road improvements (minor improvements)	$1,000,000	$1,000,000	$1,000,000	$3,000,000	$1,020,000	$1,050,000	$1,070,000	$6,140,000	$1,090,000	$1,000,000	$1,000,000	$1,000,000	$10,230,000
WAIMATE DISTRICT COUNCIL													
Maintenance and operation of local roads	$1,871,463	$1,897,662	$1,938,836	$5,707,961	$1,983,750	$2,030,537	$2,081,066	$11,803,314	$2,133,467	$2,189,611	$2,247,627	$2,309,385	$20,683,404
Renewal of local roads	$2,763,820	$2,802,514	$2,863,319	$8,429,653	$3,189,349	$3,284,100	$3,365,824	$18,268,926	$3,450,575	$3,541,379	$3,635,211	$3,735,096	$32,631,187
Local road improvements (minor improvements)	$321,764	$326,269	$333,348	$981,381	$341,070	$349,114	$357,802	$2,029,367	$366,811	$376,464	$386,439	$397,057	$3,556,138

* Excludes projects that are part of the post-earthquake cost share agreement with the Crown.

** Includes provision for second coat seals, resurfacing and Fitzgerald Avenue and Pages Road bridges, if these are not included in the cost-sharing agreement with the Crown.

Priority 2: Finishing what we have started (existing commitments)

There are a small number of significant projects that already have funding secured. In most instances, construction has already commenced. These projects include:

- Roads of National Significance (RONS) and related improvements: These roads have been identified as priority in the GPS, including the Northern Arterial, Western Belfast Bypass, the Western Corridor and stages 2 and 3 of the Southern Motorway. Christchurch City Council projects that directly connect to these are also included. (Figure 3 shows the location of the RONS projects).
- An Accessible City (AAC) phase 1: This includes the first of the five phases in the AAC programme for the revitalisation of Christchurch's central city. Full completion of the AAC programme is estimated to take up to 20 years. Phase 1 is already underway and expected to be completed by 2016.
- Christchurch City Council Major Cycleways Programme: This programme of 13 major urban cycleways commenced in 2014 and seeks to achieve a major modal shift away from private cars to cycling.
- Existing public transport infrastructure improvement commitments within Christchurch: These include the completion of the new central bus interchange, improving the Riccarton Road corridor for buses, and building suburban interchanges at Riccarton and Northlands malls.
- Ferrymead bridge: This major bridge replacement in Christchurch will be completed in 2015/2016.
- Wigram Magdala link: This significant road project in south-west Christchurch will continue until 2016/2017.
- Mingha Bluff to Rough Creek: This project on State Highway 73 is of inter-regional significance due to the link with the West Coast. It is expected to be completed in 2016/2017.
- Factory Road bridge: This project in Timaru district will be completed in 2015/2016.Table 2: Priority 2 expenditure

FIGURE 3: CHRISTCHURCH RONS PROGRAMME

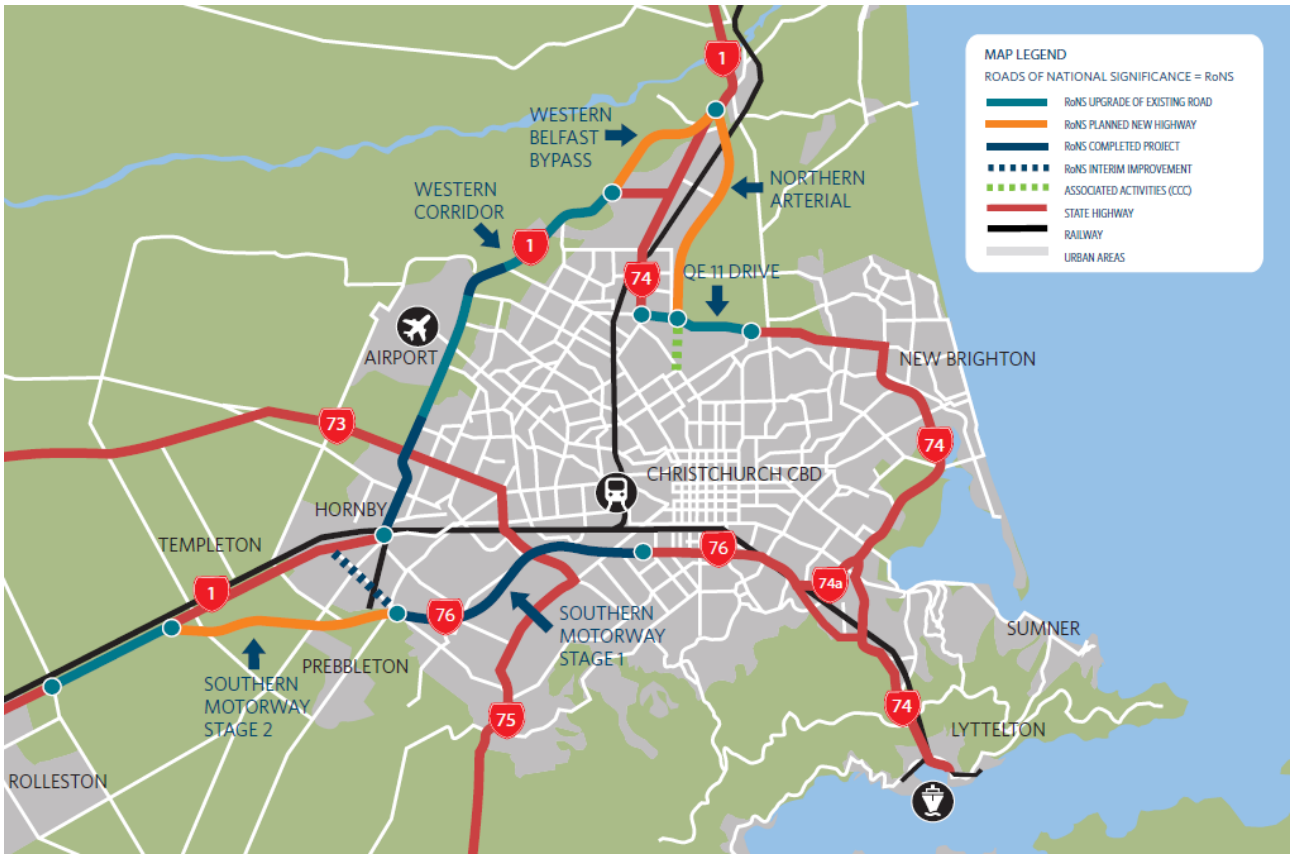


TABLE 2: PRIORITY 2 EXPENDITURE

ORGANISATION	ACTIVITY CLASS	PROJECT NAME	TOTAL COST FOR ALL YEARS	START YEAR
Christchurch City Council	New and improved infrastructure for local roads	Wigram Magdala link	$26,270,141	-
Christchurch City Council	New and improved infrastructure for local roads	Cranford Street upgrade	$19,455,828	-
Christchurch City Council	New and improved infrastructure for local roads	Northern arterial extension	$39,408,849	-
Christchurch City Council	New and improved infrastructure for local roads	Ferrymead Bridge replacement and improvement	$9,378,608	-
Christchurch City Council	Post SCIRT	Fitzgerald bridges and approaches work	$21,070,000	2014/15
Christchurch City Council	Post SCIRT	Pages Road bridge and approaches	$14,872,000	2014/15
Christchurch City Council	Major cycleway	Papanui parallel (Grassmere route-Papanui to city)	$10,849,112	2015
Christchurch City Council	Major cycleway	Rapanui-Shag Rock (Sumner to city)	$21,145,053	2015
Christchurch City Council	Major cycleway	Uni-Cycle (University to city)	$9,623,488	2015
Christchurch City Council	Major cycleway	Little River link (Little River route)	$4,875,172	2015
Christchurch City Council	Major cycleway	Nor'West Arc (western inner orbital)	$21,133,734	2015
Christchurch City Council	Major cycleway	Southern Lights (south to city)	$2,070,622	2015
Christchurch City Council	Major cycleway	Wheels to Wings (airport route)	$12,372,880	2015
Christchurch City Council	Major cycleway	Northern Line (northern rail route-Belfast to Riccarton)	$6,748,786	2015
Christchurch City Council	Major cycleway	South Express (Hornby rail-Templeton to city)	$4,016,192	2015
Christchurch City Council	Major cycleway	Quarryman's Trail (Halswell to city)	$17,822,621	2015
Christchurch City Council	Major cycleway	Otakaro (Avon River route-New Brighton to city)	$21,935,880	2015
Christchurch City Council	Major cycleway	Opawaho River route (Heathcote River trail)	$17,102,873	2015
Christchurch City Council	Major cycleway	Heathcote expressway (Heathcote rail route-city)	$13,085,159	2015
NZ Transport Agency	New and improved infrastructure for state highways	Christchurch northern arterial rural with QEII	$214,379,715	2016
NZ Transport Agency	New and improved infrastructure for state highways	Christchurch southern motorway Halswell Junction Road to Rolleston (stage 2 and 3)	$256,575,401	2015
NZ Transport Agency	New and improved infrastructure for state highways	Harewood Road to Yaldhurst Road four-laning	$75,140,981	2014
NZ Transport Agency	New and improved infrastructure for state highways	Western Belfast bypass	$121,750,000	2014
NZ Transport Agency	New and improved infrastructure for state highways	Groynes to Sawyers Arms Road	$42,300,000	2014
NZ Transport Agency	New and improved infrastructure for state highways	Mingha Bluff to Rough Creek	$21,800,000	2014
Timaru District Council	New and improved infrastructure for local roads	Factory Road bridge	$3,589,000	2011

Priority 3: Improvements with high strategic alignment

Priority 3 includes programmes with a high alignment to the objectives of this Plan. Most of these programmes are in or around Christchurch due to the higher demand levels on this part of the network.

The priority 3 projects are grouped into programmes of similar type, as described below and shown in Table 3. The strategic alignment of individual projects is also shown in Table 3 through the assessment against the following evaluation criteria:

- supporting the efficient movement of freight
- providing transport choice
- supporting earthquake recovery
- improving safety
- supporting long-term sustainability and resilience.

Each project was rated as high (H), medium (M), low (L) or nil (-) against the criteria, as shown in Table 3. The grouping of projects into sub-categories and the ordering of these sub-categories does not imply any priority order. The relative priority and importance of individual projects can be seen through the assessment of strategic priority.

High priority road projects

These are:

- Eight downstream improvement projects relating to the RONS.
- The Annex/Birmingham/Wrights upgrade which links to the Wigram/Magdala project already underway.
- Brougham Street corridor improvements that are aimed at improving travel efficiency to Lyttelton.

Next stages of the AAC programme for central Christchurch

These will improve access and the quality of urban spaces within the central city and are jointly funded by council and the Government. Only the projects scheduled for the next three years are included in priority 3.

Note: Funding of the AAC programme is yet to be confirmed. It is expected that prioritisation and funding needs will require the programme to be spread over a longer period extending beyond the ten-year life of this Plan.

High priority intersection safety improvements

These are all based around greater Christchurch and most are included on the NZ Transport Agency national top 100 list of dangerous intersections. Other factors, such as changes in pedestrian traffic associated with school mergers and integration with other high priority works, have also been taken into account in selecting these projects.

High priority cycle routes

The cycle and public transport projects aim to enhance transport choice for travel in and around greater Christchurch. Enhancing alternatives to travel by private car is a key priority in this part of the region and supports effectiveness, safety, earthquake recovery and long-term sustainability. Enhancing cycling has been recognised in the GPS as a national priority, as well as being a regional and local priority. From a regional perspective, the highest-ranked cycle route is between Christchurch and Kaiapoi where there is currently no safe crossing of the Waimakariri River for cyclists or pedestrians.

High priority public transport route and facility improvements

The improvements for public transport support a transition to a hub and spokes public transport system. These and the cycle routes also support access to the central city as part of earthquake recovery.

Other road-related projects

This includes a variety of other projects with significant alignment to the objectives in this Plan. They include three state highway corridor safety projects (Rakaia to Ashburton, Ashley to Belfast and Woodend), road and intersection improvements around greater Christchurch, and the fitting of a deluge system to improve the safety and resilience of Lyttelton tunnel. Although unlikely, closure of the tunnel due to fire damage would have a very high impact for freight as the primary access to the Port of Lyttelton. This risk is currently heightened by the closure of Evans Pass Road due to earthquake damage.

There are two significant intersection improvements proposed for Rolleston within this category. The first are relatively minor improvements put forward by the NZ Transport Agency, and the second is a grade separation proposal from Selwyn District Council to address severance and safety issues related to both the state highway and rail lines between the main residential and industrial sites in Rolleston. Further discussions between the NZ Transport Agency and Selwyn District Council will refine the scope and funding of these projects.

TABLE 3: PRIORITY 3 PROJECTS

ORGANISATION	ACTIVITY CLASS	PROJECT NAME	START YEAR	END YEAR	TOTAL COST	FREIGHT (H,M,L)	CHOICE (H,M,L)	EARTHQUAKE (H,M,L)	SAFETY (H,M,L)	SUSTAINABILITY AND RESILIENCE (H,M,L)
HIGH PRIORITY ROAD PROJECTS										
Christchurch City Council	New and improved infrastructure for local roads	Annex/Birmingham/ Wrights route upgrade	2014	2016	$11,351,260	M	M	M	H	H
Christchurch City Council	New and improved infrastructure for local roads	Intersection improvement: Belfast/ Marshland intersection	2014	2019	$1,826,436	M	M	M	H	H
Christchurch City Council	New and improved infrastructure for local roads	Intersection improvement: Greers/ Northcote/Sawyers Arms	2014	2015	$5,109,763	M	M	M	H	H
Christchurch City Council	New and improved infrastructure for local roads	Northcote Road four-laning	2014	2016	$7,361,162	M	M	L	H	H
Christchurch City Council	New and improved infrastructure for local roads	RONS downstream inter improvements: Cranford Street downstream	2015	2019	$8,875,000	L	L	M	H	M
Christchurch City Council	New and improved infrastructure for local roads	RONS downstream inter improvements: Sawyers Arms/Waimakariri	2015	2019	$1,014,000	L	L	M	H	M
Christchurch City Council	New and improved infrastructure for local roads	RONS downstream intersection improvements: Memorial/ Orchard	2017	2019	$1,014,000	L	L	M	H	M
Christchurch City Council	New and improved infrastructure for local roads	RONS downstream route improvement: Marshland-QEII-Shirley	2016	2018	$1,014,000	L	L	M	H	M
Christchurch City Council	New and improved infrastructure for local roads	RONS downstream route improvements: Harewood Road	2016	2018	$442,000	L	L	M	H	M
NZ Transport Agency	New and improved infrastructure for state highways	Brougham Street corridor improvements	2017	2019	$12,500,000	H	L	M	M	H
AN ACCESSIBLE CITY PROGRAMME FOR CENTRAL CHRISTCHURCH										
Christchurch City Council	New and improved infrastructure for local roads	AAC Armagh Street (Durham-Montreal)	2017	2018	$2,047,743	-	M	H	M	M
Christchurch City Council	New and improved infrastructure for local roads	AAC Central City: Wayfinding	2015	2019	$9,463,040	-	M	H	M	M
Christchurch City Council	New and improved infrastructure for local roads	AAC Colombo Street (Bealey-Kilmore)	2017	2018	$2,397,071	-	M	H	M	M
Christchurch City Council	New and improved infrastructure for local roads	AAC Colombo Street (St Asaph-Moorhouse)	2017	2018	$3,029,994	-	M	H	M	M
Christchurch City Council	New and improved infrastructure for local roads	AAC Ferry Rd (St Asaph-Fitzgerald)	2017	2018	$1,885,422	-	M	H	M	M
Christchurch City Council	New and improved infrastructure for local roads	AAC Hereford Street (Cambridge-Montreal)	2016	2018	$1,494,474	-	M	H	M	M
Christchurch City Council	New and improved infrastructure for local roads	AAC Hereford Street (Madras-Manchester)	2017	2018	$1,901,927	-	M	H	M	M
Christchurch City Council	New and improved infrastructure for local roads	AAC Hereford Street (Manchester-Cambridge)	2016	2017	$4,451,273	-	M	H	M	M
Christchurch City Council	New and improved infrastructure for local roads	AAC Hereford Street (Montreal-Rolleston)	2016	2017	$714,299	-	M	H	M	M

ORGANISATION	ACTIVITY CLASS	PROJECT NAME	START YEAR	END YEAR	TOTAL COST	FREIGHT (H,M,L)	CHOICE (H,M,L)	EARTHQUAKE (H,M,L)	SAFETY (H,M,L)	SUSTAINABILITY AND RESILIENCE (H,M,L)
Christchurch City Council	New and improved infrastructure for local roads	AAC High Street (Manchester-St Asaph)	2017	2018	$2,924,651	-	M	H	M	M
Christchurch City Council	New and improved infrastructure for local roads	AAC Kilmore Street (Fitzgerald-Park) two-way conversion	2015	2016	$8,414,024	-	M	H	M	M
Christchurch City Council	New and improved infrastructure for local roads	AAC Victoria Street	2015	2016	$7,083,286	-	M	H	M	M
Christchurch City Council	New and improved infrastructure for local roads	AAC slow core TP30k	2015	2016	$2,500,000					
Christchurch City Council	New and improved infrastructure for local roads	AAC Riccarton Avenue	2015	2020	$4,223,507					
Christchurch City Council	Walking and cycling	AAC Antigua Street (St Asaph-Moorhouse)	2015	2016	$1,935,487	-	M	H	M	M
Christchurch City Council	Walking and cycling	AAC High Street (Hereford-Manchester)	2017	2017	$2,796,057	-	M	H	M	M
Christchurch City Council	Walking and cycling	AAC Oxford Terrace (Kilmore-Madras)	2016	2016	$96,876	-	M	H	M	M
Christchurch City Council	Walking and cycling	AAC Salisbury Street	2016	2017	$6,161,314	-	M	H	M	M
HIGH PRIORITY INTERSECTION SAFETY IMPROVEMENTS										
Christchurch City Council	New and improved infrastructure for local roads	Intersection safety: Aldwins/Buckleys/ Linwood (13)	2017	2019	$1,014,000	-	L	-	H	-
Christchurch City Council	New and improved infrastructure for local roads	Intersection safety: Aldwins/Ensors/Ferry	2015	2017	$4,186,000	-	L	-	H	-
Christchurch City Council	New and improved infrastructure for local roads	Intersection safety: Barrington/Lincoln/ Whiteleigh (3)	2016	2018	$1,326,000	-	L	-	H	-
Christchurch City Council	New and improved infrastructure for local roads	Intersection safety: Bealey/Madras (6)	2016	2018	$1,014,000	-	L	-	H	-
Christchurch City Council	New and improved infrastructure for local roads	Intersection safety: Bealey/Papanui/ Victoria (14)	2017	2019	$1,014,000	-	L	-	H	-
Christchurch City Council	New and improved infrastructure for local roads	Intersection safety: Byron/Gasson (11)	2017	2019	$1,326,000	-	L	-	H	-
Christchurch City Council	New and improved infrastructure for local roads	Intersection safety: Cashel/Fitzgerald (2)	2016	2018	$1,014,000	-	L	-	H	-
Christchurch City Council	New and improved infrastructure for local roads	Intersection safety: Gasson/ Madras/ Moorhouse (1)	2016	2018	$1,014,000	-	L	-	H	-
Christchurch City Council	New and improved infrastructure for local roads	Intersection safety: Ilam/ Middleton/ Riccarton (7)	2016	2018	$1,014,000	-	L	-	H	-
Christchurch City Council	New and improved infrastructure for local roads	Intersection safety: Manchester/ Moorhouse/Pilgrim (5)	2016	2018	$1,014,000	-	L	-	H	-
Christchurch City Council	New and improved infrastructure for local roads	Intersection safety: Marshland/New Brighton/ North Parade/Shirley (8)	2017	2018	$286,000	-	L	-	H	-
Christchurch City Council	New and improved infrastructure for local roads	RONS downstream inter safety: Main North Road/ Marshland/ Spencerville (Chaneys)	2015	2015	$988,000	L	L	L	H	-
Christchurch City Council	New and improved infrastructure for local roads	RONS downstream safety improvements: Sawyers Arms route	2015	2017	$442,000	L	L	L	H	-
NZ Transport Agency	New and improved infrastructure for state highways	Brougham/Burlington intersection	2015	2016	$1,350,000	L	L	-	H	-

ORGANISATION	ACTIVITY CLASS	PROJECT NAME	START YEAR	END YEAR	TOTAL COST	FREIGHT (H,M,L)	CHOICE (H,M,L)	EARTHQUAKE (H,M,L)	SAFETY (H,M,L)	SUSTAINABILITY AND RESILIENCE (H,M,L)
NZ Transport Agency	New and improved infrastructure for state highways	Pineacres safety improvements	2016	2016	$3,300,000	-	-	-	H	L
Selwyn District Council	New and improved infrastructure for local roads	Prebbleton Hampton Shands CSM2 upgrades	2018	2018	$3,000,000	L	L	L	H	L
HIGH PRIORITY CYCLE ROUTES										
Christchurch City Council	Walking and cycling	Northern cycle connection: Belfast-Kaiapoi	2019	2023	$3,848,000	L	H	L	H	H
Waimakariri District Council	Walking and cycling	Kaiapoi-Belfast Cycleway	2017	2018	$750,000	L	H	L	H	H
HIGH PRIORITY PUBLIC TRANSPORT ROUTE AND FACILITY IMPROVEMENTS										
Christchurch City Council	Public transport infrastructure	Core public transport route and facilities: Orbiter	2015	2017	$5,200,000	-	H	L	M	M
Christchurch City Council	Public transport infrastructure	Core public transport route and facilities: South-west (Wigram and Halswell)	2016	2019	$7,348,640	-	H	L	M	M
Christchurch City Council	Public transport infrastructure	Core public transport route and facilities: South (Colombo Street)	2019	2021	$2,190,240	-	H	L	L	M
Christchurch City Council	Public transport infrastructure	Core public transport route and facilities: North (Papanui and Belfast)	2018	2020	$1,508,000	-	H	L	L	M
Christchurch City Council	Public transport infrastructure	Public transport facilities: Northlands hub	2016	2017	$1,040,000	-	H	L	M	M
Christchurch City Council	Public transport infrastructure	Transitional public transport infrastructure to support hubs and spokes	2016	2020	$1,560,000	-	H	L	M	M
OTHER ROAD-RELATED PROJECTS										
Christchurch City Council	New and improved infrastructure for local roads	Intersection improvement: Lower Styx/ Marshland	2014	2015	$1,676,267	L	L	L	H	M
Christchurch City Council	New and improved infrastructure for local roads	Marshland Road bridge (linked to intersection safety improvement)	2014	2015	$5,172,220	L	L	L	M	M
NZ Transport Agency	New and improved infrastructure for state highways	Lyttelton tunnel safety retrofit (deluge) system	2016	2017	$12,605,000	-	-	-	H	H
NZ Transport Agency	New and improved infrastructure for state highways	Barters/Main South intersection	2015	2016	$8,907,700	M	L	-	H	-
NZ Transport Agency	New and improved infrastructure for state highways	Ashley to Belfast safety improvements	2016	2017	$400,000	-	-	-	H	L
NZ Transport Agency	New and improved infrastructure for state highways	Rakaia to Ashburton safety improvements	2017	2020	$3,999,600	-	-	-	H	L
NZ Transport Agency	New and improved infrastructure for state highways	Woodend corridor safety improvements	2016	2016	$350,000	-	M	-	M	-
NZ Transport Agency	New and improved infrastructure for state highways	State Highway 1 - Rolleston intersection improvements	2016	2019	$1,000,000	H	-	L	M	M
NZ Transport Agency	New and improved infrastructure for state highways	Halswell Road four-laning	2018	2019	$16,939,397	L	M	L	M	M
NZ Transport Agency	New and improved infrastructure for state highways	Carmen/Main South minor intersection improvements	2015	2016	$1,500,000	M	L	-	M	-
Selwyn District Council	New and improved infrastructure for local roads	Rolleston State Highway 1 grade separation	2020	2022	31,600,000	H	-	L	M	M

PRIORITY 4: OTHER IMPROVEMENTS

All other improvement projects are included in priority 4. Projects over $5M are deemed as regionally significant and shown in this summary. All other improvement projects with expenditure between $300,000 and $5M are shown by district in Appendix 1. Projects under $300,000 are covered within the minor improvements activities.

Access improvements to the Port of Timaru are currently included as being of regional significance under priority 4. Even though the current cost estimates are less than $5M they are regarded as being of regional significance as, as noted earlier, freight demand to the Port of Timaru is expected to grow, and further investigation may result in elevating this project to priority 3.

TABLE 4: REGIONALLY SIGNIFICANT PRIORITY 4 PROJECTS

ORGANISATION	ACTIVITY CLASS	PROJECT NAME	START YEAR	END YEAR	TOTAL COST	FREIGHT (H,M,L)	CHOICE (H,M,L)	EARTHQUAKE (H,M,L)	SAFETY (H,M,L)	SUSTAINABILITY AND RESILIENCE (H,M,L)
Ashburton District Council	New and improved infrastructure for local roads	Second Ashburton urban bridge, Ashburton River	2020	2025	$27,861,980	L	L	-	L	H
Ashburton District Council	New and improved infrastructure for local roads	Thompsons Track and Mayfield Valetta Road improvements	2015	2024	$15,762,833	L	-	-	H	M
Christchurch City Council	New and improved infrastructure for local roads	Network management improvement: Ferry and Moorhouse road widening	2015	2020	$9,661,600	M	M	L	H	H
Christchurch City Council	New and improved infrastructure for local roads	Lincoln Road widening (Curletts to Wrights)	2016	2019	$9,539,920	L	M	L	M	M
Christchurch City Council	New and improved infrastructure for local roads	AAC Moorhouse Avenue	2020	2024	$9,308,000	-	M	H	M	M
Christchurch City Council	New and improved infrastructure for local roads	AAC Bealey Avenue	2019	2024	$9,186,493	-	M	H	M	M
Christchurch City Council	New and improved infrastructure for local roads	Corridor: Sumner streets and lanes corridor	2014	2017	$8,488,980	-	L	M	M	L
Christchurch City Council	New and improved infrastructure for local roads	Corridor: Ferry Road corridor	2014	2018	$7,546,500	L	L	L	H	L
Christchurch City Council	New and improved infrastructure for local roads	Network management improvements: Main North Road corridor	2018	2024	$6,344,000	-	M	L	M	L
Christchurch City Council	New and improved infrastructure for local roads	AAC Montreal Street (Beveridge-Cambridge)	2020	2024	$5,767,064	-	M	H	M	M
Christchurch City Council	New and improved infrastructure for local roads	Network management improvements: Blenheim Road-Main South Road	2016	2024	$5,512,000	M	M	M	H	M
Christchurch City Council	Walking and cycling	Coastal pathway	2014	2016	$9,424,802	-	H	L	M	L
NZ Transport Agency	New and improved infrastructure for local roads	Enhanced network resilience Canterbury	2015	2017	$7,500,000	L	-	-	M	H
NZ Transport Agency	New and improved infrastructure for local roads	Christchurch to Rolleston alternative route	2018	2020s	$5,000,000	M	L	-	-	L
NZ Transport Agency	New and improved infrastructure for local roads	Walnut Avenue intersection improvements	2018	2020	$5,162,538	M	L	-	L	-
Selwyn District Council	New and improved infrastructure for local roads	Dunns Crossing/ Rolleston State Highway 1	2019	2019	$5,000,000	M	-	L	M	M
Timaru District Council	New and improved infrastructure for local roads	Timaru Port southern access	2016	2018	$4,750,000	L	-	-	L	M
Waimakariri District Council	New and improved infrastructure for local roads	Western Kaiapoi Arterial	2016	2017	$10,000,000	L	-	M	L	L

EXPENDITURE AND REVENUE FORECASTS

Total public expenditure for Canterbury land transport projects is forecast to be over $4B over the next ten years. Figures 4 and 5 show the distribution of this expenditure by activity class and approved authority, respectively.

FIGURE 4: EXPENDITURE BY APPROVED ORGANISATION

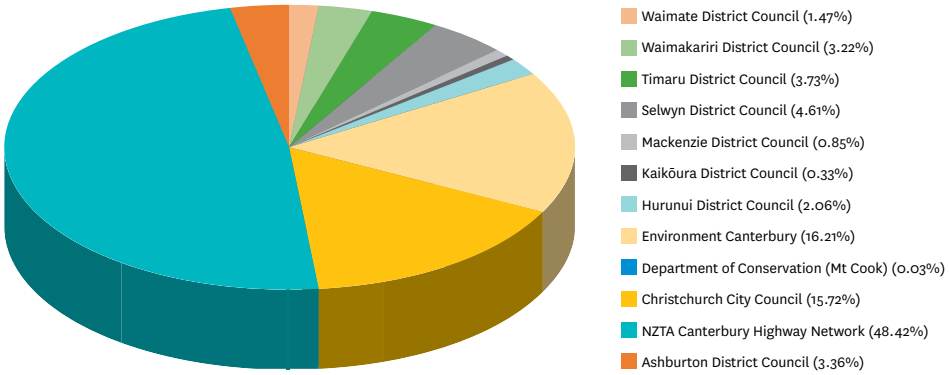
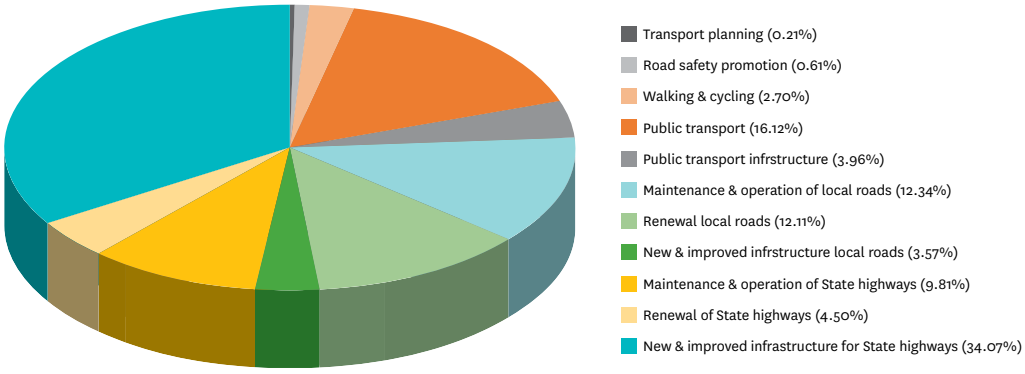


FIGURE 5: EXPENDITURE BY ACTIVITY CLASS



Ten-year expenditure by activity and approved authority is shown in Table 5. The primary sources of revenue for publicly funded transport projects are the NLTF and local Government contributions. Local roads and public transport services are co-funded from the NLTF and local Government, with the respective contributions depending upon the Financial Assistance Rate (FAR) applied by the NZ Transport Agency to each authority. All NZ Transport Agency and New Zealand Police activities are fully funded from the NLTF. NLTF contributions to the ten year expenditure figures are shown in Table 6.

Note: Funding for some projects is yet to be finalised; in particular, those Christchurch city projects associated with earthquake recovery are subject to further discussion and consultation.

In addition to the activities and funding shown in this Plan, the following activities are funded by local authorities without assistance from the NLTF:

- footpath infrastructure maintenance, renewals and improvements
- public off-street parking provision, maintenance and enforcement of parking regulations
- amenity improvements, landscaping and urban design elements within the street environment.

TABLE 5: TEN-YEAR EXPENDITURE BY ORGANISATION AND ACTIVITY

ACTIVITY CLASS	WAIMATE DISTRICT COUNCIL	WAIMAKARIRI DISTRICT COUNCIL	TIMARU DISTRICT COUNCIL	SELWYN DISTRICT COUNCIL	MACKENZIE DISTRICT COUNCIL	KAIKŌURA DISTRICT COUNCIL	HURUNUI DISTRICT COUNCIL	ENVIRONMENT CANTERBURY	DEPT. OF CONSERVATION (MT COOK)	CHRISTCHURCH CITY COUNCIL	NZ TRANSPORT AGENCY CANTERBURY HIGHWAY NETWORK	ASHBURTON DISTRICT COUNCIL
Transport planning	-	-	$795,000	$418,000	-	-	$150,000	$3,400,000	-	$3,000,000	$820,000	$524,500
Road safety promotion	-	$1,200,000	$3,051,000	$2,183,000	-	$182,000	$597,110	-	-	$13,969,038	-	$1,307,080
Walking and cycling	-	$1,100,000	$650,000	-	-	-	-	-	-	$193,550,802	-	$215,650
Public transport	-	-	-	-	-	-	-	$511,323,795	-	-	-	-
- Existing	-	-	-	-	-	-	-	$486,251,658	-	-	-	-
- New	-	-	-	-	-	-	-	$25,072,137	-	-	-	-
Public transport infrastructure	-	-	-	-	-	-	-	-	-	$23,423,000	-	-
Maintenance and operation of local roads	$20,683,404	$60,815,000	$54,075,000	$64,880,000	$15,563,654	$4,990,000	$39,687,634	-	$590,500	$184,680,578	-	$44,211,491
- Maintenance, operations	$20,683,404	$57,815,000	$53,075,000	$64,880,000	$15,563,654	$4,990,000	$39,687,634	-	$590,500	$184,680,578	-	$43,065,104
- Emergency works	-	$3,000,000	$1,000,000	-	-	-	-	-	-	$123,527,137	-	$1,146,387
- Network user information	-	-	-	-	-	-	-	-	-	-	-	-
Renewal local roads	$32,631,187	$49,555,000	$$72,185,000	$56,702,000	$16,199,000	$7,010,000	$37,864,943	-	$540,000	$135,911,558	-	$78,625,356
New and improved infrastructure local roads	$4,451,138	$13,780,000	$15,365,000	$57,045,000	$2,500,000	$800,000	$3,991,233	-	-	35,000,000	-	$6,982,250
- Minor improvements	$3,556,138	$10,230,000	$15,365,000	$5,945,000	$2,500,000	$500,000	$3,991,233	-	-	$35,000,000	-	$6,445,000
- Other	$895,000	$3,550,000	-	$51,100,000	-	$300,000	-	-	-	$368,306,000	-	$537,250
Maintenance and operation of state highways	-	-	-	-	-	-	-	-	-	-	$385,380,870	-
Renewal of state highways	-	-	-	-	-	-	-	-	-	-	$176,747,490	-
New and improved infrastructure for state highways	-	-	-	-	-	-	-	-	-	-	$1,338,497,233	-
Total forecasted expenditure	$57,765,729	$126,450,000	$$146,121,000	$181,228,000	$36,762,654	$12,982,000	$82,300,920	$514,723,975	$1,130,500	$631,961,174	$1,901,635,592	$131,866,327

TABLE 6: TEN-YEAR EXPENDITURE FROM NATIONAL LAND TRANSPORT FUND

ACTIVITY CLASS	WAIMATE DISTRICT COUNCIL	WAIMAKARIRI DISTRICT COUNCIL	TIMARU DISTRICT COUNCIL	SELWYN DISTRICT COUNCIL	MACKENZIE DISTRICT COUNCIL	KAIKŌURA DISTRICT COUNCIL	HURUNUI DISTRICT COUNCIL	ENVIRONMENT CANTERBURY	DEPT. OF CONSERVATION (MT COOK)	CHRISTCHURCH CITY COUNCIL	NZ TRANSPORT AGENCY CANTERBURY HIGHWAY NETWORK	ASHBURTON DISTRICT COUNCIL
Transport planning	-	-	$423,150	$221,540	-	-	$76,600	$1,737,400	-	$1,512,000	$820,000	$265,045
Road safety promotion	-	$613,200	$1,624,850	$1,156,990	-	$91,560	$305,100	-	-	$7,047,931	-	$663,011
Walking and cycling	-	$561,000	$347,500	-	-	-	-	-	-	$51,980,000	-	$109,382
Public transport	-	-	-	-	-	-	-	$261,185,074	-	-	-	-
- Existing	-	-	-	-	-	-	-	$264,322,950	-	-	-	-
- New	-	-	-	-	-	-	-	$12,786,790	-	-	-	-
Public transport infrastructure	-	-	-	-	-	-	-	-	-	$78,972,000	-	-
Maintenance and operation of local roads	$12,125,318	$31,068,260	$28,647,450	$34,386,400	$8,248,737	$2,500,130	$22,277,049	-	$590,500	$92,319,142	-	$22,430,464
- Maintenance and operations	$12,125,318	$29,535,260	-	$34,386,400	$8,248,737	$2,500,130	$22,277,049	-	$590,500	$92,319,1442	-	$21,848,837
- Emergency works	-	$1,533,000	-	-	-	-	-	-	-	-	-	$581,627
- Network user information	-	-	-	-	-	-	-	-	-	-	-	-
Renewal local roads	$19,158,225	$25,320,500	$39,302,240	$30,052,060	$8,584,270	$3,511,870	$19,347,420	-	$540,000	$68,136,157	-	$39,869,261
New and improved infrastructure local roads	$2,593,230	$7,047,300	$8,202,550	$30,233,850	$1,325,000	$403,500	$2,038,873	-	-	$17,640,000	-	$3,541,448
- Minor improvements	$2,084,730	$5,227,300	$8,202,550	$3,150,850	$1,325,000	$250,500	$2,038,873	-	-	$17,640,000	$26,497,233	$3,268,950
- Other	$508,500	$1,820,000	-	$27,083,000	-	$153,000	-	-	-	-	$1,312,000,000	$272,498
Maintenance and operation of state highways	-	-	-	-	-	-	-	-	-	-	$385,380,870	-
Renewal of state highways	-	-	-	-	-	-	-	-	-	-	$176,747,490	-
New and improved infrastructure for state highways	-	-	-	-	-	-	-	-	-	-	$1,338,497,233	-
Total forecasted expenditure	$33,876,772	$64,610,260	$78,547,740	$96,050,840	$19,483,007	$6,507,060	$42,045,042	$325,219,774	$1,130,500	$310,447,080	$1,901,635,592	$66,878,610

Aaron Campbell Photography

MONITORING AND PERFORMANCE INDICATORS

The performance of the activities included this Plan will be assessed by monitoring the indicators and targets contained in Table 7. The 2024 and 2042 targets are consistent with those shown in the 2012 RLTS.

TABLE 7: OUTCOMES AND PERFORMANCE MEASURES

OUTCOME	PERFORMANCE INDICATOR	2024 TARGETS	2042 TARGETS	LEAD AGENCY
OBJECTIVE 1: A LAND TRANSPORT NETWORK THAT ADDRESSES CURRENT AND FUTURE TRANSPORT DEMAND				
Roads are maintained to a level that is fit for purpose.	To be developed in conjunction with ONRC.	To be developed.	To be developed.	NZ Transport Agency, district councils.
Travel times and travel time reliability for freight and passenger trips are maintained at current levels outside of greater Christchurch.	Level of service on sample of key routes outside greater Christchurch.	Level of service C or better is maintained over life of Plan.	Level of service C or better is maintained over life of Plan.	NZ Transport Agency/RCAs via annual survey conducted by Environment Canterbury.
	Travel time variability on sample of intra-regional and inter-regional freight routes.	No increase over 2015.	No increase over 2015.	Regional Council - via extension of NZ Transport Agency Travel Time Survey methodology.
Strategic freight routes are suitable for HPMVs.	Percentage of strategic freight routes suitable for HPMVs. To be developed in conjunction with NZ Transport Agency.	100%.	100%.	NZ Transport Agency.
Within greater Christchurch, the percentage of peak trips made by cycle or bus is increased.	Peak cycle mode share for all trip legs - greater Christchurch.	To be developed.	To be developed.	Regional Council - via analysis of Ministry of Transport HTS data.
	Peak public transport mode share for all trip legs - greater Christchurch.	To be developed.	To be developed.	Regional Council - via analysis of Ministry of Transport HTS data.
Within greater Christchurch the total number of trips made by cycle or bus is increasing.	Total number of cycle and bus trips.	To be developed.	To be developed.	Regional Council - via analysis of Ministry of Transport HTS data.
Average travel time reliability is maintained at 15% or better in greater Christchurch.	Travel time variability on strategic road network within greater Christchurch - AM and PM peak.	Less than 15% variability by 2024.	Less than 15% variability by 2042.	NZ Transport Agency/Environment Canterbury/ Christchurch City Council - Christchurch Travel Time Surveys.
	Travel time variability on strategic road network within greater Christchurch - inter-peak.	Less than 10% variability by 2024.	Less than 10% variability by 2042.	NZ Transport Agency/Environment Canterbury/Christchurch City Council - Christchurch Travel Time surveys.
OBJECTIVE 2: A LAND TRANSPORT SYSTEM THAT IS INCREASINGLY FREE FROM DEATH AND SERIOUS INJURY				
Fewer deaths and serious injuries.	Deaths per annum on regions' roads.	Not more than 30 per annum.	Not more than 25 per annum.	NZ Transport Agency - to supply Regional Council with annual data.
	Serious injuries per annum on regions' roads.	Not more than 250 per annum.	Not more than 200 per annum.	NZ Transport Agency - to supply Regional Council with annual data.
Fewer crashes.	Total crashes per annum.	To be developed.	To be developed.	NZ Transport Agency - to supply Regional Council with annual data.
OBJECTIVE 3: THE CANTERBURY EARTHQUAKES RECOVERY IS SUPPORTED				
Repair of horizontal infrastructure is delivered in accordance with timetables and standards contained in infrastructure recovery plans and the cost-sharing agreement with Government.	Percentage of road repairs completed.	To be developed.	100%.	Christchurch City Council, Waimakariri District Council.
	Lane kilometres of road repairs completed.	To be developed.	100%.	Christchurch City Council, Waimakariri District Council
	Percentage of repairs completed to time frames and standards in recovery plans.	To be developed.	To be developed.	Christchurch City Council, Waimakariri District Council.
Transport infrastructure supports the redevelopment of central Christchurch.	Percentage of AAC transport projects completed.	To be developed.	100%.	Christchurch City Council.
The provision of transport infrastructure and services support the objectives and policies of the Canterbury Earthquake Land Use Recovery Plan.	Measure to be developed in conjunction with LURP reporting and review. Possibly biennial evaluation report).	To be developed.	To be developed.	Regional Council.

OUTCOME	PERFORMANCE INDICATOR	2024 TARGETS	2042 TARGETS	LEAD AGENCY
OBJECTIVE 4: THE LAND TRANSPORT NETWORK IS RESILIENT AND SUPPORTS LONG-TERM SUSTAINABILITY				
Infrastructure and services are more resilient to disruption from acute events such as natural hazards or crashes.	Number of events that close the strategic road network and the number of hours to resolve them.	To be developed.	To be developed.	NZ Transport Agency, district councils.
Long-term sustainability issues are fully incorporated into transport planning decisions: energy efficiency.	Total petrol sales per capita.	Less than 600 litres per capita by 2023.	Less than 500 litres per capita by 2042.	Regional Council, with fuel sales data supplied quarterly by Christchurch City Council, Waimakariri District Council and Timaru District Council.
	Total diesel sales/Regional GDP.	Reduce to 22 litres/$1,000 GDP.	Reduce to 20 litres/$1,000 GDP.	Environment Canterbury - via Infometrics Regional GDP data and TA fuel sales data.
Long-term sustainability issues are fully incorporated into transport planning decisions: climate change.	Tonnes of CO_2 from domestic land transport per capita.	Return to 1998 levels – 1.45M tonnes per annum	Halve by 2040 from 2007 levels - 0.95M tonnes per annum	Regional Council, with fuel sales data supplied quarterly by Christchurch City Council, Waimakariri District Council and Timaru District Council.
Long-term sustainability issues are fully incorporated into transport planning decisions: Ageing population.	Number of public transport trips made by people aged 65+.	To be developed.	To be developed.	Regional Council.
Long-term sustainability issues are fully incorporated into transport planning decisions: public health.	Number of trips made by active travel modes.	To be developed.	To be developed.	Regional Council - via analysis of Ministry of Transport HTS data/other travel diary data.
Transport infrastructure and services are integrated with and support land use and development patterns, contained in the RPS and district plans.	Average trip length for all trips - Canterbury region.	To be developed.	To be developed.	Regional Council - via analysis of Ministry of Transport Household Travel Survey (HTS) data.
	Percentage of households in urban areas within ten minutes' walk of a key activity centre.	To be developed.	To be developed.	Regional Council - via accessibility modelling that is updated biannually to reflect walking network changes
	Percentage of households in greater Christchurch within 30 minutes of public transport trip or ten minutes' walk/cycle trip of a key activity centre.	To be developed.	To be developed.	Regional Council - via accessibility modelling that is updated biannually to reflect PT, cycle and walking network changes.
OBJECTIVE 5: INVESTMENT IN LAND TRANSPORT INFRASTRUCTURE AND SERVICES IS EFFICIENT				
All agencies involved in the provision of infrastructure and services will ensure expenditure is efficient and strive for productivity improvements.	Annual assessment and report by NZ Transport Agency to RTC.	N/A.	N/A.	NZ Transport Agency, district councils, Regional Council.
NZ Transport Agency will monitor and report on the efficiency of NLTF expenditure in Canterbury.	Annual assessment and report by NZ Transport Agency to RTC.	N/A.	N/A.	NZ Transport Agency.

Monitoring implementation of the Plan

The implementation of the Plan will be monitored and reported to RTC no less than annually. Reporting will include:

- actual versus planned expenditure for all regionally significant activities
- actual versus planned expenditure for each approved authority
- actual versus planned project and programme delivery for all regionally significant activities.

APPENDICES

Appendix 1: Regional programme details

The full regional programme is shown in the following tables. This includes projects that are not regionally significant but provide local benefit and are under $5M.

TABLE 8: PROJECT INFORMATION BY APPROVED AUTHORITY

PRIORITY	ACTIVITY CLASS	PROJECT NAME	START YEAR	END YEAR	TOTAL COST FOR ALL YEARS
ASHBURTON DISTRICT COUNCIL					
1	Transport planning	Transport planning	2015	2024	$524,500
1	Road safety promotion	Road safety promotion	2015	2024	$1,307,080
1	Maintenance and operation of local roads	Maintenance and operation of local roads	2015	2024	$44,211,491
1	Renewal of local roads	Renewal of local roads	2015	2024	$78,625,356
1	New and improved infrastructure for local roads	Local road improvements (minor improvements)	2015	2024	$6,445,000
4	New and improved infrastructure for local roads	Walnut Avenue intersection improvement	2018	2020	$2,100,000
4	New and improved infrastructure for local roads	Second Ashburton urban bridge, Ashburton River	2020	2025	$27,861,980
4	New and improved infrastructure for local roads	Thompsons Track and Mayfield Valetta Road improvements	2015	2024	$15,762,833
4	New and improved infrastructure for local roads	Park Street extension	2015	2015	$400,000
4	New and improved infrastructure for local roads	Tinwald corridor associated improvement	2016	2018	$150,000
4	New and improved infrastructure for local roads	Land purchase, Ashburton second urban bridge	2016	2016	$860,000
CHRISTCHURCH CITY COUNCIL					
1	Transport planning	Transport planning	2015	2024	$3,000,000
1	Road safety promotion	Road safety promotion	2015	2024	$13,969,038
1	Public transport infrastructure	Public transport infrastructure	2015	2024	$23,423,000
1	Maintenance and operation of local roads	Maintenance and operation of local roads	2015	2024	$439,290,471
1	Renewal of local roads	Renewal of local roads	2015	2024	$258,863,316
1	New and improved infrastructure for local roads	Local road improvements (minor improvements)	2015	2024	$35,000,000
2	New and improved infrastructure for local roads	Wigram Magdala link	2014	2016	$26,270,141
2	New and improved infrastructure for local roads	Cranford Street upgrade	2014	2022	$19,455,828
2	New and improved infrastructure for local roads	Northern arterial extension	2014	2022	$39,408,849
2	New and improved infrastructure for local roads	Ferrymead Bridge replacement and improvement	2014	2015	$9,378,608
2	Walking and cycling	Major cycleway: Papanui parallel (Grassmere route-Papanui to city)	2014	2016	$10,849,112
2	Walking and cycling	Major cycleway: Rapanui-Shag Rock (Sumner to city)	2014	2017	$21,145,053
2	Walking and cycling	Major cycleway: Uni-Cycle (University to city)	2014	2016	$9,623,488
2	Walking and cycling	Major cycleway: Little River link (Little River route)	2014	2016	$4,875,172
2	Walking and cycling	Major cycleway: Nor'West Arc (western inner orbital)	2014	2018	$21,133,734
2	Walking and cycling	Major cycleway: Southern Lights (south to city)	2014	2016	$2,070,622
2	Walking and cycling	Major cycleway: Wheels to Wings (airport route)	2015	2020	$12,372,880
2	Walking and cycling	Major cycleway: Northern Line (northern rail route-Belfast to Riccarton)	2014	2016	$6,748,786
2	Walking and cycling	Major cycleway: South Express (Hornby rail-Templeton to city)	2014	2020	$4,016,192
2	Walking and cycling	Major cycleway: Quarryman's Trail (Halswell to city)	2014	2018	$17,822,621
2	Walking and cycling	Major cycleway: Otakaro (Avon River route-New Brighton to city)	2014	2020	$21,935,880
2	Walking and cycling	Major cycleway: Opawaho River route (Heathcote River trail)	2014	2019	$17,102,873
2	Walking and cycling	Major cycleway: Heathcote expressway (Heathcote rail route-city)	2014	2019	$13,085,159
3	New and improved infrastructure for local roads	Annex/Birmingham/Wrights route upgrade	2014	2016	$11,351,260
3	New and improved infrastructure for local roads	Intersection improvement: Belfast/Marshland intersection	2014	2019	$1,826,436
3	New and improved infrastructure for local roads	Intersection improvement: Greers/Northcote/Sawyers Arms	2014	2015	$5,109,763
3	New and improved infrastructure for local roads	Northcote Road (four-laning)	2014	2016	$7,361,162

PRIORITY	ACTIVITY CLASS	PROJECT NAME	START YEAR	END YEAR	TOTAL COST FOR ALL YEARS
3	New and improved infrastructure for local roads	RONS downstream inter improvements: Cranford Street downstream	2015	2019	$8,875,000
3	New and improved infrastructure for local roads	RONS downstream inter improvements: Sawyers Arms/Waimakariri	2015	2019	$1,014,000
3	New and improved infrastructure for local roads	RONS downstream intersection improvements: Memorial/Orchard	2017	2019	$1,014,000
3	New and improved infrastructure for local roads	RONS downstream route improvement: Marshland-QEII-Shirley	2016	2018	$1,014,000
3	New and improved infrastructure for local roads	RONS downstream route improvements: Harewood Road	2016	2018	$442,000
3	New and improved infrastructure for local roads	RONS downstream route improvements: Cotswold Avenue	2023	2024	$182,000
3	New and improved infrastructure for local roads	AAC Armagh Street (Durham-Montreal)	2017	2018	$2,047,743
3	New and improved infrastructure for local roads	AAC central city: Wayfinding	2015	2019	$9,463,040
3	New and improved infrastructure for local roads	AAC Colombo Street (Bealey-Kilmore)	2017	2018	$2.397,071
3	New and improved infrastructure for local roads	AAC Colombo Street (St Asaph-Moorhouse)	2017	2018	$3,029,994
3	New and improved infrastructure for local roads	AAC Ferry Rd (St Asaph-Fitzgerald)	2017	2018	$1,885,422
3	New and improved infrastructure for local roads	AAC Hereford Street (Cambridge-Montreal)	2016	2018	$1,494,474
3	New and improved infrastructure for local roads	AAC Hereford Street (Madras-Manchester)	2017	2018	$1,901,927
3	New and improved infrastructure for local roads	AAC Hereford Street (Manchester-Cambridge)	2016	2017	$4,451,273
3	New and improved infrastructure for local roads	AAC Hereford Street (Montreal-Rolleston)	2016	2017	$714,299
3	New and improved infrastructure for local roads	AAC High Street (Manchester-St Asaph)	2017	2018	$2,924,651
3	New and improved infrastructure for local roads	AAC Cashel Street (Cambridge-Montreal)	2023	2024	$1,302,013
3	New and improved infrastructure for local roads	AAC Madras street (Kilmore-Lichfield)	2021	2023	$3,671,959
3	New and improved infrastructure for local roads	AAC Kilmore Street (Fitzgerald-Park) two-way conversion	2015	2016	$8,414,024
3	New and improved infrastructure for local roads	AAC Victoria Street	2015	2016	$7,083,286
3	Walking and cycling	AAC Antigua Street (St Asaph-Moorhouse)	2015	2016	$2,935,487
3	Walking and cycling	AAC High Street (Hereford-Manchester)	2017	2017	$2,796,057
3	Walking and cycling	AAC Oxford Terrace (Kilmore-Madras)	2016	2016	$96,876
3	Walking and cycling	AAC Salisbury Street	2016	2017	$6,161,314
3	New and improved infrastructure for local roads	AAC Slow core TP30k	2015	2016	$2,500,000
3	New and improved infrastructure for local roads	AAC Riccarton Avenue	2015	2020	$4,223,507
3	New and improved infrastructure for local roads	Intersection safety: Aldwins/Buckleys/Linwood (13)	2017	2019	$1,014,000
3	New and improved infrastructure for local roads	Intersection safety: Aldwins/Ensors/Ferry	2015	2017	$4,186,000
3	New and improved infrastructure for local roads	Intersection safety: Barrington/Lincoln/Whiteleigh (3)	2016	2018	$1,326,000
3	New and improved infrastructure for local roads	Intersection safety: Bealey/Madras (6)	2016	2018	$1,014,000
3	New and improved infrastructure for local roads	Intersection safety: Bealey/Papanui/Victoria (14)	2017	2019	$1,014,000
3	New and improved infrastructure for local roads	Intersection safety: Byron/Gasson (11)	2017	2019	$1,326,000
3	New and improved infrastructure for local roads	Intersection safety: Cashel/Fitzgerald (2)	2016	2018	$996,938
3	New and improved infrastructure for local roads	Intersection safety: Clarence/Riccarton/Straven	2020	2021	$286,000
3	New and improved infrastructure for local roads	Intersection safety: Gloucester/Stanmore	2018	2019	$286,000
3	New and improved infrastructure for local roads	Intersection safety: Gasson/Madras/Moorhouse (1)	2016	2018	$1,014,000
3	New and improved infrastructure for local roads	Intersection safety: Ilam/Middleton/Riccarton (7)	2016	2018	$1,014,000
3	New and improved infrastructure for local roads	Intersection safety: Manchester/Moorhouse/Pilgrim (5)	2016	2018	$1,014,000
3	New and improved infrastructure for local roads	Intersection safety: Marshland/New Brighton/North Parade/Shirley (8)	2017	2018	$286,000
3	New and improved infrastructure for local roads	RONS downstream inter safety: Main North Road/Marshland/ Spencerville (Chaneys)	2015	2015	$988,000
3	New and improved infrastructure for local roads	RONS downstream safety improvements: Sawyers Arms route	2015	2017	$442,000
3	New and improved infrastructure for local roads	Safety improvements: Guardrails – new assets	2019	2024	$4,680,000
3	Walking and cycling	Local cycleway: Northern cycle connection: Belfast-Kaiapoi	2018	2023	$3,848,000
3	Public transport infrastructure	Core public transport route and facilities: Orbiter	2015	2017	$5,200,000
3	Public transport infrastructure	Core public transport route and facilities: South-west (Wigram and Halswell)	2016	2019	$7,348,640
3	Public transport infrastructure	Core public transport route and facilities: South (Colombo Street)	2019	2021	$2,190,240
3	Public transport infrastructure	Core public transport route and facilities: North (Papanui and Belfast)	2018	2020	$1,508,000
3	Public transport infrastructure	Public transport facilities: Northlands hub	2016	2017	$1,040,000

PRIORITY	ACTIVITY CLASS	PROJECT NAME	START YEAR	END YEAR	TOTAL COST FOR ALL YEARS
3	Public transport infrastructure	Transitional public transport infrastructure to support hubs and spokes	2016	2020	$1,560,000
3	Public transport infrastructure	Public transport facilities	2017	2019	$3,796,000
3	New and improved infrastructure for local roads	Intersection improvement: Lower Styx/Marshland	2014	2015	$1,676,267
3	New and improved infrastructure for local roads	Marshland Road bridge (linked to intersection safety improvement)	2014	2015	$5,172,220
3	New and improved infrastructure for local roads	RONS downstream safety improvements: Sawyers Arms pedestrian crossing	2014	2016	$487,272
3	Walking and cycling	Belfast Park: Cycle/pedestrian rail underpass	2014	2015	$1,261,000
4	New and improved infrastructure for local roads	Network management improvement: Ferry and Moorhouse Road widening	2015	2020	$9,661,600
4	New and improved infrastructure for local roads	Lincoln Road widening (Curletts to Wrights)	2016	2019	$9,539,920
4	New and improved infrastructure for local roads	AAC Moorhouse Avenue	2020	2024	$9,308,000
4	New and improved infrastructure for local roads	AAC Bealey Avenue	2019	2024	$9,186,493
4	New and improved infrastructure for local roads	Corridor: Sumner streets and lanes corridor	2014	2017	$8,488,980
4	New and improved infrastructure for local roads	Corridor: Ferry Road corridor	2014	2018	$7,546,500
4	New and improved infrastructure for local roads	Network management improvements: Main North Road corridor	2018	2024	$6,344,000
4	New and improved infrastructure for local roads	AAC Montreal Street (Beveridge-Cambridge)	2020	2024	$5,767,064
4	New and improved infrastructure for local roads	Network management improvements: Blenheim Road-Main South Road	2016	2024	$5,512,000
4	New and improved infrastructure for local roads	Awatea route upgrade	2014	2015	$2,009,111
4	New and improved infrastructure for local roads	Halswell Junction Road extension	2014	2016	$4,855,500
4	New and improved infrastructure for local roads	Wigram Road extension-Halswell Junction to Marshs	2014	2015	$2,786,234
4	New and improved infrastructure for local roads	Wigram Road upgrade	2014	2015	$1,392,862
4	New and improved infrastructure for local roads	Intersection improvement: Curries/Tanner	2015	2016	$520,000
4	New and improved infrastructure for local roads	Intersection improvement: Ferry/Humphries/Main	2023	2024	$182,000
4	New and improved infrastructure for local roads	Intersection improvement: Ferry/Moorhouse/Wilsons	2022	2024	$702,000
4	New and improved infrastructure for local roads	Intersection improvement: Highsted/Sawyers Arms	2017	2019	$2,288,000
4	New and improved infrastructure for local roads	Intersection improvement: Clyde/Riccarton/Wharenui	2016	2018	$680,160
4	New and improved infrastructure for local roads	Network management improvements: Dunbars Road	2016	2017	$728,000
4	New and improved infrastructure for local roads	Intersection improvement: Deans/Moorhouse	2016	2017	$520,000
4	New and improved infrastructure for local roads	Intersection improvement: Matipo/Riccarton	2017	2019	$1,014,000
4	New and improved infrastructure for local roads	Inner Harbour Road improvements (Lyttelton-Diamond Harbour)	2015	2020	$2,769,520
4	New and improved infrastructure for local roads	Intersection improvements: Blenheim/Foster/Mandeville	2018	2024	$26,000
4	New and improved infrastructure for local roads	Intersection improvements: Blenheim/Hansons	2018	2024	$26,000
4	New and improved infrastructure for local roads	Intersection improvements: Blenheim/Wharenui	2018	2024	$26,000
4	New and improved infrastructure for local roads	New links: Main South Road to CB2/7	2019	2020	$2,080,000
4	New and improved infrastructure for local roads	Intersection improvement: Cranford/Main North	2020	2022	$702,000
4	New and improved infrastructure for local roads	RONS downstream intersection safety: Orchard/Wairakei (29)	2016	2019	$1,014,000
4	New and improved infrastructure for local roads	Network management improvement: Waterloo Park	2015	2016	$832,000
4	New and improved infrastructure for local roads	Network management improvements: Halswell Junction Road	2018	2024	$936,000
4	New and improved infrastructure for local roads	New links: Halswell Junction Road to Connaught	2018	2019	$1,040,000
4	New and improved infrastructure for local roads	Corridor: Edgeware corridor	2015	2016	$3,043,040
4	New and improved infrastructure for local roads	Corridor: Linwood corridor	2015	2017	$920,400
4	New and improved infrastructure for local roads	Corridor: Main North Road corridor	2016	2019	$2,568,000
4	New and improved infrastructure for local roads	Corridor: New Brighton corridor	2014	2015	$4,329,000
4	New and improved infrastructure for local roads	Corridor: Selwyn Street corridor	2014	2016	$490,178
4	New and improved infrastructure for local roads	Intersection improvements: Memorial/Roydvale	2020	2021	$416,000
4	New and improved infrastructure for local roads	Intersection safety: Barbadoes/Bealey (16)	2018	2020	$1,014,000
4	New and improved infrastructure for local roads	Intersection safety: Durham/Moorhouse (20)	2018	2020	$1,014,000
4	New and improved infrastructure for local roads	Intersection safety: Falsgrave/Fitzgerald/Moorhouse (21)	2019	2021	$1,014,000
4	New and improved infrastructure for local roads	RONS downstream intersection safety: Cotswold/Sawyers Arms	2017	2019	$702,000

PRIORITY	ACTIVITY CLASS	PROJECT NAME	START YEAR	END YEAR	TOTAL COST FOR ALL YEARS
4	New and improved infrastructure for local roads	RONS downstream route improvements: Cotswold Avenue	2023	2024	$182,000
4	New and improved infrastructure for local roads	Intersection improvement: Harewood/Main North/Papanui	2018	2020	$1,066,000
4	New and improved infrastructure for local roads	Intersection improvement: Burwood/Mairehau	2014	2019	$1,114,839
4	New and improved infrastructure for local roads	Intersection improvement: Greers/Harewood	2018	2020	$1,319,760
4	New and improved infrastructure for local roads	Intersection improvement: Harewood/Railway	2020	2022	$442,000
4	New and improved infrastructure for local roads	Intersection improvement: Harewood/Stanleys	2019	2020	$416,000
4	New and improved infrastructure for local roads	Intersection safety: Blenheim/Matipo (24)	2019	2021	$1,014,000
4	New and improved infrastructure for local roads	Intersection safety: Cavendish/Styx Mill (28)	2020	2022	$702,000
4	New and improved infrastructure for local roads	Intersection safety: Fitzgerald/Hereford (17)	2018	2020	$1,014,000
4	New and improved infrastructure for local roads	Intersection safety: Hills/North Avon (25)	2019	2021	$1,326,000
4	New and improved infrastructure for local roads	Intersection safety: Moorhouse/Selwyn (22)	2018	2019	$1,014,000
4	New and improved infrastructure for local roads	Intersection safety: Riccarton/Waimairi (18)	2018	2019	$286,000
4	New and improved infrastructure for local roads	Intersection safety: Cashmere/Centaurus/Colombo/Dyers Pass (260)	2014	2018	$1,752,988
4	New and improved infrastructure for local roads	Safety improvements: Guardrails-Dyers Pass Road	2015	2018	$1,716,000
4	New and improved infrastructure for local roads	Intersection safety: Ferry/St Johns	2018	2023	$338,000
4	New and improved infrastructure for local roads	Route improvements : Old Main North Road	2018	2024	$416,000
4	New and improved infrastructure for local roads	AAC Montreal Street (Bealey-Beveridge and St Asaph-Moorhouse)	2020	2022	$2,702,769
4	New and improved infrastructure for local roads	AAC Gloucester Street (Oxford-Montreal)	2019	2020	$2,475,002
4	New and improved infrastructure for local roads	AAC Gloucester Street (Manchester-Colombo)	2019	2020	$1,992,775
4	New and improved infrastructure for local roads	AAC Rolleston Avenue (Hereford-Armagh)	2018	2019	$1,262,061
4	New and improved infrastructure for local roads	AAC central city connecting roads and lanes	2019	2020	$1,081,280
4	New and improved infrastructure for local roads	AAC Park Terrace	2018	2019	$1,040,000
4	New and improved infrastructure for local roads	Intersection safety: Bealey/Manchester (15)	2018	2020	$1,014,000
4	New and improved infrastructure for local roads	Intersection safety: Deans/Riccarton/Riccarton (31)	2020	2022	$1,014,000
4	New and improved infrastructure for local roads	AAC Gloucester Street (Madras-Manchester)	2019	2020	$961,584
4	New and improved infrastructure for local roads	AAC Worcester Street (Oxford-Montreal)	2018	2019	$846,050
4	New and improved infrastructure for local roads	AAC Worcester Street (Montreal-Rolleston)	2018	2019	$782,758
4	New and improved infrastructure for local roads	AAC Durham Street (Tuam-St Asaph)	2018	2019	$765,966
4	New and improved infrastructure for local roads	AAC Montreal Street (Cambridge-Tuam)	2019	2020	$765,966
4	New and improved infrastructure for local roads	AAC Montreal Street (Tuam-St Asaph)	2019	2020	$765,966
4	New and improved infrastructure for local roads	AAC Armagh Street (Manchester-Colombo)	2018	2019	$759,077
4	New and improved infrastructure for local roads	RONS downstream intersection improvements: Crofton/Sawyers	2019	2021	$702,000
4	New and improved infrastructure for local roads	AAC Cambridge Terrace (Montreal-Rolleston)	2019	2020	$531,383
4	New and improved infrastructure for local roads	AAC Chester Street (Madras-Oxford)	2019	2020	$520,978
4	New and improved infrastructure for local roads	AAC Lichfield Street (Madras-Manchester)	2018	2019	$443,118
4	New and improved infrastructure for local roads	AAC Rolleston Avenue (Cambridge-Hereford)	2018	2019	$373,726
4	New and improved infrastructure for local roads	AAC Cambridge Terrace (Kilmore-Barbadoes)	2019	2020	$279,864
4	New and improved infrastructure for local roads	AAC Armagh Street (Montreal-Park)	2018	2019	$215,280
4	New and improved infrastructure for local roads	AAC Chester Street (Cranmer-Park)	2019	2020	$183,706
4	New and improved infrastructure for local roads	AAC Chester Street (Durham-Cranmer)	2019	2020	$101,899
4	Walking and cycling	Coastal pathway	2014	2016	$9,424,802
4	Walking and cycling	AAC Cashel Street (Manchester-Cambridge)	2019	2021	$4,620,483
4	Walking and cycling	Local cycleway: Development connections-North	2021	2024	$2,288,000
4	Walking and cycling	Local cycleway: Development connections-east	2019	2024	$4,368,000
4	Walking and cycling	Local cycleway: Development connections-south	2019	2024	$4,368,000
4	Walking and cycling	Local cycleway: Development connections-west	2021	2024	$2,288,000
4	Walking and cycling	Local cycleway: Northern arterial link Cranford-Rutland Reserve	2018	2020	$1,040,000

PRIORITY	ACTIVITY CLASS	PROJECT NAME	START YEAR	END YEAR	TOTAL COST FOR ALL YEARS
DEPARTMENT OF CONSERVATION (MT COOK)					
1	Maintenance and operation of local roads	Maintenance and operation of local roads	2015	2024	$590,500
ENVIRONMENT CANTERBURY					
1	Transport planning	Transport planning	2015	2024	$3,400,000
1	Public transport (existing)	Public transport (existing)	2015	2024	$486,584,660
4	Public transport (new)	Public transport (new)	2023	2024	$25,072,137
HURUNUI DISTRICT COUNCIL					
1	Transport planning	Transport planning	2015	2024	$150,000
1	Road safety promotion	Road safety promotion	2015	2024	$597,110
1	Maintenance and operation of local roads	Maintenance and operation of local roads	2015	2024	$39,687,634
1	Renewal of local roads	Renewal of local roads	2015	2024	$37,864,943
1	New and improved infrastructure for local roads	Local road improvements (minor improvements)	2015	2024	$3,991,233
KAIKŌURA DISTRICT COUNCIL					
1	Road safety promotion	Road safety promotion	2015	2024	$182,000
1	Maintenance and operation of local roads	Maintenance and operation of local roads	2015	2024	$4,990,000
1	Renewal of local roads	Renewal of local roads	2015	2024	$7,010,000
1	New and improved infrastructure for local roads	Local road improvements (minor improvements)	2015	2024	$500,000
MACKENZIE DISTRICT COUNCIL					
1	Maintenance and operation of local roads	Maintenance and operation of local roads	2015	2024	$15,563,654
1	Renewal of local roads	Renewal of local roads	2015	2024	$16,199,000
1	New and improved infrastructure for local roads	Local road improvements (minor improvements)	2015	2024	$2,500,000
NZ TRANSPORT AGENCY					
1	Transport planning	Transport planning	2015	2018	$820,000
1	Maintenance and operation of state highways	Maintenance and operation of state highways	2015	2024	$385,380,870
1	Renewal of state highways	Renewal of state highways	2015	2024	$176,747,490
1	New and improved infrastructure for state highways	State highway minor improvements	2015	2024	$26,497,233
2	New and improved infrastructure for state highways	Christchurch northern arterial rural with QEII	2016	2019	$214,379,715
2	New and improved infrastructure for state highways	Christchurch southern motorway Halswell Junction Road-Rolleston (stages 2 and 3)	2015	2019	$256,575,401
2	New and improved infrastructure for state highways	Harewood Road to Yaldhurst Road four-laning	2014	2017	$75,140,981
2	New and improved infrastructure for state highways	Western Belfast bypass	2014	2017	$121,750,000
2	New and improved infrastructure for state highways	Mingha Bluff to Rough Creek	2014	2016	$21,800,000
2	New and improved infrastructure for state highways	Groynes to Sawyers Arms Road	2014	2016	$42,300,000
3	New and improved infrastructure for state highways	Brougham Street corridor improvements	2017	2019	$12,500,000
3	New and improved infrastructure for state highways	Pineacres safety improvements	2016	2016	$3,300,000
3	New and improved infrastructure for state highways	Brougham/Burlington intersection	2015	2016	$1,350,000
3	New and improved infrastructure for state highways	Lyttelton tunnel safety retrofit (deluge) system	2017	2017	$12,605,000
3	New and improved infrastructure for state highways	Barters/Main South intersection	2015	2016	$8,907,700
3	New and improved infrastructure for state highways	Ashley to Belfast safety improvements	2016	2017	$400,000
3	New and improved infrastructure for state highways	Rakaia to Ashburton safety improvements	2017	2020	$3,999,600
3	New and improved infrastructure for state highways	Woodend corridor safety improvements	2016	2016	$350,000
3	New and improved infrastructure for state highways	State Highway 1-Rolleston intersection improvements	2016	2019	$1,000,000
3	New and improved infrastructure for state highways	Halswell Road four-laning	2018	2019	$16,939,397
3	New and improved infrastructure for state highways	Carmen/Main South minor intersection improvements	2015	2016	$1,500,000
4	New and improved infrastructure for state highways	Western corridor improvements	2019	2023	$3,001,000
4	New and improved infrastructure for state highways	HPMV T2 Darfield to Lyttelton	2016	2018	$450,000
4	New and improved infrastructure for state highways	Ashburton intersection improvements	2018/19	2021/22	$800,000
4	New and improved infrastructure for state highways	Bridge Street to Waimataitai Street four-laning	2019/20	2020/21	$1,490,000
4	New and improved infrastructure for state highways	Christchurch to Rolleston alternative route	2018/19	2020/21	$5,000,000
4	New and improved infrastructure for state highways	Enhanced network resilience Canterbury	2015	2017	$7,500,000

PRIORITY	ACTIVITY CLASS	PROJECT NAME	START YEAR	END YEAR	TOTAL COST FOR ALL YEARS
4	New and improved infrastructure for state highways	Hilton Highway four-laning	2019/20	2020/21	$4,800,000
4	New and improved infrastructure for state highways	Leadleys Road right turn bay	Delivered as minor improvements 2016		
4	New and improved infrastructure for state highways	Main South/Aylesbury intersection	2018/19	2019/20	$1,500,000
4	New and improved infrastructure for state highways	Marshand to Burwood median barrier	2019/20	2020/21	$4,000,000
4	New and improved infrastructure for state highways	State Highway 1 Kaikōura coast resilience project	2018/19	2021/22	$2,850,000
4	New and improved infrastructure for state highways	State Highway 74/Scruttons	2019/20	2019/20	$2,844,000
4	New and improved infrastructure for state highways	State Highway 77/Park Street int TS	2018/19	2020/21	$1,710,000
4	New and improved infrastructure for state highways	State Highway 82 Elephant Hill Stream bridge	2019/20	2020/21	$3,446,000
4	New and improved infrastructure for state highways	Timaru intersection improvements	2019/20	2020/21	$1,760,000
4	New and improved infrastructure for state highways	Waimataitai to Te Weka four-laning	2019/20	2019/20	$4,920,000
4	New and improved infrastructure for state highways	Walnut Avenue intersection improvements	2018/19	2020/21	$5,162,538
4	New and improved infrastructure for state highways	Washdyke Creek bridge	2019/20	2019/20	$1,700,000
4	New and improved infrastructure for state highways	West Melton to Darfield passing opp	2019/20	2020/21	$1,270,000
4	New and improved infrastructure for state highways	Yaldhurst to West Melton passing opp	2019/20	2020/21	$1,170,000
4	Transport planning	Christchurch network operating plan implementation	2015/16	2015/16	$50,000
4	Transport planning	State Highway 1 Christchurch to Dunedin corridor (Christchurch section)	2015/16	2016/17	$200,000
4	Transport planning	State Highway 73/76 West Melton – tunnel	2015/16	2015/16	$250,000
4	Transport planning	State Highway 75 Halswell Road corridor	2016/17	2016/17	$100,000
4	Transport planning	State Highway 1 and 71 Picton to Christchurch (NRR22)	2015/16	2016/17	$150,000
4	Transport planning	Strategic transport model updating	2014/15	2018/19	$115,000
4	Transport planning	Weigh right facilities – Canterbury	2016/17	2017/18	$560,898
SELWYN DISTRICT COUNCIL					
1	Transport planning	Transport planning	2015	2024	$418,000
1	Road safety promotion	Road safety promotion	2015	2024	$2,183,000
1	Maintenance and operation of local roads	Maintenance and operation of local roads	2015	2024	$64,880,000
1	Renewal of local roads	Renewal of local roads	2015	2024	$56,702,000
1	New and improved infrastructure for local roads	Local road improvements (minor improvements)	2015	2024	$57,045,000
3	New and improved infrastructure for local roads	Prebbleton Hampton Shands CSM2 upgrades	2018	2018	$3,000,000
3	New and improved infrastructure for local roads	Prebbleton Blakes Shands CSM2 upgrades	2020	2020	$3,500,000
3	New and improved infrastructure for local roads	Rolleston State Highway 1 grade separation	2022	2023	$31,600,000
4	New and improved infrastructure for local roads	Dunns Crossing/Rolleston State Highway 1	2019	2019	$5,000,000
4	New and improved infrastructure for local roads	Tennyson/Brookside Rolleston State Highway 1	2018	2018	$2,500,000
4	New and improved infrastructure for local roads	Prebbleton Hampton Springs CSM2 upgrades	2016	2016	$2,000,000
4	New and improved infrastructure for local roads	Prebbleton Trents upgrade CSM2 upgrades	2021	2021	$500,000
TIMARU DISTRICT COUNCIL					
1	Transport planning	Transport planning	2015	2024	$795,000
1	Road safety promotion	Road safety promotion	2015	2024	$3,051,000
1	Maintenance and operation of local roads	Maintenance and operation of local roads	2015	2024	$53,075,000
1	Renewal of local roads	Renewal of local roads	2015	2024	$72,185,000
1	New and improved infrastructure for local roads	Local road improvements (minor improvements)	2015	2024	$15,365,000
2	New and improved infrastructure for local roads	Factory Road bridge	2011	2014	$3,589,000
4	Walking and cycling	New cycleways	2015	2017	$300,000
4	New and improved infrastructure for local roads	Timaru Port southern access	2016	2018	$4,750,000
4	New and improved infrastructure for local roads	Washdyke industrial area road upgrades	2015	2017	$2,700,000
4	New and improved infrastructure for local roads	Arowhenua Road upgrade	2016	2019	$2,800,000
4	New and improved infrastructure for local roads	Washdyke new local roads-land purchase	2017	2017	$300,000
4	New and improved infrastructure for local roads	Brenton Road reconstruction	2016	2017	$890,000
4	New and improved infrastructure for local roads	Orari Station Road upgrade	2016	2016	$300,000

PRIORITY	ACTIVITY CLASS	PROJECT NAME	START YEAR	END YEAR	TOTAL COST FOR ALL YEARS
4	New and improved infrastructure for local roads	Rangitata Island Road improvement	2016	2016	$800,000
4	New and improved infrastructure for local roads	Rangitata Island Road improvement	2017	2017	$400,000
4	New and improved infrastructure for local roads	Orari Back Road seal extension	2015	2016	$800,000
WAIMAKARIRI DISTRICT COUNCIL					
1	Road safety promotion	Road safety promotion	2015	2024	$1,200,000
1	Maintenance and operation of local roads	Maintenance and operation of local roads	2015	2024	$60,815,000
1	Renewal of local roads	Renewal of local roads	2015	2024	$49.555,000
1	New and improved infrastructure for local roads	Local road improvements (minor improvements)	2015	2024	$10,230,000
3	Walking and cycling	Kaiapoi to Belfast Cycleway	2015	2015	$750,000
4	New and improved infrastructure for local roads	Western Kaiapoi Arterial	2016	2017	$10,800,000
4	New and improved infrastructure for local roads	Townsend Road	2016	2017	$1,500,000
4	New and improved infrastructure for local roads	Southbrook Road/South Belt intersection upgrade	2015	2015	$965,000
4	New and improved infrastructure for local roads	Kaiapoi Pa Road upgrade	2015	2015	$750,000
4	New and improved infrastructure for local roads	Thongcaster Road (Depot Road to Browns Rock Road) improvements	2015	2015	$1,000,000
WAIMATE DISTRICT COUNCIL					
1	Maintenance and operation of local roads	Maintenance and operation of local roads	2015	2024	$20,683,404
1	Renewal of local roads	Renewal of local roads	2015	2024	$32,631,187
1	New and improved infrastructure for local roads	Local road improvements (minor improvements)	2015	2024	$3,556,138

Approved variations to the Canterbury RLTP 2015 since its adoption

CHRISTCHURCH CITY COUNCIL					
29 May 2015	New and improved infrastructure for local roads	Main North Road Corridor Optimisation	2015/16	2015/16	$800,000
28 Aug 2015	Transport planning	Christchurch Transport Model and CAST model update	2015/16	2015/16	$231,280
ENVIRONMENT CANTERBURY					
28 Aug 2015	Public Transport	Public Transport Shelters and Facilities	2015/16	2017/18	$1,774,133
28 Aug 2015	Public Transport	Real Time Information replacement	2016/17	2016/17	$2,500,000
NEW ZEALAND TRANSPORT AGENCY					
29 May 2015	Transport planning	Activity Management Plan Canterbury 2015/18	2015/16	2018/19	$700,000
29 May 2015	New and improved infrastructure for SH	Broughs Road Extension	2014/15	2016/17	$4,830,000
29 May 2015	Walking and cycling	Ashburton River Bridge Pedestrian and Cycle Improvements	2016/17	2016/17	$1,490,000
4 Dec 2015	State Highway Improvements	SH7 Waipara to Waikari Safety Improvements	2015/16	2017/18	$3,000,000
TIMARU DISTRICT COUNCIL					
29 April 2016	New and improved infrastructure for local roads	Accelerated renewal street lighting LED conversion project	2016/17	2018/19	$390,000
WAIMAKARIRI DISTRICT COUNCIL					
29 May 2015	Walking and cycling	Rangiora Kaiapoi Cycleway	2015/16	2017/18	$1,050,000
29 May 2015	Walking and cycling	Rangiora Woodend Cycleway	2015/16	2017/18	$500,000

(These approved variations are noted in the minutes of the Canterbury Regional Transport Committee on the dates noted. Minutes can be found at http://ecan.govt.nz/news-and-notices/minutes/Pages/Default.aspx)

Appendix 2: Significance policy

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

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:

i. at the request of an approved organisation or the transport agency

ii. on the regional transport committee's own motion.

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

The Significance Policy is defined below.

Variations are considered significant if:

- An improvement activity is large or of strategic importance. These are activities with an estimated construction cost (including property) exceeding $5M and/or that have significant effect on the objectives in this Plan or have significant network, economic or land use implications or impact on other regions.
- Activities relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services valued at over $5M or 20 per cent of the total value of the activity class for the relevant authority, whichever is the larger.
- Removal of activities within the programmes identified as priority 2 or 3 which would individually or collectively reduce programme expenditure by more than 20 per cent over the six years of this Plan.
- Any other activity that the regional transport committee resolves as being regionally significant.

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

i. Addition of an activity or combination of activities that has previously been consulted on in accordance with section 18 of the Act.

ii. A scope change to an activity that, when added to all previous scope changes for the same activity, varies by less than $5M from its cost as shown in the current NLTP and does not materially change the objective(s) and proposed outcomes of the activity.

iii. Replacement of activities within an approved programme or group with activities of the same type and general priority.

iv. Funding requirements for preventative maintenance and emergency reinstatement activities.

v. For improvement projects variations to timing, cash flow or total cost resulting from costs changes.

vi. End-of-year carry-over of allocations.

vii. Addition of the investigation or design phase of a new activity which has not been previously consulted upon in accordance with section 18 of the Act.

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

For activities included in the Plan, section 16(3)(d) of the LTMP requires the Plan to show the order priority for all activities identified by the regional transport committee as significant. The policy for determining significance for 16(3)(d) is that projects are deemed regionally significant if they are:

- priority 1, 2 or 3 activities
- priority 4 activities and have a total cost of over $5M
- any other activity that the regional transport committee resolves as being regionally significant.

Appendix 3: Assessment of compliance with LTMA section 14

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

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

An RLTP must be consistent with the GPS which has been incorporated in the development of this Plan and referenced at numerous points. There is also a significant degree of overlap between the objectives of the GPS and this Plan.

The RTC must have considered alternative regional land transport objectives that would contribute to the purpose of the LTMA, and the feasibility and affordability of those alternative objectives. The development of the consultation draft took account of the existing 2012 RLTS and the objectives within that. An ILM process was also completed and provided consideration of alternatives and their feasibility. The public notification, submissions and hearings provided further opportunity for consideration of alternative objectives.

The RLTP must take into account any:

- NEECS
- relevant NPS and any relevant RPSs or plans that are, for the time being, in force under the RMA
- likely funding from any source.

The Plan supports the NEECS through the objectives of improving transport choice and improving resilience and long-term sustainability, and the assessment of regional priorities in the Plan. Similarly, the relevant sections of the Canterbury RPS and district plans are reflected in the projects put forward in this Plan and the respective priorities applied.

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

Appendix 4: 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 in Canterbury are bound by the New Zealand Police Statement of Intent 2014/15 to 2017/18, which establishes the strategic programme of works for the Police and aligns with the Government priorities of reducing death and injuries on our roads. New Zealand's road safety strategy, Safer Journeys, provides a focus for road policing. This strategy has led to the introduction of a range of measures to promote a safe road system which will reduce the number of deaths and injuries on the roads. The New Zealand Police receives annual Government funding of around $300M for road safety work. In the Canterbury Police district, which does not include Kaikōura, Police have identified the following as priorities:

- speeding
- drink/drug driving
- restraint use
- intersections.

The Police work with other transport sector agencies, including the Road Safety Trust and local authorities to co-ordinate 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.

The New Zealand Police were invited to provide a summary of expenditure for the Canterbury district to include in this Plan, but declined to do so.

Appendix 5: Summary of consultation

The Draft RLTP was developed with input from district council staff, the NZ Transport Agency and the New Zealand Police. It took into account relevant existing public documents as required by the LTMA. Where appropriate, the aspirations and targets of the existing 2012 Canterbury RLTS have been incorporated.

The Plan was approved for consultation by the RTC on 23 December 2014 and was open for submissions from 21 January-20 February 2015. A total of 53 submissions were received.

Hearings were held at Rolleston on 4 March 2015 to hear the ten submitters who wished to be heard. The Hearing Panel consisted of Commissioner Mr Rex Williams (Chair), Mayor David Ayers, Cr Kerry Stevens, Cr Phil Clearwater, Mr Jim Harland and Cr Derek Milton. The Hearing Panel decisions were recommended to the RTC on 30 March 2015 and approved by Environment Canterbury in April 2015. The Hearing Panel's report is available on the Environment Canterbury website.

Appendix 6: Legislative requirements

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

Section 14 - core requirements of regional land transport plans

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

a. be satisfied that the regional land transport plan
   i. contributes to the purpose of this Act
   ii. is consistent with the GPS on land transport

b. have considered
   i. alternative regional land transport objectives that would contribute to the purpose of this Act
   ii. the feasibility and affordability of those alternative objectives

c. have taken into account any
   i. NEECS
   ii. relevant NPS and any relevant RPSs or plans that are, for the time being, in force under the RMA
   iii. likely funding from any source.

Section 16 – form and content of regional land transport plants

1. A regional land transport plan must set out the region's land transport objectives, policies, and measures for at least ten 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 ten financial years from the start of the regional land transport plan
   b. a financial forecast of anticipated revenue and expenditure on activities for the ten financial years from the start of the regional land transport plan
   c. all regionally significant expenditure on land transport activities to be funded from sources other than the NLTF during the six financial years from the start of the regional land transport plan
   d. an identification of those activities (if any) that have inter-regional significance.
3. For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain for the first six financial years to which the plan relates:
   a. … activities proposed by approved organisations in the region relating to Local road maintenance, local road renewals, local road minor capital works, and existing public transport services
   b. (not relevant to Canterbury)
   c. the following activities that the regional transport committee decides to include in the regional land transport plan:

i. activities proposed by approved organisations in the region ... other than those activities specified in paragraphs (a) and (b)

ii. activities relating to state highways in the region that are proposed by the agency

iii. activities, other than those relating to state highways, that the agency may propose for the region and that the agency wishes to see included in the regional land transport plan

d. the order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b), and (c)

e. an assessment of each activity prepared by the organisation that proposes the activity under paragraph (a), (b), or (c) that includes:

i. the objective or policy to which the activity will contribute

ii. an estimate of the total cost and the cost for each year

iii. the expected duration of the activity

iv. any proposed sources of funding other than the NLTF (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties)

v. any other relevant information

f. the measures that will be used to monitor the performance of the activities.

4. An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity.

For the purpose of the inclusion of activities in a national land transport programme:

a. a regional land transport plan must be in the form and contain the detail that the agency may prescribe in writing to regional transport committees

b. the assessment under subsection (3)(e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the agency under paragraph (a)

5. For the purpose of the inclusion of activities in a national land transport programme:

a. a regional land transport plan must be in the form and contain the detail that the agency may prescribe in writing to regional land transport committees

b. the assessment under subsection (3)(e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the agency under paragraph (a).

6. A regional land transport plan must also include:

a. an assessment of how the plan complies with section 14

b. an assessment of the relationship of Police activities to the regional land transport plan

c. a list of activities that have been approved under section 20 but are not yet completed

d. an explanation of the proposed action, if it is proposed that an activity be varied, suspended or abandoned

e. a description of how monitoring will be undertaken to assess implementation of the regional land transport plan

f. a summary of the consultation carried out in the preparation of the regional land transport plan

g. a summary of the policy relating to significance adopted by the regional transport committee under section 106(2)

h. any other relevant matters.

For the purposes of this section, existing public transport services means the level of public transport services in place in the financial year before the commencement of the regional land transport plan, and any minor changes to those services.

Section 18 - consultation requirements

1. When preparing a regional land transport plan, a regional transport committee:

a. must consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002

b. may use the special consultative procedure specified in section 83 of the Local Government Act 2002.

Section 106 - functions of regional transport committees

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

Appendix 7: Glossary

Active transport – Transport modes that rely on human power, primarily walking and cycling.

AM peak – The period between 07:00 and 09:00 on weekdays.

An Accessible City (AAC) – An Accessible City refers to the transport chapter of the Christchurch Central Recovery Plan. It was launched in October 2013 and is available from the Canterbury Earthquake Recovery Authority.

Canterbury – For the purposes of this strategy, the Canterbury region is the administrative area covered by the Canterbury Regional Council, excluding the administrative area covered by the Waitaki District Council. The whole of the Waitaki district is covered under the Otago Regional Land Transport Strategy.

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.

Freight hub – Is a physical location where freight vehicles converge on a common user facility for the purpose of transferring goods within or between transport modes.

Greater Christchurch – For the purpose of this strategy, greater Christchurch is the area covered by the Greater Christchurch Urban Development Strategy (UDS). Greater Christchurch comprises the Christchurch City Council area, including Lyttelton Harbour but not the remainder of Banks Peninsula, and parts of Waimakariri and Selwyn district councils. For a map of the UDS area, visit www.greaterchristchurch.org.nz.

Infrastructure – All fixed components of a transportation system, including roadways and bridges, railways, ports, park-and-ride sites, bus stops/shelters and other physical elements.

Interchanges – Places where people or goods transfer between vehicles or from one mode to another.

Inter-peak – The period between 09:00 and 16:00 on weekdays.

Investment Logic Mapping (ILM) – A technique to test and confirm the rationale for a proposed investment.

Land transport – means: (a) transport on land by any means, (b) the infrastructure, goods and services facilitating that transport. The definition also includes coastal shipping.

Land transport system – All infrastructure, services, mechanisms and institutions that contribute to providing for land transport.

Level of service – A qualitative measure that describes the operational conditions of a road or intersection.

Level of service 'C' – The Austroads Guide to Traffic Engineering Practice – Part 2 Roadway Capacity describes this level of service as "The zone of stable flow but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level". In the context of this RLTS, the term is used to describe the desired minimum level of service on the regional strategic road network that lies outside of greater Christchurch.

Local roads – Roads operated by territorial local authorities.

LTMA – Land Transport Management Act 2003.

Mobility – The ability to move or be moved freely and easily. Mobility is not the same as accessibility which is about the ease of reaching a specific location or service.

Multi-modal – Used to describe travel or transport of goods involving more than one transport mode.

Mode – A categorisation of transport methods, e.g. private motor vehicle, walking, cycling, rail, public transport.

Motor vehicles – A vehicle powered by an engine or motor, including cars, vans, trucks, trains and motorbikes.

National Energy Efficiency and Conservation Strategy (NEECS) – A Government strategy prepared under the Energy Efficiency and Conservation Act 2000.

National Land Transport Fund (NLTF) – The dedicated part of the Crown Bank Account into which land transport revenue, as defined in section 6 of the Land Transport Management Act 2003, is paid.

National Land Transport Programme (NLTP) – The mechanism through which the NZ Transport Agency allocates funds for land transport infrastructure and services.

New Zealand Transport Agency (NZ Transport Agency) – A Government transport agency created under section 93 of the Land Transport Management Act 2003.

Network – Infrastructure or services that are connected to enable the transition of people and goods from one piece of infrastructure or service to another.

One Network Road Classification (ONRC) – A road classification system jointly developed by the NZ Transport Agency 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 period – The time period, usually in the morning and in the afternoon, when the heaviest demand occurs on a transportation facility or corridor.

PM peak – The period between 16:00 and 18:00 on weekdays.

Private motor vehicles – Motor vehicles owned, leased or hired for sole use by an individual, household or organisations.

Public transport – Passenger transportation services available to the public on a regular basis using vehicles, including buses, trains, trams, ferries and taxis, that transport people for payment of a fare, usually but not exclusively over a set route or routes from one fixed point to another.

Regional GDP – Annual estimates of regional Gross Domestic Product for the Canterbury region. These estimates are provided by Infometrics.

RMA – Resource Management Act 1991.

Rideshare – The act of co-ordinating the sharing of rides with other people in a private motor vehicle, sometimes referred to as carpooling.

RLTS – Regional Land Transport Strategy.

Road Controlling Authority (RCA) – City councils, district councils and the NZ Transport Agency.

Roads of National Significance (RONS) – A group of state highway projects commenced in 2009 to address Government priorities for the state highway system within, or close to, New Zealand's five largest population centres.

Regional Transport Committee (RTC) – 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.

Rural area – For the purposes of this strategy, 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.

State highway – A road managed by the NZ Transport Agency and gazetted as state highway.

Strategic network – A network of routes that has been defined as having strategic significance at a regional level.

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 the NZ Transport Agency.

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.

Vehicle occupancy – The number of people in a vehicle.

Facilitating sustainable development in the Canterbury region

www.ecan.govt.nz

Report Number: R16/21

ISBN: 978-0-947511-28-9 (hard copy)

978-0-947511-29-6 (electronic copy)