

Tuesday, 9 September 2025

NZ Transport Agency Waka Kotahi
44 Bowen Street, Thorndon
Wellington 6141

To Whom it may Concern

RE: BUSINESS CANTERBURY FEEDBACK ON PROPOSED WOODEND BYPASS TOLLING

Business Canterbury, on behalf of its more than 2,800 members, welcomes the opportunity to provide feedback on the proposed tolling of the Woodend Bypass, which has been a core feature of the infrastructure pipeline in Canterbury for nearly a decade.

Firstly, we recognise and support the exploration of alternative funding and financing mechanisms for critical infrastructure. Such mechanisms are important to allow better, more frequent, and longer-term investment in Canterbury's growing infrastructure needs.

However, it is vital that any approach is practical, efficient, and developed with a clear understanding of the local environment. It is in this context we wish to provide some specific feedback on the proposal, developed from a survey representative of our membership:

- When asked whether in support or opposition to the tolling proposal, 43% agreed and 49% disagreed with the proposal, with the remaining 8% not sure.
- 39% thought the proposed charge of \$1.25 for light vehicles and \$2.50 for heavy vehicles was fair, with 51% who said the charges were not appropriate, and 10% not sure.
- The overwhelming concern in opposition to tolling was the impact on commuters, and those that may be impacted by increased traffic on local roads from users avoiding the proposed tolling.
- There is also a very clear expectation that if tolling is to proceed, that all funds raised should be ringfenced and spent only on that road.
- There is a common theme in feedback from members that it may be inappropriate to toll this section of road given it would be one of only two tolled sections of State Highway 1 in New Zealand, and the only to be a major commuter corridor.
- It is our members view that tolling should have been proposed as an option at the start of the design phase and done so in consultation to better understand the potential consequences across the local community. Being one of the only major roading infrastructure projects in Canterbury, it was surprising to the business community to see this proposal come through after construction has been confirmed.

Kind regards



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