

## **Appendix F Strategic Alignment**

Organisation	Document	Alignment
Central Government (National)	Road to Zero: New Zealand's road safety strategy 2020-2030	Alignment with Road to Zero. Improving safety for all travel modes is a key part of this program.
Waka Kotahi (National)	Draft Government Policy Statement for Land Transport (2021)	<p>Safety: Alignment with this strategic priority by providing safer facilities for those who chose to walk or cycle.</p> <p>Better travel options: Strong alignment as an outcome of this business case is to deliver new travel choices that provide people with better access to education, health care and to generally participate in society. This is particularly relevant for active modes as the current SH1 Bridge offers very poor level of service for walking and cycling.</p> <p>Climate change: Alignment with this strategic priority as a focus of the business case is around travel choice and encouraging the use of active modes. Doing so will reduce emissions.</p> <p>Improving freight connections: Very strong alignment as another key focus of the business case is around ensuring reliable journey times for freight movements along SH1.</p>
	Arataki: 10 year transport plan	<p>Strong alignment with the focuses of improving urban form, supporting regional development and safety.</p> <p>This business case recognises that despite the current pandemic, no significant changes are expected in the nature, scale, and location of transport demand over the medium to long term. The 10 year outlook for Canterbury remains largely unchanged.</p>
	Keeping Cities Moving (2019)	Strong Alignment. The focus of this strategy is around increasing the wellbeing of New Zealand's cities (and towns) by growing the share of travel by public transport, walking and cycling. This aligns strongly with the investment story for this business case.
Environment Canterbury (Regional)	Canterbury Regional Land Transport Plan 2015-25	<p>Very Strong Alignment. The Canterbury Regional Land Transport Plan (RLTP), which was revised in June 2018, includes a second urban bridge as a Priority 3 project with high regional priority and medium urgency. The RLTP includes a provisional cost for a second urban bridge of \$30M. A second river crossing is one potential solution that will be explored further as part of this business case.</p> <p>There is no reference to a second connection in the 2021-31 draft RLTP.</p>
Ashburton District Council (Local)	Long Term Plan 2018-28	Very Strong Alignment. A second urban bridge is one of five major projects included in the Long-Term Plan.
	Transportation Activity Management Plan (AMP) 2018-21	Strong Alignment. Congestion caused by the SH1 Bridge is identified as a key issue in ADC's AMP. An alternative river crossing was identified as an option.
	District Plan (2014)	Very strong alignment. In May 2014, a designation was put in place in the District Plan for the proposed route. The designation connects the southern end of Chalmers Avenue with a new bridge across the Hakatere River and onto a new two-lane road through low density land east of Tinwald to connect with Grahams Road at the south end of Tinwald.
	Sport and Recreation Strategy 2010	Strong Alignment. One objective of the strategy is ensuring people are actively involved in sport and recreation throughout their lives. A key objective supporting this goal is providing a better walking and cycling network in Ashburton which aligns strongly with the aspirations of this business case.
	Draft Walking and Cycling Strategy (2020)	<p>Strong alignment. The vision of this strategy is "<i>more people, more active, more often</i>" and its supporting objectives are:</p> <p>A coherent, safe, and connected urban walking and cycling environment.</p> <p>A quality, fit for purpose recreational walking and cycling network that connects key destinations.</p> <p>Ensuring the urban and rural walking and cycling networks integrate to create an accessible district.</p> <p>A District that is committed to walking and cycling for health, well-being, safety, environmental and economic reasons.</p> <p>This business case seeks to contribute to all these objectives by providing a quality, fit for purpose walking, and cycling connection between Tinwald and Ashburton.</p>