



Greater Christchurch Partnership

Te Tira Tū Tahī

One Group, Standing Together

Greater Christchurch Partnership Committee AGENDA

Notice of Meeting:

A meeting of the Greater Christchurch Partnership Committee will be held on:

Date: Friday 14 August 2020

Time: 9am

Venue: Council Chamber, Environment Canterbury,
200 Tuam Street, Christchurch

7 August 2020



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Committee Members

Greater Christchurch Partnership Independent Chair

Bill Wasley

Christchurch City Council

Mayor Lianne Dalziel, Councillors Mike Davidson and Sara Templeton

Environment Canterbury

Chair Jenny Hughey, Councillors Phil Clearwater and Grant Edge

Selwyn District Council

Mayor Sam Broughton, Councillors Malcolm Lyall and Sophie McInnes

Waimakariri District Council

Mayor Dan Gordon, Councillors Niki Mealings and Neville Atkinson

Te Rūnanga o Ngāi Tahu (Te Ngāi Tūāhuriri and Ngāti Wheke)

Dr Te Maire Tau, Jane Huria and Gail Gordon

Canterbury District Health Board

Sir John Hansen

New Zealand Transport Agency (Non-Voting Member)

Jim Harland

Department of the Prime Minister and Cabinet (Non-Voting Member)

Shane Collins

Partnership Manager

Keith Tallentire
ph 941 8590

Committee Adviser

Aidan Kimberley
ph 941 6566

1. TERMS OF REFERENCE / NGĀ ĀRAHINA MAHINGA

1.1. The role of the Committee is to:

- i. Foster and facilitate a collaborative approach between the Partners to address strategic challenges and opportunities for Greater Christchurch.
- ii. Show clear, decisive and visible collaborative strategic leadership amongst the Partners, to wider stakeholders, agencies and central government and to communities across Greater Christchurch.
- iii. Establish, and periodically review, an agreed strategic framework to manage growth and address urban development, regeneration, resilience and long-term economic, social, cultural and environmental wellbeing for Greater Christchurch
- iv. Oversee implementation of strategies and plans endorsed by the Committee and ratified at individual partner governance meetings, including through the adoption and delivery of an annual joint work programme.
- v. Ensure the Partnership proactively engages with other related partnerships, agencies and organisations critical to the achievement of its strategic goals.

1.2. The functions of the Committee are to:

- i. Establish an agreed strategic framework to manage growth and address urban development, regeneration, resilience and long-term wellbeing for Greater Christchurch. This is currently expressed through the Greater Christchurch Urban Development Strategy (2007) and the associated Strategy Update (2016).
- ii. As required, develop new and review existing strategies and plans to enable Partners to work more collaboratively with each other and to provide greater clarity and certainty to stakeholders and the community. Existing strategies and plans endorsed by the UDSIC and inherited by this Committee are:
 - a. Greater Christchurch Urban Development Strategy (2007)
 - b. Greater Christchurch Travel Demand Management Strategy and Action Plan (2009)
 - c. Greater Christchurch Urban Development Strategy Action Plan (2010)
 - d. Greater Christchurch Transport Statement (2012)
 - e. Greater Christchurch Freight Study and Action Plan (2014/15)
 - f. Greater Christchurch Urban Development Strategy Update (2016)
 - g. Resilient Greater Christchurch Plan (2016)
- iii. Recommend to Partners for ratification at individual partner governance meetings any new or revised strategies and plans.
- iv. Adopt and monitor the delivery of an annual joint work programme to deliver on strategic goals and actions outlined in adopted strategies and plans.
- v. Undertake reporting on the delivery of adopted strategies and plans, including in relation to an agreed strategic outcomes framework.

- vi. Identify and manage risks associated with implementing adopted strategies and plans.
- vii. Establish and maintain effective dialogue and relationships (through meetings, forums and other communications) with other related partnerships, agencies and organisations to the support the role of the Committee, including but not limited to:
 - a. Healthy Christchurch (and any similar arrangements in Selwyn and Waimakariri Districts) and other health partnerships
 - b. Safer Christchurch (and any similar arrangements in Selwyn and Waimakariri Districts)
 - c. Greater Christchurch Public Transport Joint Committee
 - d. Canterbury Mayoral Forum
 - e. New Zealand Police and other emergency services
 - f. Tertiary institutions and educational partnerships
 - g. Regeneration agencies, including Ōtākaro Limited and Development Christchurch Limited
 - h. Strategic infrastructure providers
 - i. Government departments
- viii. Undertake wider engagement and consultation as necessary, including where appropriate seeking submissions and holding hearings, to assist the development of any strategies and plans.
- ix. Advocate to central government or their agencies or other bodies on issues of concern to the Partnership, including through the preparation of submissions (in liaison with the Canterbury Mayoral Forum as necessary).

- 1.3. In undertaking its role and performing its functions the Committee will consider seeking the advice of the Chief Executives Advisory Group.

2. QUORUM AND CONDUCT OF MEETINGS

- 2.1. The quorum at a meeting of the Committee consists of the majority of the voting members
- 2.2. Voting shall be on the basis of the majority present at the meeting, with no alternates or proxies.
- 2.3. For the purpose of clause 2.2, the Independent Chairperson:
 - i. has a deliberative vote; and
 - ii. in the case of equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).
- 2.4. Other than as noted in this Agreement, the standing orders of the administering Council at the time, shall apply.

3. MEETING FREQUENCY

The Committee shall meet monthly, or as necessary and determined by the Independent Chair in liaison with the Committee.

4. DELEGATIONS

- 4.1. Establishing, and where necessary amending, protocols and processes to support the effective functioning of the Committee, including but not limited to those relating to the resolution of conflicting views, communications and public deputations.
- 4.2. Preparing communication and engagement material and publishing reports relevant to the functions of the Committee.
- 4.3. Undertaking engagement exercises in support of the terms of reference and functions of the Committee
- 4.4. Making submissions, as appropriate, on Government proposals and other initiatives relevant to the role of the Committee.
- 4.5. Selecting an Independent Chair and Deputy Chair in accord with any process agreed by the Committee and the requirements of the LGA 2002.
- 4.6. Appointing where necessary up to two additional non-voting observers to the Committee.

5. FINANCIAL DELEGATIONS

- 1.1 The Committee can make financial decisions within an agreed budget envelope and as long as the decision does not trigger any change to the statutory plans prepared under the LGA 2002, the RMA 1991, and the LTMA 2003.

AGENDA ITEMS

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Standing Items

1. Apologies / Ngā Whakapāha

Mayor Lianne Dalziel has a leave of absence.

2. Declarations of Interest / Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

3. Deputations by Appointment / Ngā Huinga Whakaritenga

There were no deputations by appointment at the time the agenda was prepared.

4. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua

That the minutes of the Greater Christchurch Partnership Committee meeting held on [Friday, 12 June 2020](#) be confirmed (refer page 9).



Greater Christchurch Partnership

Te Tira Tū Tahī
One Group, Standing Together

Greater Christchurch Partnership Committee OPEN MINUTES

Date: Friday 12 June 2020
Time: 9am
Venue: Avon Room, Commodore Hotel,
449 Memorial Avenue, Christchurch

Present

Chairperson
Members

Bill Wasley
Mayor Lianne Dalziel , Christchurch City Council
Councillor Mike Davidson , Christchurch City Council
Councillor Sara Templeton , Christchurch City Council
Chairperson Jenny Hughey , Environment Canterbury
Councillor Phil Clearwater , Environment Canterbury
Councillor Grant Edge , Environment Canterbury
Mayor Sam Broughton , Selwyn District Council
Councillor Malcolm Lyall , Selwyn District Council
Councillor Sophie McInnes , Selwyn District Council
Mayor Dan Gordon , Waimakariri District Council
Councillor Niki Mealings , Waimakariri District Council
Councillor Neville Atkinson , Waimakariri District Council
Dr Te Maire Tau , Te Rūnanga o Ngāi Tahu
Jane Huria , Te Rūnanga o Ngāi Tahu
Gail Gordon , Te Rūnanga o Ngāi Tahu
(Non-Voting Member) Jim Harland , New Zealand Transport Agency
(Non-Voting Member) Thérèse Arseneau , Regenerate Christchurch

9 June 2020

David Corlett
Committee and Hearings Advisor

Unconfirmed

The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

Committee Resolved GCPC/2020/00007

That the apologies received from Sir John Hansen and Shane Collins, and Neville Atkinson for a possible early departure be accepted.

Gail Gordon/Mayor Sam Broughton

Carried

Secretary note: Neville Atkinson stayed for the duration of the meeting, and Gabrielle Huria, Deputy Chair of Canterbury District Health Board joined the meeting as an observer.

2. Declarations of Interest / Ngā Whakapuaki Aronga

There were no declarations of interest recorded.

3. Deputations by Appointment / Ngā Huinga Whakaritenga

There were no deputations by appointment.

4. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua

Committee Resolved GCPC/2020/00008

That the minutes of the Greater Christchurch Partnership Committee meeting held on Friday, 13 March 2020 be confirmed.

Councillor Sophie McInnes/Mayor Sam Broughton

Carried

5. Greater Christchurch Partnership: Focus for the next twelve months

Committee Comment

The Chief Executive of Waimakariri District Council, Jim Palmer and the Chief Executive of Christchurch City Council, Dawn Baxendale, introduced this item on behalf of the Chief Executives Advisory Group.

Jim Palmer outlined the background to the report, which was promulgated in response to the request from the Greater Christchurch Partnership Committee (the Partnership Committee) to identify the Partnership's key areas of focus for the year ahead. Mr Palmer stressed the importance of developing a vision and action plan, and that effective community engagement and strengthening the partnership with Mana Whenua and Iwi were crucial.

Dawn Baxendale noted the "window of opportunity" for Greater Christchurch and stressed the importance of collaboration and co-creation at pace. Dawn noted the importance of the Urban Growth Partnership, building strong and enduring relationships with central government, and "nailing down" the action plan.

Many of the Partnership Committee members spoke in support of the proposed focus for the next 12 months, and conveyed a sense of urgency around the work programme.

The Partnership Committee members wanted the development of Greater Christchurch 2050 to respond to the challenge of climate change and to seize the opportunity to reset that Covid 19 has provided.

During the discussion the following points were raised:

- To provide ongoing momentum there needs to be regular meetings with the sub-group of the Committee and Chief Executives, in between the scheduled monthly Partnership Committee meetings.
- The Chief Executives Advisory Group will bring back to the Partnership Committee proposed amendments to the Terms of Reference to pick up on discussions regarding streamlining existing collaborative committees.
- Preference for the continued use of the term “Greater Christchurch area” rather than “metropolitan area”.
- The need to work with central government to ensure that social and affordable housing matters are coordinated across Greater Christchurch.
- “Our Space” actions still need to be progressed.
- It was suggested that Mana Whenua and Te Rūnanga outline a pathway to help give effect to resolution 1(c).
- It was noted that while the relationship with Mana Whenua and Te Rūnanga should be strengthened there is also an opportunity to partner with Te Rūnanga on co-investment in strategic assets. There is a need to have discussions to understand their investment strategies and tribal governance approach. Consideration needs to be given to natural capital, environmental and health outcomes rather than focusing on narrowly defined economic outcomes.
- Operationalising the work programme should involve co-design through face-to-face discussions.
- Shortcomings with the current national public transport operating model were reiterated, noting a review by the Ministry of Transport awaited.

Committee Resolved GCPC/2020/00009

That the Greater Christchurch Partnership Committee:

1. Agree to the focus of the Partnership for the next 12 months, specifically:
 - a. Develop Greater Christchurch 2050 – setting a vision and plan for Greater Christchurch to achieve intergenerational wellbeing that also responds to climate change, and moving towards a zero carbon economy, noting the opportunity to reset that responding to COVID-19 provides.
 - b. Focus on our partnership with Central Government, alignment with Central Government’s Urban Growth Agenda, key policies driving investment, and advocacy on behalf of Greater Christchurch.
 - c. Strengthen the partnership with Mana Whenua and Iwi to ensure aspirations and outcomes for Māori are tangibly integrated into strategy and delivery.

- d. Progress existing Greater Christchurch Partnership commitments, including Our Space actions, maintaining our focus towards a sustainable urban form which aligns land-use and transport, and enables an integrated and efficient public transport system, including mass rapid transit.
- e. Co-ordinate Greater Christchurch recovery actions, through forums, where needed.
2. Note the approach to delivering on the current Greater Christchurch Partnership commitments, including Our Space actions, and that other matters arising throughout the year will be considered and prioritised by the Partnership Committee and the Chief Executives Advisory Group, with implementation plans and progress updates reported regularly to the Committee.
3. Agree that a sub-group of the Committee comprising of Mayor Lianne Dalziel, Mayor Dan Gordon, Mayor Sam Broughton, Chair Jenny Hughey, and Dr Te Maire Tau will meet with their respective Chief Executives on a more frequent basis to enable the re-set focus of the Partnership to progress in an accelerated manner.
4. Recommend to the governance of Christchurch City Council, Waimakariri District Council, Selwyn District Council, Canterbury Regional Council, the Canterbury District Health Board and Te Rūnanga o Ngāi Tahu that they agree the focus of the Partnership for the next twelve months, as outlined above.
5. Request that the Chief Executives Advisory Group provide advice on streamlining collaborative governance structures at an upcoming meeting of the Committee.

Mayor Dan Gordon/Mayor Sam Broughton

Carried

6 Resolution to Exclude the Public

Committee Resolved GCPC/2020/00010

That at 10.15am the resolution to exclude the public for the reasons set out on pages 22 and 23 of the agenda be adopted.

Mayor Dan Gordon/Mayor Sam Broughton

Carried

The public were re-admitted to the meeting at 10.34am.

In closing remarks the Chair acknowledged the contribution of Thérèse Arseneau, this being the last meeting before Regenerate Christchurch is disestablished.

Meeting concluded at 10.35am.

CONFIRMED THIS 14TH DAY OF AUGUST 2020

**BILL WASLEY
CHAIRPERSON**



Unconfirmed

5. Greater Christchurch 2050 Engagement and Communications Approach

Reference / Te Tohutoro: 20/953808

Report of / Te Pou Katherine Snook, Greater Christchurch 2050 Project Lead, Greater
Matua: Christchurch Partnership

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek the Greater Christchurch Partnership Committee's (the Committee) endorsement to the Greater Christchurch 2050 engagement and communications approach.

2. Officer Recommendations / Ngā Tūtohu

That the Greater Christchurch Partnership Committee:

1. **Endorse** the Greater Christchurch 2050 engagement and communications approach including the objectives, principles and phases as set out in **Attachment A**.
2. **Note** that meaningful partnership with mana whenua and Ngāi Tahu is fundamental to the success of this project. Early and meaningful engagement is necessary to embed this partnership.
3. **Agree** to Greater Christchurch Partnership Committee (Committee) members' involvement throughout the phases of engagement for Greater Christchurch 2050.

3. Context/Background / Te Horopaki

- 3.1 On 12 June 2020, the Greater Christchurch Partnership Committee agreed the Partnership's focus for the next twelve months should be on the following five priorities:
 - **Develop Greater Christchurch 2050** – setting a vision and plan for Greater Christchurch to achieve intergenerational wellbeing that also responds to climate change, and moving towards a zero carbon economy, noting the opportunity to reset that responding to COVID-19 provides.
 - **Focusing on our partnership with Central Government**, alignment with Central Government's Urban Growth Agenda, key policies driving investment, and advocacy on behalf of Greater Christchurch.
 - **Strengthening the partnership with Mana Whenua and Iwi** to ensure aspirations and outcomes for Maori are tangibly integrated into strategy and delivery.
 - **Progressing existing Greater Christchurch Partnership commitments**, including Our Space actions, maintaining our focus towards a sustainable urban form which aligns land-use and transport and enables an integrated and efficient public transport system, including mass rapid transit.
 - **Co-ordination of Greater Christchurch recovery actions**, through forums where needed.
- 3.2 Greater Christchurch 2050 is a cross-cutting piece of work that will provide the foundation for:

- the Partnership's priorities;
- the vision and plan for the sub-region;
- the opportunity to tangibly integrate the aspirations and outcomes of Māori into strategy as a foundation to deliver greater wellbeing for all people;
- the basis for an Urban Growth Partnership and broader Central Government engagement; and
- integrate the Partnership's objectives for a sustainable urban form which aligns land-use and transport, and enables an integrated and efficient public transport system.

4. Greater Christchurch 2050

- 4.1 Greater Christchurch 2050 will describe the kind of place we want for our children and grandchildren, and the actions to make it happen.
- 4.2 Decisions made through Greater Christchurch 2050 will help inform the development of partners' long-term work programmes and budgets, and will ensure the community and economy are best placed to recover from the impacts of COVID-19. This work will also help reposition the urban area for a more prosperous, inclusive, sustainable and resilient future.
- 4.3 The main components of this 12 month programme of work are:
 - A clear, collaborative vision and strategic framework for the sub-region including the outcomes, objectives and targets over the short, medium, and long-term (2020-2050).
 - A plan to achieve intergenerational wellbeing that responds to climate change, and moving towards a zero carbon economy, noting the opportunity to reset that responding to COVID-19 provides.
 - An Urban Growth Partnership between the Greater Christchurch Partnership and Central Government.
 - Re-set engagement and relationships with key parts of Central Government on the vision and plan for the sub-region.

5. Engagement and Communications approach

- 5.1 Strong involvement and ownership from community and the private sector is crucial to developing a new relevant vision, strategic framework and plan for Greater Christchurch. This requires effective engagement, partnering and collaboration. Feedback provided by the Committee to date, includes:
 - The **voice and involvement of youth is fundamental** to this process.
 - The goal should **be a vision and plan that supports people to understand and enjoy their own local areas**, while also buying into a vision for Greater Christchurch.
 - **Be bold and explore different ways of engaging** to encourage people to participate.
 - **Consider how existing structures can support engagement with the community**, including Community Boards, Youth Councils and Elected Representatives.
 - Provide a **variety of opportunities for residents across the area to engage** in this work.

- 5.2 Meaningful partnership with mana whenua and Ngāi Tahu is fundamental to the success of this project. Early and meaningful engagement is necessary to embed this partnership.
- 5.3 The proposed Greater Christchurch Engagement and Communications approach is included as **Attachment A**.
- 5.4 This engagement and communications approach will be driven by the idea of intergenerational wellbeing – for our children and their children and guided by the following principles for how we will engage and communicate:
- Honour the Treaty of Waitangi / Te Tiriti O Waitangi.
 - Provide fair, equitable and timely access to information.
 - Demonstrate a coordinated approach.
 - Be inclusive and reflect diversity.
 - Be open and honest in our communications.
 - Involve people at the right time, and in the right way, in order to provide genuine opportunities for engagement.
 - Be innovative, and utilise local expertise, knowledge and networks to help create collective ownership and to build momentum.
- 5.5 It seeks to build collective, area-wide leadership and ownership of the Greater Christchurch 2050 vision and plan. To embed a partnership approach to our future, it is critical there is strong involvement and ownership from community and the private sector. To ensure this our engagement and communications approach needs to match the right message to the right audience at the right time, and use the right channels. This means making sure information is accessible and easy to understand and providing meaningful opportunities for people to participate.
- 5.6 The key engagement and communications objectives are to:
- Build collective leadership and ownership of the strategic framework.
 - Set clear expectations about the scope of engagement, and provide meaningful opportunities for people to participate.
 - Ensure information is clear and easily accessible.
 - Acknowledge our post COVID-19 environment and its social and economic challenges.
- 5.7 Across the partner agencies we have a wealth of information on what our residents have already told us they want for the future of our area - and this should be our starting point. We want to respect the feedback we have already received, and use it to build a richer conversation as we move through the phases of engagement.
- 5.8 In addition to the information we already have, our current post-COVID lockdown environment creates some interesting and exciting opportunities, along with some challenges. We need to maximise the current momentum for this project, while also making sure we are pitching it at the right level, and in a way that is sensitive to people's appetite for involvement.
- 5.9 The proposed engagement and communications approach for the next five months, sitting within this 12 month programme of work is broken into four phases:
- **Phase 1 – Early engagement** with key partners, stakeholders and elected members to raise awareness of Greater Christchurch 2050 and what it intends to achieve.

- **Phase 2 – Public engagement** to provide an opportunity for people to engage meaningfully on the future they want for their children and grandchildren, and to prioritise choices about how we can achieve that future. Tactics include an online survey, opportunities for face-to-face engagement, social media, media articles, etc.
 - **Phase 3 – Workshops** with key partners, stakeholders, community leaders and industry and sector reps to explore, in more detail, the choices we need to make to achieve the future we want.
 - **Phase 4 – Leadership workshop** with GCP members, key partners and stakeholders and community representatives to build collective ownership of a set of choices about our future.
- 5.10 Committee members' are welcome to be involved throughout the phases of engagement.
- 5.11 Given the intergenerational focus of this work, there will be separate engagement designed specifically to target youth. Particular focus will be given to ensuring a diversity of youth voices through the engagement and to make sure their views are included. Youth will be represented through the engagement phases from public engagement through to the final leadership workshop.
- 5.12 Throughout all phases of engagement, and specifically with Phase 4, it is important to 'close the loop'. How this is achieved needs to remain flexible at this stage, in order to respond appropriately as engagement progresses. Tactics will vary, depending on the phases and the audience, but will involve letting those who have provided feedback know what we heard, and how this information has shaped our processes and outputs.
- 5.13 Supporting the engagement across all phases is a comprehensive communications strategy designed to:
- Raise awareness of the Greater Christchurch 2050, including the role of the Partnership and explain the area represented by Greater Christchurch.
 - Clearly articulate the objectives of Greater Christchurch 2050 – what the project will achieve and how.
 - Demonstrate the leadership being taken towards the challenges and opportunities we face.
 - Support and encourage active participation by stakeholders and the public.
 - Explain who will make decisions and when, and what the impact of those decisions will be.
- 5.14 An online platform will help support both the communications strategy and the phases of engagement. As well as hosting the online survey, it will also be a place where we can share information, and people can upload their own content (e.g. photos, comments). Other possible uses of the platform include an online speaker series, a video library, quick polls, etc.
- 5.15 Our measures of success for this engagement approach will include:
- Demonstrated 'reach' – feedback received from across the whole area.
 - Demonstrated diversity – feedback received from a wide range of residents, communities of interest / identity etc.
 - Demonstrated awareness – residents across the area are aware of Greater Christchurch 2050 and what it means.

- A robust process that delivers genuine opportunities for engagement, and where residents can clearly see how their feedback has been meaningfully incorporated.
- A vision and plan that has residents' support because it accurately reflects their feedback and expectations.

Attachments / Ngā Tāpirihanga

No.	Title	Page
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Greater Christchurch 2050

Engagement and Communications Approach

Purpose

The purpose of this document is to outline the engagement and communications approach and tactics to support the development of a vision, agreed joint principles, outcomes and targets for the future of Greater Christchurch.

Partnership with mana whenua and Ngāi Tahu

Meaningful partnership with mana whenua and Ngāi Tahu is fundamental to the success of this project. Early and meaningful engagement is necessary to embed this partnership.

Engagement and communications approach

This engagement and communications approach will be driven by the principle of intergenerational wellbeing – for our children and their children. It seeks to build collective, area-wide leadership and ownership of the Greater Christchurch 2050 vision and plan.

To embed a partnership approach to our future, it is critical there is strong involvement and ownership from community and the private sector. To ensure this, our engagement and communications approach needs to match the right message to the right audience at the right time, and use the right channels. This means making sure information is accessible and easy to understand, and providing meaningful opportunities for people to participate.

Across the Partner agencies there is a wealth of information on what residents have already said they want for the future of the area - and this should be the starting point. We want to respect the feedback we have already received and use it to build a richer conversation as we move through the phases of engagement.

Our current post-COVID lockdown environment creates some interesting and exciting opportunities, along with some challenges. We need to maximise the current momentum for this project, while also making sure it is pitched at the right level, and in a way that creates pathways for different levels of involvement.

We recognise the particular importance of the youth voice in this 30-year vision and strategic framework. Youth are often difficult to reach with traditional engagement methods. To make sure their views are included, we will have dedicated youth engagement led by a youth engagement expert with existing strong youth networks. Particular focus will be given to ensuring a diversity of youth voices through the engagement.

Youth will be represented through the engagement phases from public engagement through to the final leadership workshop.

Timeframe and engagement phases



The proposed engagement and communications approach for the next five months, sitting within this 12-month programme of work is broken into four phases:

- **Phase 1: Early engagement** with key partners, stakeholders and elected members to raise awareness of Greater Christchurch 2050 and what it intends to achieve.
- **Phase 2: Public engagement** to provide an opportunity for people to engage meaningfully on the future they want for their children and grandchildren, and to prioritise choices about how we can achieve that future. Tactics include online survey, opportunities for face-to-face engagement, social media, media articles, etc.
- **Phase 3: Workshops** with key partners, stakeholders, community leaders and industry and sector reps to explore, in more detail, the choices we need to make to achieve the future we want.
- **Phase 4: Leadership workshop** with GCP members, key partners and stakeholders and community representatives to build collective ownership of a set of choices about our future.

Engagement and communications objectives and principles

Engagement objectives

- Build collective leadership and ownership of the strategic framework.
- Set clear expectations about the scope of engagement, and provide meaningful opportunities for people to participate.
- Ensure information is clear and easily accessible.
- Acknowledge our post COVID-19 environment and its social and economic challenges

Communications objectives

- Raise awareness of Greater Christchurch 2050, including the role of the Partnership and explain the area represented by Greater Christchurch.
- Clearly articulate the objectives of Greater Christchurch 2050 – what the project will achieve and how.
- Demonstrate the leadership being taken towards the challenges and opportunities we face.
- Support and encourage active participation by stakeholders and the public.
- Explain who will make decisions and when, and what the impact of those decisions will be.

Principles for how we will engage and communicate

- Honour the Treaty of Waitangi / Te Tiriti O Waitangi.
- Provide fair, equitable and timely access to information.
- Demonstrate a coordinated approach.
- Be inclusive and reflect diversity.
- Be open and honest in our communications.
- Involve people at the right time, and in the right way, in order to provide genuine opportunities for engagement.
- Be innovative, and utilise local expertise, knowledge and networks to help create collective ownership and to build momentum.

Communications approach

A range of communications tactics will be used to support the engagement process. The approach can be broken down into three main phases:

1. **Explain:** Build awareness of the work, explain who is involved and what it will deliver.
2. **Activate:** Support and encourage participation by stakeholders and the public.
3. **Inform:** Close the loop by advising what decisions have been made and how the feedback has been incorporated. Also, explain what happens next.

Communications tactics

Common tactics will be utilised to ensure we reach as many people as possible so they can contribute to the discussion. Tactics will include:

- Sharing content through existing partner agency channels (e.g. newsletters, email distribution, online).
- Supporting media with coverage of the issues and engagement process.
- Online content: Website(s), social media.
- Advertising, where appropriate, to extend reach.
- Materials to provide context and support discussion for sharing with external parties and at workshops and meetings.

Key messages

- Greater Christchurch 2050 is led by the Greater Christchurch Partnership and will set a vision for the area for the next 30 years and a plan for how we will achieve our aspirations. It will drive action towards intergenerational wellbeing for our people - that is, the kind of place we want for our children and grandchildren.
- It also looks to position Greater Christchurch in the national and international context, and provide a basis for Central Government and private sector confidence to invest here.
- We want to hear from people about what it is that is important to them and the kind of future they want for Greater Christchurch and the generations to come.
- There will be opportunities for people to get involved in ways that suit them.
- The major opportunities and challenges facing communities and the urban area in Greater Christchurch transcend the boundaries of territorial authorities and the statutory functions held by the partner agencies.
- Strong partnership is essential to leveraging the investment, resources and tools available in order to effectively deliver on communities' aspirations, respond to opportunities and address challenges facing the sub-region.

Phase 1: Early engagement

Purpose:

- Socialisation of Greater Christchurch 2050, and raising awareness of the purpose of the project and what it intends to achieve with key partners and leaders.
- Early identification of any opportunities/risks within proposed approach.
- Build active support for Greater Christchurch 2050 among key local and national partners and leaders.

Audience:

- Key partners and stakeholders – local and national.
- Elected members

Proposed tactics:

- 1:1 or small group meetings.
- Visible leadership from Chief Executives.
- Meetings with Central Government departments (August / September).
- Workshop with all Councillors from the four GCP Councils (25 August).
- Briefings to Community Board Advisors.

Outputs:

- Initial feedback on proposed approach.
- This feedback, together with existing research and information, will help shape questions for public engagement.
- Local and national partners and leaders are supportive of Greater Christchurch 2050 and are happy to actively engage in the process.

Phase 2: Public engagement

Purpose:

- Socialisation of Greater Christchurch 2050 with the public.
- Opportunity for meaningful engagement with people on the future of Greater Christchurch.

Audience:

- The public
- Special interest groups
- Community Boards.

Proposed tactics:

Engage the residents of Greater Christchurch meaningfully in a discussion about the future of Greater Christchurch through:

- An online survey which tests what residents and communities' values and what they believe is important for their children and grandchildren' wellbeing as they look towards 2050.
- Materials to support community and special interest groups to run their own discussions and provide structured input directly into the project via the online platform.
- Face-to-face opportunities for people to engage in their local community spaces and in places where they congregate.
- Innovative communication and marketing campaigns to encourage engagement in flexible ways.
- Opportunities for experts and commentators to provide opinion and discussion pieces – in person, written or video, which residents can engage with to encourage the discussion and debate.
- An online engagement platform, which will be launched at the start of this phase of engagement and will help support all subsequent phases of engagement. As well as hosting the online survey for public engagement, possible uses of platform include an online speaker series, a video library, quick polls, etc. It will also be an important tool for our communications strategy.

Outputs:

- Feedback showing what kind of place residents want Greater Christchurch to be.
- This feedback, together with existing research and information, will shape content for the workshops.

Phase 3: Workshops

Purpose:

- Opportunity to explore the future of Greater Christchurch and discuss choices (and consequences of those choices).

Audience:

- Key partners and stakeholders
- Community leaders
- Industry and sector representatives
- Youth
- Culturally and Linguistically Diverse communities, etc.

Proposed tactics:

- Facilitated workshops with targeted stakeholders.
- Separate plan specifically to target youth.

Outputs:

- Feedback on preferred futures, and on the choices people are prepared to make to achieve those futures.
- This feedback, together with existing research and information, will help shape content for Phase 4 workshop.

Phase 4: Leadership workshop

Purpose:

- Build collective ownership of a set of choices for the future of Greater Christchurch.

Audience:

- GCP members
- Key partners and stakeholders
- Community representatives.

Proposed tactic:

- Facilitated workshop.

Outputs

- A set of prioritised choices we collectively want for the future of Greater Christchurch.

Phase 5: Closing the loop

Throughout all phases of engagement, and specifically with Phase 4, it is important to 'close the loop'. How this is achieved needs to remain flexible at this stage, in order to respond appropriately as engagement progresses. Tactics will vary, depending on the phases and the audience but it will involve letting those who have provided feedback know what we heard and how this information will shape our process and outputs.

Our measures of success will include:

1. Demonstrated 'reach' – feedback received from residents across the whole area.
2. Demonstrated diversity – feedback received from a wide range of residents, communities of interest / identity, etc.
3. Demonstrated awareness – residents across the area are aware of Greater Christchurch 2050 and what it means.
4. A robust process that delivers genuine opportunities for engagement, and where residents can clearly see how their feedback has been meaningfully incorporated.
5. A vision and plan that has residents' support, because it accurately reflects their feedback and expectations.

6. Greater Christchurch Mode Shift Plan

Reference / Te Tohutoro: 20/944749

Report of / Te Pou

Steve Higgs, Lead Strategic Planner, Waka Kotahi NZTA

Matua:

Jim Harland, on behalf of the Chief Executives Advisory Group

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 This paper seeks Committee endorsement of the Greater Christchurch Mode Shift Plan (MSP). It follows from an earlier report presented to this Committee at its February meeting and an overview of a draft plan and investment direction that was provided to a workshop of this Committee in July.

2. Officer Recommendations / Ngā Tūtohu

That the Greater Christchurch Partnership Committee:

1. Endorses the Greater Christchurch Mode Shift Plan (Attachment B of this report).
2. Notes that, if endorsed, the Plan would then be submitted to the Minister of Transport by the end of August, along with the covering letter signed by the respective Mayors, Chairs and Kaiwhakahaere of the partner voting organisations and Waka Kotahi.
3. Notes the Table (Attachment C) from the Plan that summarises the work that is planned and a high-level timeframe for implementation.
4. Agrees to delegate responsibility for any final minor edits to the Plan to the Independent Chair in liaison with Chief Executives.

3. Context/Background / Te Horopaki

- 3.1 Mode shift entails encouraging people from predominantly using single occupancy vehicle (i.e. one person per vehicle) to other forms of travel such as active and public transport, rideshare and establishing a foundation for future transport technologies. Travel demand management encompasses mode shift but also considers a wider range of behavioural change, including the time that people travel (peak/off peak), route choice, and ways to reduce the need to travel in the first instance.
- 3.2 The Greater Christchurch Mode Shift Plan is the first document to describe our integrated and cohesive approach to delivering mode shift in the sub-region. It summarises and weaves together numerous strategies, plans and business cases already in place or under development. As such it will be valuable when communicating with Government and wider stakeholders, and is designed to underpin and inform future planning and investment decisions. Waka Kotahi NZ Transport Agency (NZTA) will recognise the Plan as if it were a strategic case for any subsequent business cases or funding applications.
- 3.3 The Plan also supports a government objective to create regional mode shift plans in high growth areas. This follows the release of a national mode shift plan, Keeping Cities Moving, by Waka Kotahi in September 2019.
- 3.4 Waka Kotahi have worked through the Greater Christchurch Partnership to prepare this Greater Christchurch Mode Shift Plan. The initial report on the development of the Plan was provided to the GCP Committee on 14 February 2020. A subsequent workshop with the Committee on a draft Plan took place on 10 July.

- 3.5 Since the workshop an internal (Waka Kotahi) peer review and communications review have been undertaken. Briefings to Council governance have been provided and this draft has been endorsed by NZTA as being suitable to present to the Minister by the end of August.
- 3.6 The Plan has also been presented to the Chief Executives Advisory Group (CEAG) which supports the recommendations in this report.
- 3.7 This MSP provides a baseline of information that we currently hold and is a summary of that information. It recognises that there is more work to do and the Partnership has aspirations to move Greater Christchurch to respond positively to meeting the challenges of climate change and moving towards a net zero carbon economy. This Plan represents a firm first step for transport and can be fed into the wider strategic planning of Greater Christchurch 2050 to form a more holistic plan for the future.

4. Plan Highlights

- 4.1 The July workshop highlighted some context information which the Plan has taken into account:
 - a. Single occupancy vehicle use remains high with 87% of people indicating they are travelling to work. Public Transport has remained flat since the earthquakes at approximately 2.5%. Meanwhile cycling investment is showing significant increases in cycling numbers.
 - b. Shifting people to use more sustainable modes will support transport's contribution to emissions targets and to manage transport congestion associated with the accommodation of Greater Christchurch growth.
 - c. COVID 19 pandemic has provided a glimpse of the impact of limited travel on the network. Approximately 10% of workers in the 2018 journey to work survey indicated they worked from home.
 - d. The Travel Demand Business Case indicates that a small additional investment (approximately \$2m - \$3m) shared between the transport partners provides significant benefits arising from the education and encouragement of supporting mode shift.
- 4.2 This work has identified the priority transport initiatives that could be advanced over the short-term (3 to 6 years) if funding were available. They are summarised in Attachments C and D and include:

Package 1 - Connecting the Cycleways: Filling in critical gaps in the cycleway network to enable end-to-end journeys to be undertaken safely. Indicative cost: \$68M (\$22M + \$46M for the two Major Cycle Routes)

Package 2 – Public Transport Service Improvements: Delivering a number of short-term opportunities to encourage greater use of public transport. Indicative cost: \$10m

Package 3 – Encouraging Behaviour Change: Identified pilot integrated behaviour change programmes alongside planned major capital investment, as outlined in the Travel Demand Management Business Case. Indicative cost: \$2-3M.

5. Changes to the Mode Shift Plan

- 5.1 Key changes made to the draft Plan (following the July workshop and subsequent briefings with partner organisations) will be reported at the Committee meeting.
- 5.2 Further the committee asked for a letter to accompany the Plan and a draft is included as **Attachment A** for any feedback.

- 5.3 A final MSP is attached as **Attachment B**. The Table from the Plan, separately reproduced as **Attachment C**, summarises the work that is planned and a high-level timeframe for implementation.
- 5.4 Final publishing may require further minor edits to be made, for which delegation from this Committee is sought.

6. Next Steps

- 6.1 Committee endorsement of the Plan will enable the Plan to be submitted to the Minister of Transport by the end of August, along with the covering letter signed by the respective Mayors, Chairs, and Kaiwhakahaere of the partner voting organisations, as well as the Waka Kotahi Regional Relationships Director.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Covering letter to Minister of Transport for the Greater Christchurch Mode Shift Plan	32
B ↓	Final draft Greater Christchurch Mode Shift Plan document	34
C ↓	Mode Shift Plan Table - Appendix 2 of the Mode Shift Plan	68



XX August 2020

Hon Phil Twyford
Minister for Transport
Parliament Office
Private Bag 18888
Wellington 6160

Dear Minister

Greater Christchurch Mode Shift Plan

We are pleased to provide you with a copy of the Greater Christchurch Mode Shift Plan 2020. This Plan has been developed collaboratively by Waka Kotahi and the Council members of the Greater Christchurch Partnership. It is endorsed by the Greater Christchurch Partnership.¹

This Plan is provided to you now as a signal of our strong commitment to mode shift for Greater Christchurch. This Mode Shift Plan has provided the opportunity to bring together the work that is underway across Greater Christchurch to enable mode shift, identify key gaps in the current programme, and prioritise the work into recommended packages.

Greater Christchurch is New Zealand's second largest urban centre and the Partnership believes Greater Christchurch has the potential to deliver significantly greater prosperity and wellbeing outcomes for New Zealand.

One of the Partnership's five key priorities is "Strengthening the partnership with mana whenua". We acknowledge the special partnership with mana whenua that is enshrined in Te Tiriti o Waitangi and intend for this Mode Shift Plan to become a meaningful enabler for mana whenua to advance their aspirations for the Greater Christchurch rohe.

The Partnership's current major focus is on developing an aspirational 30-year vision and plan for the sub-region, through our "Greater Christchurch 2050" project.²

Greater Christchurch 2050 will explicitly consider how the sub-region will achieve a just transition to a zero-carbon future, deliver intergenerational wellbeing to the sub-region's residents and contribute meaningfully to New Zealand overall.

The Partnership believes that the transport contribution to a Greater Christchurch 2050 vision will require an even greater emphasis on mode shift in order to meet our aspirations for future emissions targets and to deliver and manage a more efficient transport network.

¹ The Greater Christchurch Partnership includes Christchurch City Council, Environment Canterbury, Selwyn District Council, Waimakariri District Council, Te Rūnanga o Ngāi Tahu, New Zealand Transport Agency, Canterbury District Health Board, and the Greater Christchurch Group, Department of Prime Minister and Cabinet.

² <https://www.greaterchristchurch.org.nz/greater-christchurch-2050/>



As such, we expect to be developing an updated and more ambitious Mode Shift Plan in the near future to align with and deliver on the new vision, strategic direction and plan for Greater Christchurch.

We look forward to working with you as we develop our strategy and improve our response to encouraging greater mode choice in Greater Christchurch.

Signed by

Mayors (CCC, SDC, WDC); Chairs (ECan, CDHB); Kaiwhakahaere (Ngāi Tahu) and Regional Relationships Director, Waka Kotahi NZTA - on behalf of the Greater Christchurch Partnership

Greater Christchurch Mode Shift Plan
August 2020

Executive summary

The Greater Christchurch Partnership promotes an integrated and intergenerational approach to planning for urban growth and seeks to ensure managed development that protects environments, improves transport links, increase uptake of active and public transport, creates liveable areas and sustainably manages population growth. The Greater Christchurch Mode Shift Plan 2020 provides the first step towards achieving this vision. It is a living document that will be updated and refreshed dependent on situational change and it will be integrated into the wider strategic planning of Greater Christchurch 2050. The partners readily acknowledge that there is much work to do in this space and we look forward to delivering on that challenge.

Christchurch, the largest city in the South Island, has experienced high population and economic growth. The population is predicted to increase from 428,000 in 2013 to approximately 640,000 people by 2048. The Covid-19 pandemic makes it challenging to accurately forecast future growth however, it is estimated that growth may slow in the short term and continue to grow substantially over the medium to longer term.

Past land use and transport investment decisions have encouraged high levels of private car use with consequentially low uptake of public transport. This has caused increasing traffic congestion, rising emissions, reduced amenity and has resulted in increased safety risks and poor health outcomes for local communities.

In recent years there has been significant investment in building major cycle routes across Greater Christchurch. These routes connect the districts and the city and urban cycleways, and they help to ensure people can cycle locally more safely. As a result, the number of cyclists has increased and is expected to continue to grow. This increase clearly demonstrates that provision of alternative transport options can provide a path forward to improve travel choice, reduce emissions and improve general health and wellbeing of the population.

Keeping Cities Moving is Waka Kotahi's National Mode shift Plan. This Greater Christchurch Mode Shift Plan follows the national overarching principles within that document and identifies projects that contribute towards the following three levers and the subsequent five focus areas.

Levers	1. Shaping Urban Form	2. Making active and public transport* more attractive	3. Influencing travel demand and transport choices
Focus areas	1. Enable, support and encourage housing, business growth and public facilities in areas with sustainable travel options. 2. Ensure the layout and design of urban areas supports public transport, walking and cycling.	3. Encourage the uptake of public transport through investment in infrastructure and services to make public transport more attractive. 4. Encourage the uptake of walking and cycling through investment in infrastructure and services to make active modes safer and more attractive.	5. Make sure it is safe, easy and intuitive for people to change to sustainable modes.
* The wording used in the National Plan is <i>Making shared and active modes more attractive</i> – the clear focus in Greater Christchurch is on public transport and active transport so the wording has been amended to reflect that for the purposes of this plan			

The Partners have identified the next short term priorities to progress mode shift as part of this Plan. They are activities that are either identified in long term plans or part of current business cases. The three priority packages for implementation in the short-term (3 to 6 years) are:

- **Package 1 - Connecting the Cycleways:** Filling in critical gaps in the cycleway network to enable end-to-end journeys to be undertaken safely, supporting more residents to travel by bike and e-bike. **Indicative cost: \$68M** (\$22M + \$46M for the two Major Cycle Routes)
- **Package 2 – Public Transport Service Improvements:** Delivering several short-term opportunities to encourage greater use of public transport, as outlined in the Public Transport Futures detailed business cases. **Indicative cost: \$10M** (pending completion of the business case)
- **Package 3 – Encouraging Behaviour Change:** The draft Travel Demand Management Business Case has identified a programme of activities to implement integrated behaviour change programmes alongside major capital investment in Greater Christchurch. **Indicative cost: \$2 to 3M** (pending completion of the business case)

Bold decision making is needed to address the major barriers to uptake of sustainable transport/travel modes. Delivering this plan will also require significant ongoing investment, with current investment plans not sufficient.

This Mode Shift Plan will be reviewed at least every three years, ahead of the Regional Land Transport Plan and Long-Term Plans, to evaluate further priority packages for implementation. The Partners recognise that an initial review is required soon to capture the transformational changes being investigated as part of the Future Public Transport work programme and Greater Christchurch 2050

1. Introduction

The Greater Christchurch Partnership is tasked with promoting an integrated and intergenerational approach to planning for urban growth and seeks to ensure that development is managed in a manner that protects environments, improves transport links, increase uptake of active and public transport, creates liveable areas and sustainably manages population growth.

This mode shift plan is the first step towards achieving our vision and will be integrated into the wider strategic planning of Greater Christchurch 2050.

1.1. Purpose

The purpose of the Greater Christchurch Mode Shift Plan is to:

- Outline the context for, and the importance of, mode shift in Greater Christchurch
- Identify the challenges in achieving mode shift, including funding constraints, and observations from work that is currently underway
- Plan to support and accelerate mode shift by identifying key areas where central and local government need to work together on developing funding strategies
- Propose the initial priorities to implement this mode shift plan.

This Mode Shift Plan should be reviewed at least every three years, ahead of the Regional Land Transport Plan and Long-Term Plans. These reviews provide the opportunities for Greater Christchurch to regularly evaluate the most important and efficient ways to achieve and maintain desirable transportation mode share as the population continues to grow.

1.2. Report Structure

Chapter 2 provides the context of mode shift in Greater Christchurch, outlines the national and local plans that support mode shift, as well as the benefit and challenges to achieving the desirable mode shift for Greater Christchurch.

Chapter 3 outlines the existing plan to achieve mode shift in Greater Christchurch.

Chapter 4 outlines on the implementation of projects that contribute towards this mode shift plan in Greater Christchurch.

Appendix 1 provides a glossary and list of acronyms used in this document for reference.

Appendix 2 outlines a Mode Shift plan in table format.

Appendix 3 outlines priority packages.

2. Greater Christchurch Context

2.1. Population Growth

Christchurch is the largest city in the South Island and has been experiencing high population and economic growth. Approximately 80% of the Canterbury regional population, and 40% of the South Island population, live in Greater Christchurch. Due to its size and geographical location, Greater Christchurch plays a significant role in the South Island economy. Christchurch is a major freight hub with connections to Lyttelton Port and the Christchurch International Airport.

The population of Greater Christchurch is predicted to increase from 428,000 in 2013 to approximately 640,000 by 2048.¹ The Covid-19 pandemic has created uncertainty around future growth and travel patterns. However, based on previous recovery patterns, it is anticipated that the rate of growth may be slower in the short term followed by a substantial increase in the medium to long term.

2.2. Travel Patterns and Behaviours

Private vehicles

There is a significant reliance on private vehicle travel throughout Greater Christchurch. Table 1 below demonstrates the high use of private vehicles in Greater Christchurch for travel to work, compared to other modes.²

Table 1: Journey to work, by mode (usual resident territorial authority).

Mode	Christchurch City		Selwyn District		Waimakariri District	
	Number	Percent	Number	Percent	Number	Percent
Work at home	18,000	9%	5,600	16%	4,300	13%
Drive a private car, truck or van	122,900	62%	20,900	65%	19,500	62%
Drive a company car, truck or van	22,500	11%	5,500	16%	5,300	17%
Passenger in a car, truck, van or company bus	6,400	3%	800	2%	900	3%
Bicycle	11,200	6%	500	1%	300	1%
Walk or jog	7,700	4%	1,000	3%	800	2%
Public bus	8,300	4%	300	1%	300	1%
Train/ Ferry	89	0%	9	0%	6	0%
Other	2,400	1%	500	1%	300	1%
Total	199,500	100%	35,100	100%	31,700	100%

Table 1 also demonstrates that approximately 10% of workers work from home. This figure also represents people who chose not to travel on the day of the survey.

Following the experience of working from home during the COVID-19 lockdown, there may be more workers who choose to work from home in the future, thereby reducing overall peak time trip numbers. This could be an unintended, yet positive, consequence of the lockdown.

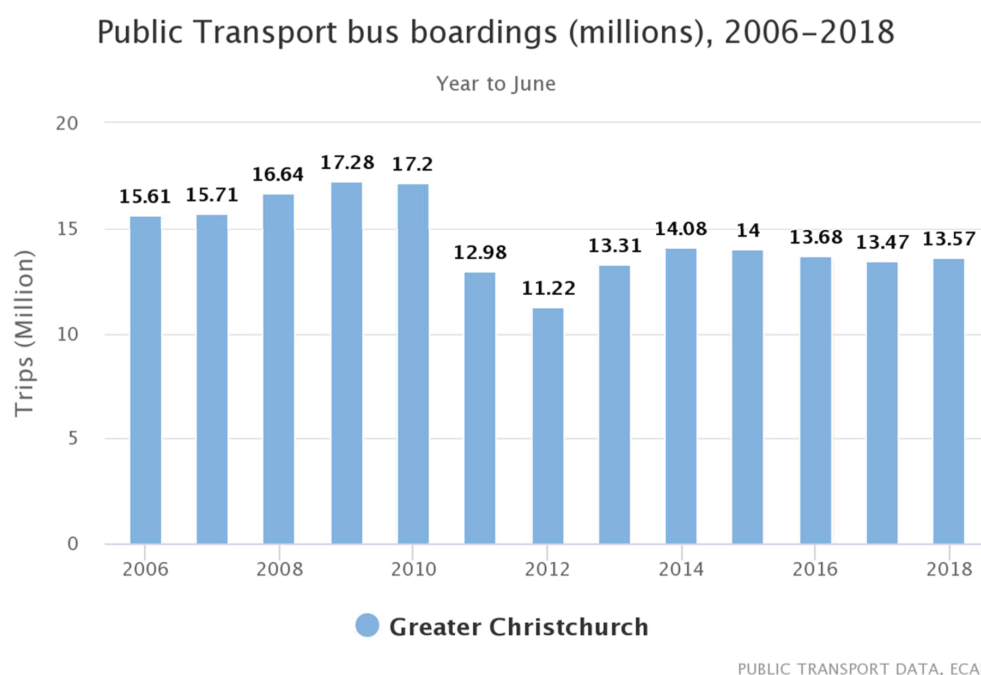
¹ Our Space 2018-2048 Greater Christchurch Settlement Pattern Update Whakahāngai O Te Hōrapa Nohoanga - <https://greaterchristchurch.org.nz/assets/Documents/greaterchristchurch/Our-Space-final/Our-Space-2018-2048-WEB.pdf>

² Census 2018.

Public Transport

Public transport has relatively low use compared to other modes. The public transport system currently services about 2.5% of peak hour travel demand in Greater Christchurch, which equates to 13.5 million passenger trips per year. Patronage peaked at 17.2 million trips per year in 2010, but 2011 patronage levels dropped by over 40% immediately post-earthquake. This drop was largely due to the post-earthquake shift of residents and businesses away from the Central City. Public transport patronage in Greater Christchurch has recently stabilised, but it is still well below the levels experienced prior to the Canterbury earthquakes as shown in Figure 1 below.

Figure 1: Public Transport Boardings in Greater Christchurch between 2006 and 2018³



Over recent years, Greater Christchurch implemented some successful interventions that supported an increase in uptake of public transport, including:

- Park and Ride with Bus Service 85 non-stop between Rolleston and Christchurch CBD. More park and ride sites are likely to be developed.
- 'MyWay by Metro' a pilot of an on-demand bus service in Timaru.

Cycling

Nationally Christchurch City is known as New Zealand's cycling city. On the 2018 census day, there were 5.6% of people whose main means of travel to work in Christchurch city was by bicycle. There were 9.1% of people whose main means of travel to education in Christchurch city was by bicycle.⁴ Significant investment has taken place across Greater Christchurch to build major cycle routes

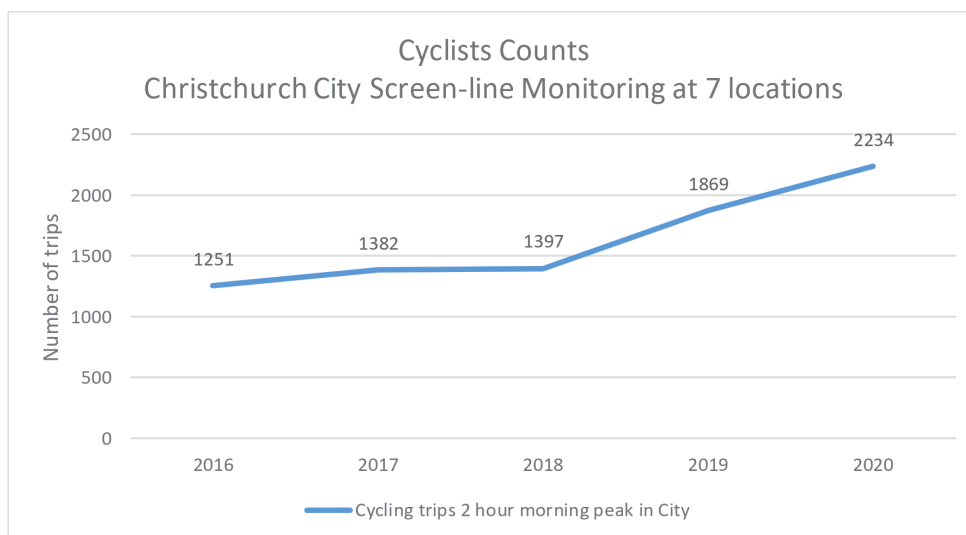
³ <https://www.greaterchristchurch.org.nz/indicators/urban/public-transport>

⁴ <https://www.stats.govt.nz/tools/2018-census-place-summaries/christchurch-city>

connecting the districts and the city, as well as urban cycleways, to help ensure people can cycle locally, more safely.

The benefits of that investment are captured by data, collected by Christchurch city, that shows the number of trips by cyclists in the central city has increased significantly in the last two years and the proportion of women cycling in Christchurch city has increased from 31% in 2016 to 41% in 2020⁵.

Figure 2: Cycle Counters Monitoring – Central Christchurch



2.3. Challenges

Keeping Cities Moving, Waka Kotahi's National Mode shift Plan, identifies the following three reasons for New Zealand's high level of car dependency:

- Cities are structured in a way that prioritises travel by car: New Zealand's cities are characterised by low-density, dispersed and uncoordinated development meaning that: – trips are often long (making walking and cycling unattractive) – urban planning and street design guides have generally prioritised private vehicles over other modes – poor integration between land use and transport decision-making has often led to mismatches between where growth happens and where better travel choices are available or provided.
- A lack of good shared and active travel alternatives: Decades of under-investment in quality services and infrastructure for public transport, walking and cycling has often made these travel options slower, less reliable, more dangerous and ultimately less attractive than travelling by private vehicle.
- Incentives encourage people to continue to travel by car: Many of the true costs of travelling by car are hidden, especially environmental effects and car parking. Even where safe and attractive alternatives exist, awareness of these options can be low.

These challenges are evident in the Greater Christchurch context. The draft Greater Christchurch Travel Demand Management Single Stage Business Case (TDM SSB) outlines the problem as follows: *Land use and transport investment decisions in historical and recent times has encouraged high*

⁵ Christchurch City Council Cycle Surveys

levels of car usage, resulting in increasing congestion, rising emissions, reduced amenity, safety risks and poor health outcomes for local communities.

Supporting evidence for this problem statement and consequences is provided in the Greater Christchurch Travel Demand Management Single Stage Business Case (TDM SSBC) and is not repeated here.

Historical underinvestment in active and public transport has compromised the relative attractiveness of sustainable modes and supports a continued reliance on private vehicle travel.

*Keeping Cities Moving*⁶ summarises the consequences of continued reliance on private vehicle travel at a national level, combined with population growth and rapidly increasing transport demand, as follows:

- Limited travel choice that requires people to spend a significant and increasing part of their income on private vehicle use, and poor connections to social, health and economic opportunities
- Growing congestion that leads to longer and less reliable travel times, and urban areas that need to dedicate large amounts of land and resources to moving and storing vehicles
- Growing vehicle emissions which contribute to the global challenge of climate change, and negative ecological impacts from construction and operation of roading infrastructure
- Increasing numbers of transport-related deaths and serious injuries, with a higher risk for 'vulnerable users' using active modes
- More sedentary lifestyles that contribute to increasing levels of obesity and chronic diseases, and transport related air pollution and noise that can harm public health

In Greater Christchurch, the key drivers for mode shift are environmental and safety concerns, with congestion as a secondary consideration. This is in contrast to Auckland and Wellington where the mode shift focus from private vehicle travel to active and public transport is on reducing Greenhouse Gas emissions and easing congestion.

While congestion is not currently an issue in Christchurch to the extent that it is in Auckland and Wellington, people do experience significant delays during peak periods on specific routes as well as difficulties caused by unpredictable travel times. Brougham Street and Cranford Street are examples of streets where there is high transport demand arising from both through traffic and local traffic. This demand impacts customer travel experiences and the safety and amenity of nearby communities.

If current travel patterns continue unchanged, and the population grows as expected, then it is anticipated that vehicle travel will increase by 11% over the next 10 years, and 19% over the next 20 years. This will result in a 25% increase in travel by car to and from the Central City in 2038, rising to a 34% increase by 2048. With 87% of household trips made in single occupancy vehicles, the negative impacts of Greater Christchurch remaining so highly car dependent will result in increasing congestion and increasing emissions.

⁶ *Keeping Cities Moving*, <https://www.nzta.govt.nz/assets/resources/keeping-cities-moving/Keeping-cities-moving.pdf>.

Action is needed now. This action must be sustained over the longer term, to avoid Greater Christchurch following in the footsteps of other major centres, where investment in mode shift has only occurred once congestion reached crisis point.

2.4. Benefits of Mode Shift

Mode shift is an indicator of progress towards several key transport outcomes. These outcomes underpin the potential to create more vibrant and liveable urban environments and improve wellbeing and quality of life.

In 2018 the Ministry of Transport developed a Transport Outcomes Framework. The framework sets out the durable, long-term outcomes the government aims to achieve, through the transport system, to improve intergenerational wellbeing and liveability. Mode shift and reducing car dependency have been assessed as contributing to all five outcomes within the framework as set out in Figure 3 below.

Figure 3: *Contribution of mode shift toward transport outcomes*⁷

OUTCOME	MODE SHIFT CONTRIBUTION
Inclusive access	Better travel options and a more efficient transport system mean that more people can access social and economic opportunities, especially to ensure that those with disabilities or low incomes can fully participate in society.
Economic prosperity	More efficient movement of people and products, including to large and highly productive employment centres, can reduce costs and boost income levels, as well as unlocking urban development opportunities.
Environmental sustainability	An increase in public transport and active modes reduces pressure on natural resources and reduces carbon emissions from the vehicle fleet, while more efficient use of land (given reduced demand for roads) lessens the impact on biodiversity and water.
Healthy and safe people	Greater use of active modes promotes physical activity. Public transport is a very safe way to travel, and having fewer vehicles reduces crashes, noise and harmful emissions, all of which increase public health benefits.
Resilience and security	Providing more transport choice means a greater range of alternative travel options is available in the face of short- and long-term disruption to the transport system.

⁷ <https://www.nzta.govt.nz/assets/resources/keeping-cities-moving/Keeping-cities-moving.pdf>

Achieving mode shift aligns with a range of national and regional strategic outcomes.

The national Government set a target of net zero emissions by 2050. Environment Canterbury and Christchurch City Council declared climate emergencies in 2019, with Christchurch City setting a target of net zero emissions by 2045. Land transport currently accounts for 41% of Greenhouse Gas emissions in Greater Christchurch. The shift to using more active and public transport options would reduce emissions and contribute to achieving these targets.

*Road to Zero*⁸ is a national road safety strategy with a vision to reduce deaths and serious injuries on our roads by 40% by 2030. This strategy includes a national long-term target of zero deaths and serious injuries on our roads. Road to Zero indicates that “Walking is the second safest mode after buses per hour spent travelling.”

An increase in the use of public transport will reduce traffic volumes in our urban areas, and the shift to more walking and cycling will promote a sense of place in our urban areas. Encouraging the use of active and public transport will enable priority to be given to more vulnerable road users, making it safer for people to connect within their communities.

The national health strategy aims for “All New Zealanders to live well, stay well, get well, in a system that is people-powered, provides services closer to home, is designed for value and high performance, and works as one team in a smart system.” A car dependant environment reduces the attractiveness of walking and cycling and is one of the factors that causes people to have a sedentary lifestyle.

2.5. Development of this Mode Shift Plan

The following section summarises relevant policy directions and plans which have informed the development of the Greater Christchurch Mode Shift Plan.

National

Recent changes to central government strategy support a renewed focus on mode shift. These include:

- An increased focus on Travel Demand Management (TDM) in the Government Policy Statement on Land Transport (GPS) 2018 and Draft GPS 2021.⁹
- New emissions targets: The Climate Change Response (Zero Carbon) Amendment Bill 2019 amended the Climate Change Response Act 2002 to provide a framework for New Zealand to develop and implement climate change policies that contribute to global efforts under the Paris Agreement to limit the global average temperature increase to 1.5 degrees Celsius above pre-industrial levels. Key provisions include establishing a Climate Change Commission and setting a target to reduce net carbon emissions to zero by 2050.
- *Road to Zero*: The national road safety strategy aims to drive substantial improvements in road safety across New Zealand. The strategy acknowledges the safety benefits of public transport, and the need to improve road safety for vulnerable road users, such as cyclists and pedestrians.
- Waka Kotahi has developed *Arataki*, its long-term strategy for transport, including its priorities for Canterbury. Arataki has identified improving urban form and transforming

⁸ Road to Zero: <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/>

⁹ The GPS sets out the Government’s funding priorities for transport over a ten year period, with a focus on allocating funding from the National Land Transport Fund over a dedicated three year period.

urban mobility as two key step changes. It recognises the focus for the next ten years on public and active transport

Keeping Cities Moving looks to achieve mode shift in three main ways, termed as “levers”. Table 2 provides an explanation of the three levers:

Table 2: Three Levers to Deliver Mode Shift

Levers	Explanation
1. Shaping urban form	“Encouraging good quality, compact, mixed-use urban development will result in densities that can support rapid/frequent transit (and vice versa); shorter trips between home and work/education/leisure; and safe, healthy and attractive urban environments to encourage more walking and cycling.”
2. Making Public and active modes more attractive	“Improving the quality, quantity and performance of public transport facilities and services, and walking and cycling facilities, will enable more people to use them. This can involve both optimising the existing system (for example, through reallocating road space), investment in new infrastructure and services, and providing better connections between modes.”
3. Influencing transport demand and travel choices	“Changing behaviour may also require a mix of incentives and disincentives (or ‘push’ and ‘pull’ factors) to either discourage use of private vehicles (by making them less attractive relative to other options) or making people more aware of their options and incentivising them to try something new. This may include parking policies, road pricing, travel planning and education.”

Greater Christchurch

Several plans and business cases signal the need for mode shift in Greater Christchurch. These include the:

- Greater Christchurch Travel Demand Management Strategy and Action Plan (2009)
- Christchurch City Transport Strategy (2012)
- Christchurch City Council Transport System Programme Business Case (2017)
- Greater Christchurch Draft Travel Demand Management Detailed Business Case (2018)
- Greater Christchurch Investment Story (2018)
- Draft Greater Christchurch Travel Demand Management Strategic Case (2018).
- Draft Greater Christchurch Travel Demand Management Single Stage Business Case (2020).
- Our Space Greater Christchurch Settlement Pattern 2018-2048 (2019)

The Partnership is currently working on business cases to influence mode shift, with corresponding aspirations as illustrated below.

- Public Transport Futures Programme Business Case:
 - Double public transport mode share by 2028 and double again by 2048.
 - Develop an accessible public transport system where 90% of households can use public transport to access one or more Key Activity Centres within 30 minutes by 2028.
- An Accessible City (target for Christchurch City):

- A healthier, safer city centre that aims to triple cycling and pedestrian movements by 2041.

Currently, the achievement of these aspirations will be monitored and measured through the relative business cases. The partnership acknowledges that, to achieve the desirable mode shift in the long term, further work is required to determine an overall target for Greater Christchurch. This will be integrated in the wider strategic plan of Greater Christchurch 2050.

3. The Plan

This section outlines the Plan for achieving mode shift in Greater Christchurch. It highlights the three levers identified by Waka Kotahi, (outlined in Section 2.5 of this document), and provides associated local context, key focus areas, and work in progress.

At the conclusion of this section, opportunities to accelerate mode shift are highlighted.

3.1. Summary of Greater Christchurch Mode Shift Plan

The following table provides a summary of the three levers and five focus areas to direct action over the next six years:

Table 3: Focus Areas of this Mode Shift Plan

Lever	1. Shaping Urban Form.	2. Making active and public transport* more attractive.	3. Influencing travel demand and transport choices.
Focus areas	<ol style="list-style-type: none"> 1. Enable, support and encourage housing, business growth and public facilities in areas with sustainable travel options. 2. Ensure the layout and design of urban areas supports public transport, walking and cycling. 	<ol style="list-style-type: none"> 3. Encourage the uptake of public transport through investment in infrastructure and services to make public transport more attractive. 4. Encourage the uptake of walking and cycling through investment in infrastructure and services to make active modes safer and more attractive. 	<ol style="list-style-type: none"> 5. Make sure it is safe, easy and intuitive for people to change to sustainable modes.
<p>* The wording used in the National Plan is <i>Making shared and active modes more attractive</i> – the clear focus in Greater Christchurch is on public transport and active transport so the wording has been amended to reflect that for the purposes of this plan</p>			

3.2. Shaping Urban Form

Context

Christchurch has developed into a polycentric city, with several key activity centres formed in a radial pattern around the central business district. The city connects via arterial roads and rail (freight only) to the adjoining Selwyn and Waimakariri districts. Townships within these districts have also developed in a concentric manner.

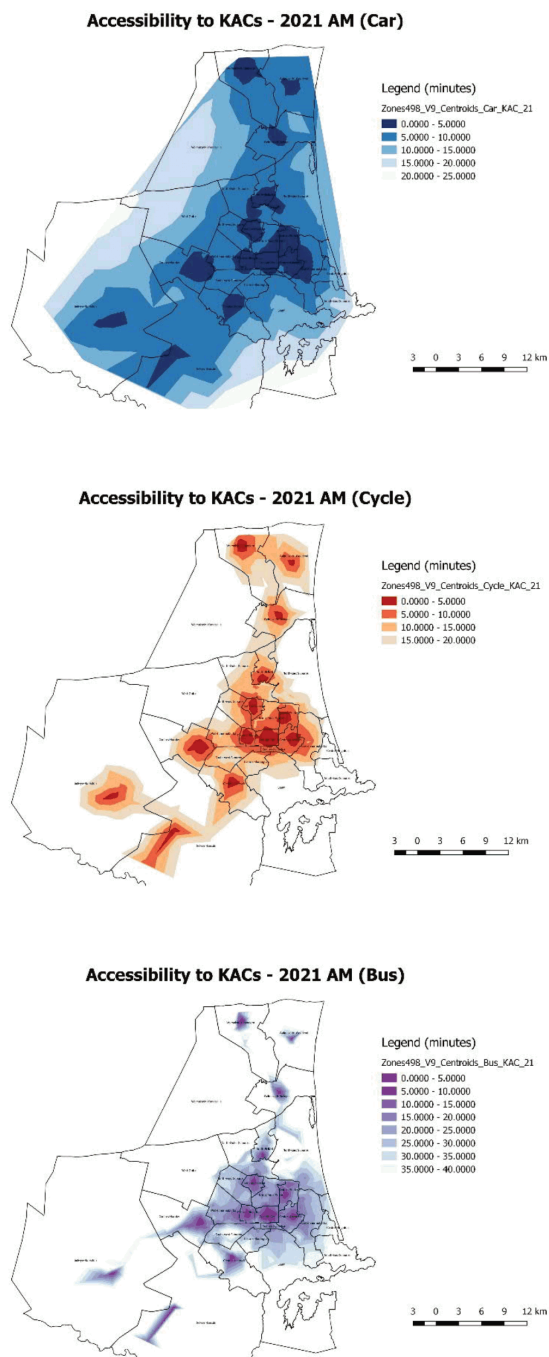
In the early 20th century, urban areas were more compact as they relied primarily on foot, cycling and tram to travel. However, the advent of more affordable private motor vehicle use after World War Two led to a significantly more dispersed urban form.

Major greenfield expansions were planned as part of the Greater Christchurch Urban Development Strategy (implemented through Regional and District Plan Changes) with a greater requirement on meeting housing demand through intensification over time. Due to the Christchurch earthquakes

and associated displacement of homeowners in some areas, the expansion into greenfield areas has been accelerated on the western side of Christchurch City and in Selwyn and Waimakariri Districts.

Major transport investment has accompanied urban expansion, through the construction of highways, arterial roads, and overpasses, as well as increasing capacity within the road network. This investment has made it easier to access key activity centres by car, than it is to access by cycle or public transport. This is demonstrated in Figure 4.

Figure 4 Maps showing Accessibility to Key Activity Centres in Greater Christchurch by car, cycle or public transport in the AM peak



National and local policy directs a new approach for land use and transport investment, where investment is focused on supporting public transport and active modes and travel demand is managed. In Greater Christchurch, this investment needs to be integrated with an increased focus on land use development that achieves a more consolidated urban form and further supports mode shift opportunities.

Focus area 1: Enable, support and encourage housing, business growth and public facilities in areas with sustainable travel options

There is a strong connection between focus areas 1 and 2. The first relates to macro level land use, and the second relates to urban form at a neighbourhood and suburb level. Both focus areas will have a strong influence on the success of initiatives under lever two (making public transport and active modes more attractive).

Greater Christchurch

Greater Christchurch partners have undertaken significant work to ensure there is sufficient development capacity for housing and business growth across Greater Christchurch¹⁰.

The partners are working together on developing Greater Christchurch 2050 which will contribute to a sustainable urban form which aligns land-use and transport, and enables an integrated and efficient public transport system, including mass rapid transit. This work will help inform the full review of the Canterbury Regional Policy Statement (CRPS) scheduled for 2023. This will provide an opportunity to further shape urban form to encourage mode shift.

The Partners are evaluating the appropriateness of existing densities for each territorial authority. Mode shift will be supported by a more consolidated urban form.

In addition, land use planning through the District Plans and the Christchurch Spatial Plan will provide opportunities to integrate land use and transport. Influencing appropriate land use patterns, such as consolidation along key transport corridors, will further support mode shift. Influencing land use to support mode shift represents a long-term opportunity and is best managed through future strategic work such as Christchurch 2050.

Christchurch City

In Christchurch City, land use plans have been in place for some years to facilitate the development of an urban form that better supports sustainable transport. The housing densities provided for under the Christchurch District Plan enable medium to higher density development, with intensification rates improving. Significant further investment is still required to improve liveability and achieve greater gains in mode shift, particularly within those areas targeted for intensification.

Christchurch City Council is developing a spatial plan and a new transport plan. These plans will be integrated and will provide strategic guidance for shaping urban form, including to support mode shift within the city. The Spatial Plan will include development of a redevelopment programme for medium density housing areas around key activity centres and along public transport corridors. This

¹⁰ Our Space Greater Christchurch Settlement Pattern 2018-2048:
<https://www.greaterchristchurch.org.nz/assets/Documents/greaterchristchurch/Our-Space-final/Our-Space-2018-2048-WEB-FINAL.pdf>

work will be influenced by the Greater Christchurch Public Transport Futures Business case through the Mass Rapid Transit work.

Christchurch City Council is also developing a Central City Parking Policy that supports desirable urban form and mode shift. The Policy aims to address the unique issues of the central city where land value is high, and perceptions of parking are not well understood.

Selwyn District

Selwyn District has taken a strategic planning approach to developing land use through Selwyn 2031¹¹ and implementation of township structure plans. The desire to consolidate urban form, provide different modes of transport and implement a strategic approach is also reinforced in the operative District Plan objectives and policies. This approach will continue in the proposed District Plan which includes some intensification in the Key Activity Centres. The draft proposed District Plan will promote a multi modal network through the consolidation of urban environments, access to wider transport options, and the integration of both land use and subdivision development with existing transport infrastructure, and the integrated placement of transport infrastructure into existing built up environments.

The Council uses Outline Development Plans as the implementation tool to promote multi modal infrastructure such as walking and cycling. These are required for new areas in all Council or private initiated plan changes.

Waimakariri District

Waimakariri District has a desire to consolidate around the town centres and encourage greater active travel within those centres. Work is progressing to achieve housing intensification to support mode shift. This reflects 'Our District, Our Future – Waimakariri 2048, District Development Strategy'¹², which advocates for a greater mix of housing choice in the District's main towns. The Strategy also aims to further enhance District self-sufficiency through employment and business opportunities. This strategy will reduce the need for travel from the District to Christchurch City for employment opportunities.

Summary of work in progress

The following work being progressed by partners will or is likely to support mode shift outcomes:

- The development of Greater Christchurch 2050 which will contribute to a sustainable urban form
- Christchurch City is working on a spatial plan and a new transport plan and Central City Parking Policy for Christchurch City. This work will be influenced by the Greater Christchurch Public Transport Futures Business case work through the Mass Rapid Transit work.

¹¹ Selwyn 2031: <https://www.selwyn.govt.nz/property-and-building/planning/strategies-and-plans/selwyn-2031>

¹² Waimakariri DDS: https://www.waimakariri.govt.nz/_data/assets/pdf_file/0022/33727/180525057771-District-Development-Strategy-DDS-2018-FINAL-Web.pdf

- Selwyn District Council is undertaking a District Plan Review. The draft proposed District Plan will promote a multi modal transport network
- Waimakariri District Council will notify its District Plan which proposes Integrated Transport Assessments and continue its approach to Outline Development Plans as part of its policy framework.

Focus area 2: Ensure the layout and design of urban areas supports public transport, walking and cycling

The design of greenfield and existing urban developments in Greater Christchurch should support and encourage the use of active modes (walking and cycling, scooters etc). There is a need to link development plans and encourage land use design that facilitates access to multi modal connections of core public transport routes, future mass rapid transport corridors and active transport options. Wider area connectivity, and improved amenity and safety is required as part of these development plans.

Historical development patterns in Greater Christchurch have made it difficult to retrospectively provide for effective connections within built-up urban areas.

Urban areas in Christchurch originally developed along gridded street patterns connected to fixed tramline routes. After the Second World War, the city began to grow rapidly, and new suburbs emerged. “Curvilinear” roads and streets, consisting of curved lines that offer a sense of privacy and seclusion, became the norm. Cul-de sacs and circuitous streets were built away from nearby public transport routes and added significant journey time for people on foot. In many cases there was no easy connection to main public transport routes, requiring transfers and time penalties far in excess of journey times made by private vehicle.

Figure 5 shows how rectangular and curvilinear roads and streets can affect travel times.

Figure 5: The five-minute walking catchment



Walking routes are often circuitous, making walking and cycling more attractive for local recreation than for active transport across suburbs. Over the next five to 20 years the partners will revise suburban masterplans and implement change to proposed developments to better reflect mode shift requirements.

In support of the Local Authorities, Waka Kotahi’s Innovating Streets for People programme aims to make it faster and easier to implement temporary and semi-permanent physical changes to streets that will improve safety and liveability.

Christchurch City

After the 2011 earthquakes, Christchurch City redesigned the central city, supported by a comprehensive transport investment¹³. An Accessible City implements projects in the central city that provide flexible and resilient travel options to enable growth in travel demand to be accommodated by public transport, walking and cycling. In addition, speed management initiatives support active modes in some areas.

Selwyn District

In Selwyn, the township structure plans provide strategic direction on movement provision on a township network level to improve pedestrian and amenity access.

Rolleston has the benefit of a non-stop bus service connecting the City Centre, that is served by a park and ride facility. As part of the Rolleston Town Centre Plan, a high amenity town centre streetscape and slow speed core are being implemented to support all transport modes.

The Lincoln Town Centre Plan focusses on improving place and amenity and providing cycling connections between the town centre and Lincoln University.

Waimakariri District

In Waimakariri, the Town Centre plans provide a framework to implement the walking and cycling action plans across the district, including Rangiora, Kaiapoi and Woodend townships. Further development of park and ride facilities are planned for Rangiora and Kaiapoi.

Summary of work in progress

- An Accessible City implement projects in the central city to enable growth in travel demand to be accommodated by public transport, walking and cycling.
- Christchurch suburban masterplans aim to support active travel and connected communities.
- Speed management initiatives support active modes in areas such as Riccarton Road, Sumner and Northlands.
- Selwyn District Council Town Centre plans for Lincoln and Rolleston, aim to improve pedestrian amenity and access.
- Waimakariri District Council District Development Strategy and corresponding Town Centre plans for Rangiora, Kaiapoi and Woodend township, aim to improve walking and cycling connectivity.
- Waka Kotahi's Innovating Streets for People programme to support local authorities.

¹³ An Accessible City: <https://www.otakaroldt.co.nz/assets/Projects/ProjectDocuments/an-accessible-city-replacement-transport-chapter-october-2013.pdf>

3.3. Making public transport and active modes more attractive

Context

Achieving higher densities around public transport corridors is only part of the solution to achieve mode shift. There needs to be an efficient network of bus priority lanes, supported by frequent and attractive services. Greater Christchurch has a network of bus services, throughout Christchurch City, linking Christchurch with the surrounding townships. There has been a long legacy of underinvestment in public transport in Greater Christchurch relative to other major urban centres. This makes achieving desired mode shift outcomes for public transport hugely challenging.

Travel by active modes has health and environmental benefits, as well as making parts of Greater Christchurch more accessible for short to medium length trips. The perception that our roads are unsafe for pedestrians and cyclists is a key deterrent to achieving a greater uptake of walking and cycling. Significant investment is underway in cycling, but more is needed to ensure local routes connect to key activity centres.

Greater Christchurch's flat geography makes it particularly well suited to active modes, and many people live close enough to their workplace to make active transport feasible. On Census day in 2018, 66% of those who commuted to work within Christchurch City had a trip length of 7.5km or less yet, 57% of these commuters travelled by motor vehicle (driver or passenger). This figure indicates that there is a significant opportunity for mode shift gains to be made in Greater Christchurch through education campaigns and accelerating investment.

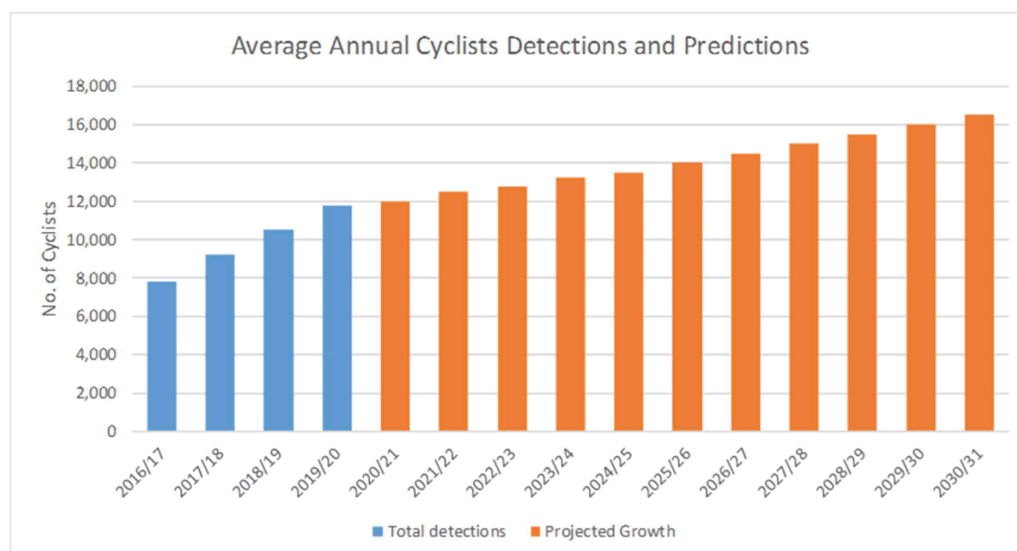
Walking is vital for amenity, as well as connecting to public transport journeys and for short distance trips. Historically, there has been significant underinvestment in this mode. Since 2018, however, there has been a greater focus on planning and investing in footpaths with a subsidy for footpaths is now included in the National Land Transport Fund. This is an area the partners would like to see a greater focus on in the next six years.

Focus Area 3: Support the ongoing uptake of active modes through the ongoing implementation of pedestrian and cycle facilities to support people's journeys.

Partners are planning and progressing investment in major and local cycle routes to connect within the city and districts, and to connect the city with the districts. This has included investment to segregate cyclists from general traffic on high traffic routes, intersection improvements (such as crossing signals for cyclists), cycleways on arterials, shared paths, and local routes on quiet streets.

Work on business cases for the Christchurch Major Cycleways and An Accessible City indicate that cycling mode share could reach double pre-earthquake levels by 2031 if cycleway networks are completed. Significant investment into this network and supporting facilities has been made over the past decade and this is starting to show benefits, with cycling levels in Christchurch City on track to double between 2016 and March 2031

Figure 6: Trends in cycling trips and mode share in Christchurch City since 2016¹⁴



The full mode shift benefit of the cycling network investment to date will not be realised until several gaps (often small, but critical for end-to-end journeys) in existing routes are filled. Further investment is required to address the following weakness within the network.

- Provide connections to, and between, the Major Cycle Routes
- Provide connections to and around schools, and between schools and the Major Cycle Routes
- Provide connections between the residential suburbs, major recreational sites and commercial areas throughout Greater Christchurch, i.e. Christchurch, Selwyn and Waimakariri.

Summary of work in progress

The following work is being progressed by partners:

Continue to progress the programme of 13 Major Cycleways in Christchurch city, as recommended by the Christchurch City Cycle Network Routes and Connections Business Case that is currently under development. The business case aims to support investment in local cycle routes and connections to the major cycleway network to schools, key destinations and activity centres.

- Both Waimakariri and Selwyn District Councils are delivering the action plan of their respective walking and cycling strategies:¹⁵
 - These action plans identify connections between Christchurch City and the respective townships. The strategies provide for a programme of development that will link into the Christchurch Major Cycleway networks.

¹⁴ Data and projection provided by CCC.

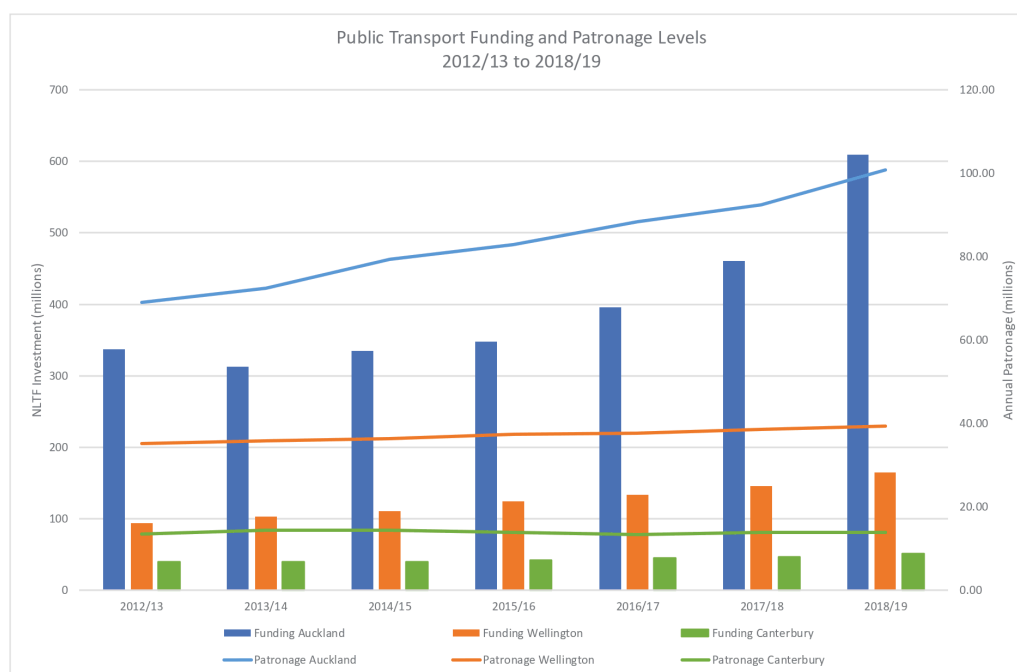
¹⁵ Selwyn District Council walking and cycling strategy and action plan 2018; Waimakariri District Council walking and cycling strategy and action plan 2017

- Selwyn District's walking and cycling strategy aims to connect residential areas with key destinations such as commercial centres, schools and attractions. This includes the development of district network plans between townships and within townships.¹⁶ Promotion of transport choice is supported through objectives and policies in the current district plan.¹⁷
- Waimakariri District is focusing on connecting Kaiapoi to the Passchendaele Path and south of Kaiapoi to the Northern Arterial and cycleway connection across the Waimakariri River. Waimakariri District is also currently developing a district network plan to link between and within townships in the district.

Focus Area 4: Invest in infrastructure and service improvements to make public transport attractive

Historical underinvestment in public transport has affected levels of uptake. Figure 6 compares the amount of public transport investment and patronage levels in Christchurch to Wellington and Auckland, suggesting a positive correlation between investment and patronage.

Figure 6: Public Transport Funding and Patronage Levels¹⁸



There is a significant opportunity in Greater Christchurch to improve the relative attractiveness of public transport (particularly compared to private vehicles) and achieve greater mode shift to public transport. The funding of public transport requires a collaborative effort between Environment Canterbury (which funds the services), the district councils (which fund the infrastructure) and Waka

¹⁶ Selwyn District Council walking and cycling action plan 2018 p4

¹⁷ Selwyn District Plan Transport Objective B2.1.3 and Policies B2.1.14 and B2.1.15

¹⁸ Data extracted from MoT Resources: <https://www.transport.govt.nz/mot-resources/transport-dashboard/3-public-transport/pt017-public-transport-funding-by-region/>

Kotahi, which supports the councils through a 51% Funding Assistance Rate. Public transport users also contribute through the payment of fares.

The aspiration for public transport in Greater Christchurch is set out in the wider Canterbury Regional Public Transport Plan (RPTP). In the short term (0-3 years) the RPTP focuses on stabilising and growing patronage, along with improvements to bus priority and service frequencies on the high demand routes. In the medium to long term, the RPTP signals that significant investment in infrastructure and services will be required to achieve desired patronage levels. Public Transport is well used on some key services at peak times. Environment Canterbury will decide in its next Long-Term plan whether it will further invest to increase capacity on well utilised routes.

The future of public transport is being investigated through the Public Transport Future Business Cases. Work is close to completion on the first two Public Transport Futures business cases. These will outline the priority opportunities to invest in growing public transport patronage in Greater Christchurch over the next 10-years.

Significant improvements to Public Transport will require a step change in investment for all Partners. An investment decision will be required at the conclusion of the Business Case work. Short term funding for public transport services and infrastructure will be constrained, with modest changes likely to maintain the levels of service.

Other initiatives proposed to improve and streamline the customer experience for Public Transport in the short-term include adoption of the National Ticketing service to facilitate alternative (online / credit card) payment for passengers; and investment in the Real Time Information service to improve information reliability.

Summary of work in progress:

- The Public Transport Futures Business Cases as follows:
 - Public Transport Foundations and Rest of Network Detailed Business Cases are identifying an investment package that is needed to implement the strategic network in the RPTP (core network)
 - The Mass Rapid Transit Indicative Business Case is investigating the investment package to deliver an MRT system for Greater Christchurch
- Planned investment to improve bus priority on key corridors and to improve the reliability of travel times for public transport. Examples include Lincoln Road to Moorhouse to Curletts Road, sections of Ferry Road, sections of Main North Road and Papanui Road.
- Park and Ride sites are being developed in both Selwyn and Waimakariri in conjunction with the planned direct buses that will provide peak hour commuters with faster trips into Christchurch City
- The Regional Public Transport Plan (2018) includes an action plan of short medium- and long-term initiatives. The bulk of the plan is about network and service investment and this is now captured in the Public Transport Futures Business Case.

3.4. Influencing travel demand and transport choices

Context

Influencing travel demand and transport choices refers to the concept of Travel Demand Management (TDM). TDM seeks to optimise the efficiency of the transport network in the following ways:

- Changing user behaviour, for example walking, cycling, carpooling, public transport, shared transport, and decisions not to travel or to travel at different times
- Behavioural change to shift passengers from single occupancy vehicle travel to more sustainable modes of transport

Managing travel demand in these three ways can be a cost-effective alternative to increasing road network capacity and delivers better environmental, social and economic outcomes. TDM requires investment in a range of both hard (physical infrastructure) and soft measures (behavioural change).

Focus area 5: Make it safe, easy and intuitive for people to change to sustainable modes

For people who are used to travelling by car, changing to a new mode of travel can be daunting. Research conducted on a sample of 1,076 people in Christchurch in 2019 identified “lack of confidence, information and familiarity” as a key barrier preventing people from making alternative travel choices.¹⁹ Complex route finding, complicated payment systems, or poor customer service can discourage infrequent users from using public transport. A lack of equipment, changing facilities at the end of journeys, and difficulties identifying safe routes can also deter people from cycling.

Soft measures to increase awareness and demonstrate the benefits of mode shift are urgently needed to support communities to make full use of existing active and public transport options, as well as new infrastructure and future planned services. The Christchurch City Council Citywide Programme Business Case in 2017 recommended a TDM business case to develop the programme of measures needed to achieve this kind of behavioural change.

The TDM SSBC work identifies the initial set of behaviour change initiatives which will be critical to encourage travellers to shift from single occupancy vehicles to lower impact modes, including through the development of Travel Demand Management programme. The draft programme identifies a suite of behaviour change interventions targeting both origins and destinations such as school and workplace travel planning, cycle training, E-bike promotion, a Park & Ride Strategy and the development of Neighbourhood Plans.

On-going learnings from this programme will inform future infrastructure and service improvement projects: in future it is envisaged that behaviour change activities will be included in the scope of such projects, to ensure that this critical component is fully supported.

Summary of work in progress

The following work being progressed by partners will or is likely to support mode shift outcomes:

- The draft programme identifies a suite of behaviour change interventions targeting both origins and destinations such as school and workplace travel planning, cycle training, E-bike promotion, a Park & Ride Strategy and the development of Neighbourhood Plans, to be implemented.

¹⁹ Waka Kotahi NZ Transport Agency (May 2019) Travel Demand Management Customer Insight.

4. Initial Priorities

In developing this Mode Shift Plan, the Partners have identified three packages of opportunities to accelerate mode shift in the short term (3 to 6 years). While some components of these packages are already funded through council annual plans, the vast majority remain subject to funding prioritisation through councils' Long-Term Plans, the Regional Land Transport Plan, and the National Land Transport Fund. This assessment of priority packages is intended to inform, and support aligned decision-making by the Greater Christchurch Partners and Central Government.

4.1. Priority Packages

Package 1: Connecting the Cycleways

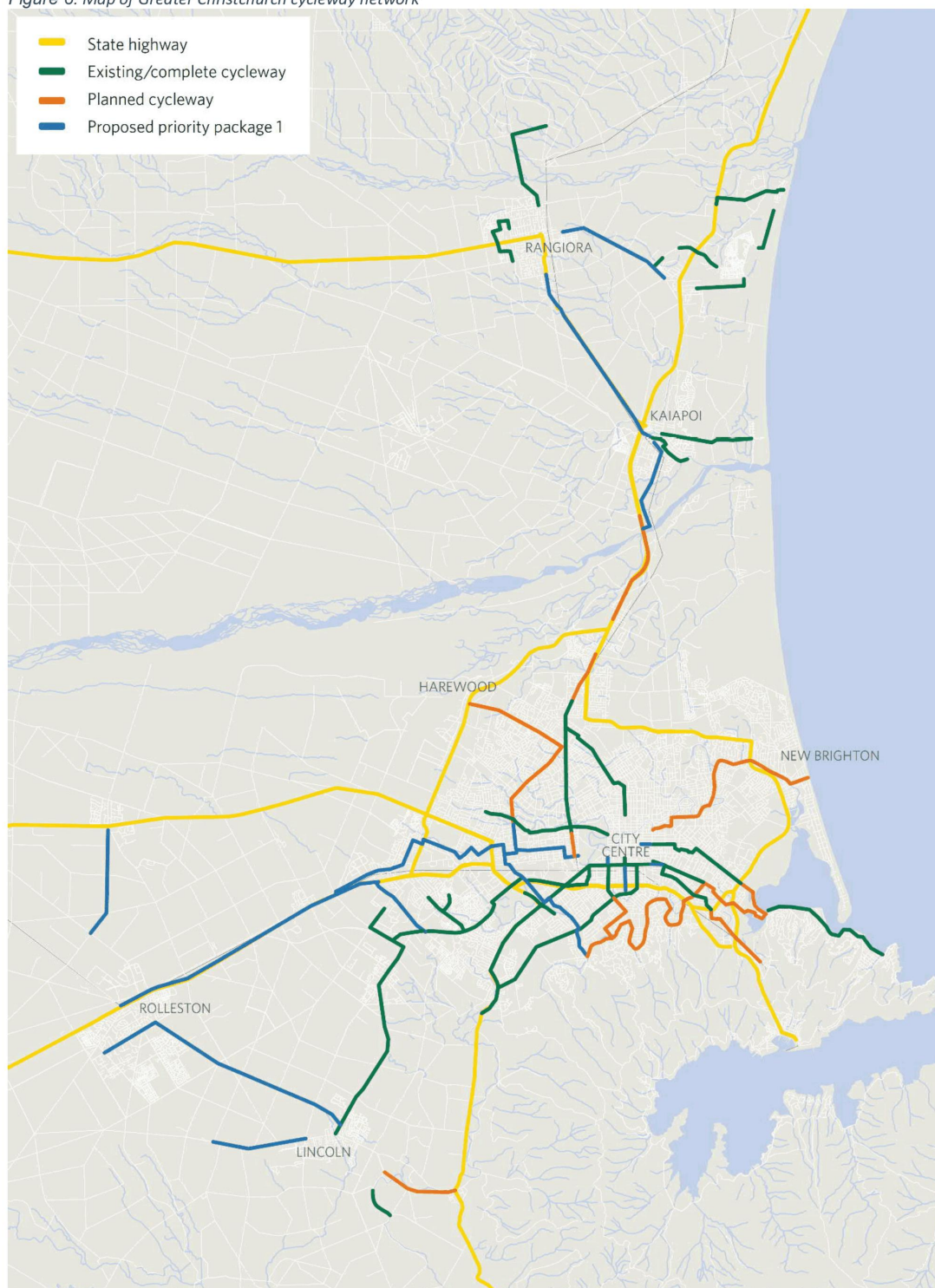
Filling in critical gaps in the cycleway network will enable end-to-end journeys to be undertaken more safely, thereby supporting more residents to travel by bike and e-bike, and fully leverage the significant investment made to date in this network.

The following enhancements to the network have been identified as offering the best short-term opportunities. These are illustrated in Figure 6.

- Four remaining connections within and across the CBD (Ferry Rd, Antigua St, Colombo St and Worcester St)
- Gaps in links between Christchurch City and the Selwyn and Waimakariri townships (CSM to Prebbleton; CNC to Kaiapoi)
- Links between townships (Woodend to Rangiora and West Kaiapoi; Templeton to Rolleston and Prebbleton; West Melton to Rolleston; Rolleston to Lincoln; Springston to Lincoln)
- Local connections between cycleways and major generators and destinations
- The two Major Cycle Routes, the South Express and the Nor'West Arc—sections 1 and 2, would provide key linkages across the City and support connections with Selwyn and Waimakariri

The indicative cost of these enhancements to the cycle network is approximately \$68M, of which \$46M is for the two Major Cycle Routes.

Figure 6: Map of Greater Christchurch cycleway network



Package 2: Public Transport Service Improvements

A holistic approach to grow public transport mode share will be confirmed in mid/late 2020 through the Public Transport Futures detailed business cases; however, the short-term opportunities that are likely required regardless of this work include:

- Enhancing overcrowded services: Several routes in the network are already at capacity at peak times, with a corresponding opportunity to lift patronage by introducing new Express and/or Higher Frequency services on these routes. The popularity of express services is highlighted by the morning and evening service (between Rolleston and the Central City); a route that has experienced patronage growth of around 20% per annum since it was introduced in 2018. More frequent express services from Rolleston that include Lincoln to the Central City would see patronage continue to grow from these expanding townships. Similarly, non-express services on popular routes such as the Purple and Orange Lines are currently over-subscribed at peak times, highlighting the immediate opportunity available to address this situation with higher frequency services.
- Piloting On-Demand Public Transport: This will build on the learnings from the Timaru On-Demand trial once completed (June patronage of the new on-demand service is tracking well above that of the fixed routes services it replaced, for the same period in 2019²⁰). There is an opportunity to test a similar service in areas of Greater Christchurch. The pilot would focus on suburbs and townships where an on-demand service is anticipated to deliver maximum community benefit, which are not well served or considered uneconomic by using fixed route services; or townships such as Rolleston and Rangiora, where an on-demand service would connect travellers from their home to express services.
- Improving Bus Prioritisation: Travel time reliability is a key driver of public transport uptake, with the opportunity to improve this by extending bus prioritisation along key routes, including through new bus lanes (such as that planned along Lincoln Road) and intersection priority measures.
- Streamlining the Customer Experience: Various initiatives are proposed to improve and streamline the customer experience in the short-term. For example, Greater Christchurch plans to adopt the National Ticketing service to facilitate alternative (online / credit card) payment.

Package 3: Encouraging Behaviour Change

Behaviour change initiatives provide a relatively low cost - high benefit mechanism to deliver mode shift, particularly where campaigns are aligned with improvements in infrastructure and services. The draft programme identifies a suite of behaviour change interventions targeting both origins and destinations such as school and workplace travel planning, cycle training, E-bike promotion, a Park & Ride Strategy and the development of Neighbourhood Plans. The business case is still under development and has not been approved by the Partners.

The indicative cost of this programme is approximately \$3M.

²⁰Timaru's MyWay by Metro: <https://ecan.govt.nz/get-involved/news-and-events/2020/next-steps-for-timarus-myway-public-transport/>

4.2. Implementation

Appendix 2 provides a table summarising the work that is planned and high-level timeframe for implementation. The focus of this section is on exploring the constraints on the level of funding required to fully implement the mode shift plan.

3.1 Implementation Overview

This is the first Mode Shift Plan and it represents a summary of the current work undertaken both separately and jointly by the Partners. This Mode Shift Plan is not a standalone document. Implementation will be achieved through its influence and contribution to the Partners strategy work (e.g. Greater Christchurch 2050), land use planning (Regional Policy Statement, District Plans Review, Structure Plans) and transport planning (RLTP, Business Cases). The achievement of mode shift will require a co-ordinated approach to apply all available policy levers. Specifically, further work on an overarching mode shift strategy will provide an opportunity to:

- Further develop this work to analyse the relative value of investing in particular modes
- Explore the ability to transfer from one mode to another, i.e. Public Transport to cycle for a journey
- Understand the impacts of new technology such as electric bikes and associated facilities such as 'Locky Docs' has on attracting people to take up cycling for commute
- Understand the impacts of National Ticketing and Real Time Information improvements that may introduce more people to use public transport.

4.3. Funding

This Plan outlines a comprehensive range of initiatives that are needed to achieve mode shift in Greater Christchurch.

Bold decision making is needed to address the major barriers to uptake of sustainable modes, including the relative attractiveness of private vehicles. In addition, delivering this plan will require significant ongoing investment focused on improving the attractiveness of public transport, walking and cycling through improvements to infrastructure and services. Current investment plans not sufficient to fully deliver this plan. Budgets have also been placed under further pressure by the impacts of COVID-19.

4.4. Monitoring and Measuring Progress

This plan represents the first version for mode shift. A further review will be required to capture the transformational changes being investigated as part of the Future Public Transport work programme and Greater Christchurch 2050 Partners are progressing the work identified in this plan through their long-term plans and any monitoring will take place in that process.

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Appendix 1: Glossary and Acronyms

Acronyms

AAC – An Accessible City

GPS – Government Policy Statement on Land Transport

LTMA – Land Transport Management Act

LTP – Long Term Plan

NLTF – National Land Transport Fund

NLTP – National Land Transport Programme

RLTP – Regional Land Transport Plan

RPTP – Regional Public Transport Plan

SSBC – Single Stage Business Case

TDM – Travel Demand Management

TDM SSBC – the Travel Demand Management Single Stage Business Case

Glossary

Access: enabling all people to participate in society and reach those things which matter most to them, through access to social, economic, and cultural opportunities, such as work, education and healthcare.

Active modes: walking, cycling, skating, skateboarding and other methods of travel that require physical activity for movement.

An Accessible City – An Accessible City is a chapter within the Christchurch Central Recovery Plan. AAC reimagines Christchurch's Central City travel network and public realm, creating the foundation for a healthier, safer city centre that aims to triple cycling and pedestrian movements by 2041.

Arataki – Waka Kotahi's 10-year view of what is needed to deliver on the Government's current priorities and long-term objectives for the land transport system.

Autonomous vehicle: a vehicle capable of travelling without the need for human input, by using a combination of sensors and software to control, navigate and drive the vehicle.

Base Levels of Service: the essential benefits that the land transport system provides to customers, including safety, resilience, reliability and access across land transport modes. The appropriate base level of service varies in different corridors according to the nature and level of demand on each corridor. Base levels of service are maintained through the interventions we make to plan, maintain, manage, operate and regulate use of the land transport system.

Committed activity: funding has been allocated to the activity and contracts have been signed to undertake the work.

Congestion – Is a condition on transport that is characterised by slower speeds, longer trip times and increased vehicle queueing. It occurs when there is excessive demand for road space and it therefore mainly affects urban areas.

Corridor: a linear transport connection that enables the movement of people and goods, using one or more modes.

Greater Christchurch Partnership – a partnership that collaborates to plan and manage the impacts of growth and development on the Greater Christchurch area with includes the main urban areas of Christchurch City and the Selwyn and Waimakariri Districts. The Partnership includes Te Rūnanga o Ngāi Tahu, Canterbury District Heath Board, Department of Prime Minister and Cabinet, Waka Kotahi NZ Transport Agency, Environment Canterbury Christchurch City Council, Waimakariri District Council and Selwyn District Council.

High Occupancy Vehicles – vehicles carrying more than a specified minimum number of people.

Key activity centres – key commercial centres identified in the Canterbury Regional Policy Statement which are focal points for employment, community activities and the transport network, and which are suitable for more intensive mixed-use development.

Lever: a mechanism for influencing the transport system.

Long Term Plans – a key planning tool under the Local Government Act 2002 that describes a council's activities and the community outcomes the council aims to achieve. It also supports integrated decision-making and coordination of resources.

Mode Shift - increasing the share of travel by public transport, walking and cycling in towns and cities, in order to deliver a more accessible, safe and sustainable transport system. Mode Shift can also refer to the increased use of rail and coastal shipping (where appropriate) to move freight.

Optimisation (of transport network): extracting maximum utility from the land transport system including through the active management of networks, considered allocation of space within transport corridors, and efficient delivery of services.

Rapid transit: public transport capable of moving a large number of people, for example light rail and dedicated bus routes. Common characteristics of rapid transit include frequent services, fast loading and unloading capability, and largely dedicated or exclusive right-of-way routes.

Regional Land Transport Plan – Six-year plans under the Land Transport Management Act 2003 that document a region's land transport objectives, policies, and measures as well as providing a statement of transport priorities. The plans generally set out all significant transport activities proposed by councils and Waka Kotahi, including those activities proposed for inclusion in the National Land Transport Programme. They are reviewed every three years.

Reliability: the consistency or dependability of a trip's travel time measured from day to day and/or across different times of day.

Ride Sharing: an arrangement in which a passenger shares a car with others.

Road safety: preventing land transport-related harm.

Spatial planning: the process of giving geographical expression to a communities economic, social, cultural and ecological ambitions. It helps to ensure that the development and use of land can support desired community outcomes, including transport outcomes.

Step change (Waka Kotahi): the areas where Waka Kotahi considers a step change is required over the next decade, in order to deliver on the Government's priorities and ensure a fit for purpose land transport system.

Travel Demand Management – changing travel behaviours (i.e. how, when and where people travel).

Vehicle kilometres travelled: the total annual vehicle kilometres travelled in an area.

Appendix 2: Mode Shift Plan Table

Appendix 3: Priority Packages

Priority Package	Objective	Potential Initiatives	Indicative Cost	Comment
1. Connecting the Cycleways	Enable safer end-to-end cycle journeys to support more people to choose to cycle.	Links within, and across, the Central City connecting to the major cycleway networks Finish links between the Christchurch city and the Selwyn and Waimakariri townships Finish links between townships; Woodend to Rangiora and West Kaiapoi; Templeton to Rolleston and Prebbleton; West Melton to Rolleston; Springston to Rolleston Local connections from cycleways and major trip generators and destinations Implementation of the Southern Express MCR and Nor'West Arc MCR (Sections 1&2)	\$12m (CCC) \$6m (WDC) \$4m (SDC) Implementation of the two MCRs - \$43m (CCC) Total \$68m	
2. Public Transport Service Improvements	Improve services to encourage patronage through immediate, high-impact opportunities.	New express and/or higher frequency services on over-subscribed routes to and from commuter townships Improving bus prioritisation along key routes Piloting on-demand services in townships and/or under-served suburbs Streamlining the customer experience through National Ticketing and Real Time Information	Cost TBC through PT Futures Business Cases	Refer to the PT Future DBC.
3. Encouraging Behaviour Change	Soft measures to encourage more people to travel using active and public transport.	Programme of travel behaviour change initiatives to be implemented to increase awareness of services available, demonstrate the benefit of mode shift and develop a feedback channel to keep customers using the active and public transport modes.	\$3m (Partnership Cost)	Refer to the TDM Single Stage Business Case

Greater Christchurch Mode Shift Plan															
Focus Area	Work recently completed / underway / planned	Gap	Action	Transport modes supported through this work	Indicative Timeframe for Implementation			Indicative Cost	Funding	Status / Next Steps	Priority			Responsibility (Lead)	Reference document
					S	M	L				M	H	C		
	<p>Include key work completed in the past 12-months or so, plus work underway and any work planned.</p> <p>For work planned: TMG agreed that the MSP will focus on the next 6-years (2 x RLTP/LTP cycles), set in the context of the big picture narrative out to 30y. The MSP needs to indicate anything substantive in the 11-30yrs period to inform (or reflect) 30yr Infrastructure Strategies</p>	<p>Gaps are where no work is planned or underway where work is needed / recommended to support mode shift. Evidence would be required to support this, so generally the Status / Next Steps for these would highlight that more investigation is reqd (e.g. through a business case).</p> <p>A funding issue should be highlighted in the Funding and Explanation columns.</p> <p>Opportunities to accelerate or extend the scope of some work underway / planned will generally be reflected as a Funding issues / opportunity, rather than a Gap.</p>		<p>Walking Cycling Bus Micro-mobility HOV etc</p> <p>(Can be more than one)</p>	Short = 2020-24	Medium = 2024-30	Long = 2030+	<p>\$ <1m \$\$ 1m to 10m \$\$\$ 11m to 100m \$\$\$\$ >100m</p>	<p>- Funded - Unfunded - Partially funded - Identified in LTP - 'Shovel ready' project bid</p>	<p>use free form content, for example: -Further investigation required -Business case in work -Business case complete -Implementation complete -etc...</p>	Medium	High	Critical	<p>GCP - Greater Christchurch Partnership ECan - Environment Canterbury CCC - Christchurch City Council SDC - Selwyn District Council WDC - Waimakariri District Council</p>	<p>List / link to relevant business case, plan, strategy, etc for further information (where applicable)</p>
Lever 1: Shape urban form															
1. Enable, support and encourage housing, business growth and public facilities in areas with sustainable travel options	Greater Christchurch partners are evaluating the appropriateness of existing medium densities for each territorial authority. While mode shift is not a direct factor in this study, mode shift will be supported by a more consolidated urban form.		Ongoing	All Modes	S	M		\$	Funded	Our Space process completed			C	GCP	Our Space
	Christchurch City Council is developing a central city parking policy with a view to supporting mode shift to active and public transport		Ongoing	All Modes	S			\$	Unfunded				C	CCC	Council Long Term Plan
	Christchurch City Council is developing a spatial plan and a new Christchurch Transport Plan – these will be well integrated and will provide strategic guidance for shaping urban form, including to support mode shift.		Ongoing	All Modes	S			\$	Unfunded				C	CCC	Council Long Term Plan
	Environment Canterbury will review its Regional Policy Statement		Use the RPS review process to strengthen reference to mode shift and develop mode shift outcomes.	All Modes		M		\$	Unfunded			H		ECan	Council Long Term Plan; Our Space
	Selwyn is reviewing the District Plan. Planning and measures identified will seek to enhance transport and land use integration.	Improvements to strengthen land use and transport integration and support greater opportunity to encourage travel choice.	Use the District Plan review process to strengthen reference to mode shift and develop mode shift outcomes.	All Modes	S			\$\$	Funded				C	SDC	Council Long Term Plan; Our Space
	Waimakariri is reviewing the District Plan. Planning and measures identified will seek to enhance transport and land use integration.	Improvements to strengthen land use and transport integration and support greater opportunity to encourage travel choice.	Use the District Plan review process to strengthen reference to mode shift and develop mode shift outcomes.	All Modes	S			\$\$	Funded				C	WDC	Council Long Term Plan; Our Space
Lever 1: Shape urban form															
2. Ensure the layout and design of urban areas supports public transport, walking and cycling	An Accessible City (AAC) includes implementation of a range of projects to ensure that the central city transport system provides a range of travel options that are flexible and resilient, and enable growth in travel demand to be supported by public transport, walking and cycling.	Funding and mechanisms to accelerate the mode shift components of the AAC programme.	Extend the cycleway connections with the Major Cycleway Network	All Modes		M		\$\$	Partially funded				C	CCC	Council Long Term Plan; An Accessible City Business Case; Central City Recovery Strategy
	Suburban master plans ensure support for active travel and connected communities.			Walking, Cycling	S			\$\$	Funded	Underway		H		GCP	Council Long Term Plan
	Speed management in urban areas to support active modes such as Riccarton Road, Sumner and around Northlands			Walking, Cycling	S			\$\$	Partially funded	Underway		H		CCC	Council Long Term Plan
	Selwyn District Council Town Centre Plans, with the aim to improve pedestrian amenity and access - Rolleston will be completed shortly - Lincoln is planned for the medium term			Walking, Cycling	S	M		\$	Funded	Underway		H		SDC	Council Long Term Plan
	Waimakariri District Council Development Strategy and corresponding Town Centre Plans - Rangiora, Kaiapoi and Woodend Township improvements include better walking and cycling connectivity			Walking, Cycling	S	M		\$\$\$	Partially funded	Underway		H		WDC	Council Long Term Plan

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	<p>Include key work completed in the past 12-months or so, plus work underway and any work planned.</p> <p>For work planned: TMG agreed that the MSP will focus on the next 6-years (2 x RLTP/LTP cycles), set in the context of the big picture narrative out to 30y. The MSP needs to indicate anything substantive in the 11-30yrs period to inform (or reflect) 30yr Infrastructure Strategies</p>	<p>Gaps are where no work is planned or underway where work is needed / recommended to support mode shift. Evidence would be required to support this, so generally the Status / Next Steps for these would highlight that more investigation is reqd (e.g. through a business case).</p> <p>A funding issue should be highlighted in the Funding and Explanation columns.</p> <p>Opportunities to accelerate or extend the scope of some work underway / planned will generally be reflected as a Funding issues / opportunity, rather than a Gap.</p>		<p>Walking Cycling Bus Micro-mobility HOV etc</p> <p>(Can be more than one)</p>	Short = 2020-24	Medium = 2024-30	Long = 2030+	<p>\$ <1m \$\$ 1m to 10m \$\$\$ 11m to 100m \$\$\$\$ >100m</p>	<p>- Funded - Unfunded - Partially funded - Identified in LTP - 'Shovel ready' project bid</p>	<p>use free form content, for example: -Further investigation required -Business case in work -Business case complete -Implementation complete -etc...</p>	Medium	High	Critical	<p>GCP - Greater Christchurch Partnership ECan - Environment Canterbury CCC - Christchurch City Council SDC - Selwyn District Council WDC - Waimakariri District Council</p>	<p>List / link to relevant business case, plan, strategy, etc for further information (where applicable)</p>
Lever 2: Making shared and active modes more attractive															
3. Support the ongoing uptake of active modes through the ongoing implementation of pedestrian and cycle facilities to support people's journeys.	<p>Ongoing progress to complete the programme of 13 Major Cycleways for Christchurch City</p> <p>The Christchurch City Cycle Network Routes and Connections Business Case aims to:</p> <ul style="list-style-type: none">- provide connections to and between the MCRs- provide connections to and around schools and between schools and the MCRs- provide connections between MCRs and residential suburbs, major recreational sites and commercial areas- provide connections to Christchurch's neighbouring districts (Selwyn and Waimakariri)	<p>The design of WDC, CCC and SDC cycleways is joined up, but the connections are not yet built</p>	<p>Explore funding and other mechanisms to accelerate the implementation of cycleways across Greater Christchurch by completing links from major cycleways to schools and other high use facilities.</p>	Cycling	S	M		\$\$\$	Partially funded	Underway			C	CCC	Christchurch City Major Cycleway Business Case
	<p>Implementing the Action Plan from the Selwyn Walking and Cycling Strategy to build connections between Christchurch City and the respective townships, as well as to connect residential areas with key destinations such as commercial centres, schools and attractions.</p>	<p>Further connections between Selwyn and Christchurch through the various townships</p>	<p>Complete connections between Christchurch City, Selwyn and Waimakariri Districts.</p>	Cycling	S			\$\$	Funded	Underway		H		SDC	Council Annual Plans
	<p>Continue delivery of the Waimakariri Walking and Cycling Strategy to build connections between Christchurch City and the respective townships, as well as to connect Kaiapoi to the Passchendaele Link to Rangiora and south to the Northern Arterial and cycleway connection across the Waimakariri River.</p>	<p>Further connections between Waimakariri and Christchurch through the various townships</p>	<p>Complete connections between Christchurch City, Selwyn and Waimakariri</p>	Cycling	S	M		\$\$	Partially funded	Underway		H		WDC	Council Annual Plans
Lever 2: Making shared and active modes more attractive															
4. Invest in infrastructure and service improvements to make public transport more efficient and attractive	<p>The Public Transport Foundations and Rest of Network Business Cases are identifying the investment package needed to implement the strategic network in the RTP (core network).</p>		<p>Complete Business Case and fund recommended improvements to the roading network that support route structure and frequencies</p>	Public Transport	S	M		\$\$\$	Partially funded	Underway			C	GCP/GCPTJC	RTP
	<p>Planned investment to improve bus priority on key corridors to improve the reliability of travel times for public transport. Priority measures on Lincoln Road between Moorhouse and Curletts, sections of Ferry Road, sections of Main North Road and Papanui Road. Various bus shelter, seats, accessibility and ITS installations</p>	<p>Opportunity to identify and progress intersections and priority lanes to ensure better continuity along core routes.</p>	<p>Progress PT Futures Rest of Network to develop a strategy to complete the bus priority.</p>	Bus	S			\$\$\$	Shovel Ready	Being implemented	M			CCC	CCC AP

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	<p>Include key work completed in the past 12-months or so, plus work underway and any work planned.</p> <p>For work planned: TMG agreed that the MSP will focus on the next 6-years (2 x RLTP/LTP cycles), set in the context of the big picture narrative out to 30y. The MSP needs to indicate anything substantive in the 11-30yrs period to inform (or reflect) 30yr Infrastructure Strategies</p>	<p>Gaps are where no work is planned or underway where work is needed / recommended to support mode shift. Evidence would be required to support this, so generally the Status / Next Steps for these would highlight that more investigation is reqd (e.g. through a business case).</p> <p>A funding issue should be highlighted in the Funding and Explanation columns.</p> <p>Opportunities to accelerate or extend the scope of some work underway / planned will generally be reflected as a Funding issues / opportunity, rather than a Gap.</p>		<p>Walking Cycling Bus Micro-mobility HOV etc</p> <p>(Can be more than one)</p>	Short = 2020-24	Medium = 2024-30	Long = 2030+	<p>\$ <1m \$\$ 1m to 10m \$\$\$ 11m to 100m \$\$\$\$ >100m</p>	<p>- Funded - Unfunded - Partially funded - Identified in LTP - 'Shovel ready' project bid</p>	<p>use free form content, for example: -Further investigation required -Business case in work -Business case complete -Implementation complete -etc...</p>	Medium	High	Critical	<p>GCP - Greater Christchurch Partnership ECan - Environment Canterbury CCC - Christchurch City Council SDC - Selwyn District Council WDC - Waimakariri District Council</p>	<p>List / link to relevant business case, plan, strategy, etc for further information (where applicable)</p>
	<p>Park and Ride sites are being developed in Selwyn District in conjunction with planned direct buses that will provide peak hour commuters with faster trips into Christchurch City. Rolleston site is completed.</p> <p>Environment Canterbury is planning to implement the Lincoln site, further sites may be implemented depending on the Park and Ride Strategy under development.</p>	<p>There is no Greater Christchurch-wide plan for park and ride</p>		Bus		M		\$\$	Unfunded	Recently Completed with more planned in the future	M			SDC	N/A
	<p>Park and Ride sites are being developed in Waimakariri District in conjunction with planned direct buses that will provide peak hour commuters with faster trips into Christchurch City</p> <p>- Rangiora/ Kaiapoi sites are being developed</p> <p>- More sites are likely to be developed and implemented in the medium/ long term</p>	<p>There is no Greater Christchurch-wide plan for park and ride</p>		Bus	S	M	L	\$\$	Partially funded	Currently underway with more planned in the future		H		WDC	N/A
	<p>The Regional Public Transport Plan (2018) includes an action plan of short medium and long term initiatives. The bulk of the plan is about network and service investment. This is now captured in the Public Transport Futures Business Case.</p>	<p>There is an opportunity to accelerate RPTP implementation</p>	<p>Explore funding and other mechanisms to accelerate implementation of the RPTP, primarily through the PT Futures business cases.</p>	Bus	S	M		\$\$\$\$	Partially-funded	Underway			C	GCPTJC	RPTP
Lever 3: Influencing travel demand and transport choices															
5. Make it safe, easy and intuitive for people to change the way they travel	<p>The TDM SSBC is intended to address a current gap in behaviour change programmes by developing an understanding of what programmes are needed.</p>	<p>Lack of behaviour change programmes.</p>	<p>Complete the TDM business case to secure funding for behaviour change programmes. The TDM business case will be focused on mode and geographical business cases currently under development.</p>	All Modes	S	M		\$	Partially funded	Business Case Final Draft		H		GCP	TDM Business Case; Greater Christchurch Investment Story
	<p>Technology improvements to improve public transport customer experience such as a national ticketing system and an Real Time Information (RTI) system.</p>	<p>National Ticketing and RTI investigation not completed</p>	<p>Complete the National Ticketing service and investment in the Real Time Information technology to improve information reliability and customer experience.</p>	All Modes	S			\$	Partially funded	Underway		H		ECan	National Ticketing Business Case; RTI Business Case

