Christchurch City Council

Council Information Session/Workshop
AGENDA

Notice of Information Session/Workshop Te Pānui o te Hui:

A Council Information Session/Workshop will be held on:

Date: **Tuesday 18 March 2025**
Time: **9.30 am - 2.30 pm**
Venue: **Council Chambers, Civic Offices, 53 Hereford Street, Christchurch**

Membership Ngā Mema

Chairperson	Mayor Phil Mauger
Deputy Chairperson	Deputy Mayor Pauline Cotter
Members	Councillor Kelly Barber
	Councillor Melanie Coker
	Councillor Celeste Donovan
	Councillor Tyrone Fields
	Councillor James Gough
	Councillor Tyla Harrison-Hunt
	Councillor Victoria Henstock
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan
	Councillor Andrei Moore
	Councillor Mark Peters
	Councillor Tim Scandrett
	Councillor Sara Templeton

14 March 2025

Principal Advisor
Mary Richardson
Chief Executive
Tel: 941 8999
mary.richardson@ccc.govt.nz

Note: This forum has no decision-making powers and is purely for information sharing.

To watch the meeting live, or previous meeting recordings, go to:
http://councillive.ccc.govt.nz/live-stream

To find upcoming meetings, watch a recording after the meeting date, or view copies of meeting Agendas and Notes, go to:

https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/

TABLE OF CONTENTS NGĀ IHIRANGI

1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

2. Changes to infrastructure funding and financing tools

Reference Te Tohutoro: 25/463466

Presenter(s) Te Kaipāhō : Ellen Cavanagh, Senior Policy Analyst

1. Detail Te Whakamahuki

Purpose and Origin	This information session will provide an update on: • changes to local government infrastructure funding and financing tools, as announced on 28 February 2025. • the Development Contributions Policy review and associated consultation.
Timing	This information session is expected to last for 30 minutes.
Outcome Sought	The Council is informed of the second stage of the Government's Going for Housing Growth programme as it pertains to changes to the infrastructure funding and financing tools available to local government. Elected members have the opportunity to ask questions on the changes to funding and financing tools and the implications for the Development Contributions Policy.
ELT Consideration	ELT has not considered this report.
Next Steps	Consultation on the draft Development Contributions Policy is currently open, with submissions due Wednesday 26 March. The next steps will depend on feedback received by elected members.
Key points / Background	On Friday 28 February, the Minister of Housing announced the second stage of the Government's Going for Housing Growth programme, which includes changes to the infrastructure funding and financing tools available to local government. The changes include: • Replacing development contributions with development levies. • Making changes to the Infrastructure Funding and Financing Act. • Enabling councils to set targeted rates that apply when a rating unit is created at subdivision. These changes are intended to better respond to growth pressures and deliver infrastructure for new housing development. The Government's expectation is this will reduce cross-subsidisation of growth development by ratepayers. The Government expects that the legislation will be introduced in September 2025 and enacted by mid-2026.
Useful Links	Going for Housing Growth programme Development Contributions Policy Review 2025

Attachments Ngā Tāpirihanga

There are no attachments to this coversheet.

Signatories Ngā Kaiwaitohu

Author	Ellen Cavanagh - Senior Policy Analyst
Approved By	David Griffiths - Head of Strategic Policy & Resilience John Higgins - General Manager Strategy, Planning & Regulatory Services

3. Ōtautahi Christchurch Future Transport Strategy - Councillor feedback

Reference Te Tohutoro: 25/465980

Presenter(s) Te Kaipāhō : Jane Cameron, Team Leader Strategic Transport, Mark Stevenson, Head of Planning and Consents, Lynette Ellis, Head of Transport

1. Detail Te Whakamahuki

Purpose and Origin	The purpose of this information session is to discuss feedback received from elected members on the draft Ōtautahi Christchurch Future Transport Strategy ("the strategy"), following public consultation over November-December 2024 and deputations heard on the 5 March 2025.
Timing	This information session is expected to last for 60 minutes.
Outcome Sought	Staff will present an overview of submissions received and elected member feedback on the draft strategy, and proposed amendments and/or requests that will require a decision from Council. A memo compiling Councillor feedback (questions and requested amendments) will be circulated ahead of the meeting.
ELT Consideration	ELT has endorsed this information session.
Next Steps	This discussion will by followed by the Council decision to adopt the updated strategy on Wednesday 19 March.
Key points / Background	• On 9 July 2020 Council agreed to initiate work on the development of a new transport strategy. • On 6 November 2024 Council agreed to publicly consult on a draft strategy (Attachment A). It was agreed that there would not be a standalone deputations process, but instead deputations would be scheduled within standard Council meetings. • Public consultation occurred over 1 month from 8 November to 8 December 2024. • A summary of the public feedback received through consultation was presented to Council on 5 March 2024 (Attachment B) • Public deputations were heard at a Council meeting on 5 March 2025. • Subsequently, elected members have given feedback to staff with some requested changes to the draft strategy prior to it coming to Council on 19 March 2025 for adoption.
Useful Links	N/A

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Council Draft Ōtautahi Christchurch Future Transport Strategy 6 November 2024 Report	24/1523335	9
B	Council Ōtautahi Christchurch Future Transport - Deputations 5 March 2025 Report	25/288115	18
C	Draft Ōtautahi Christchurch Future Transport - draft released for public submissions	25/203757	20
D	19 March 2024 - Ōtautahi Christchurch Future Transport Report	25/391612	64
E	Internal or External Memos Draft Ōtautahi Christchurch Future Transport Strategy - Councillor feedback 31 March 2025 Report	25/487920	122

Signatories Ngā Kaiwaitohu

Authors	Hugh Wilson - Senior Policy Planner Jane Cameron - Team Leader Transport Chris Morahan - Principal Advisor Strategic Transport
Approved By	Mark Stevenson - Acting Head of Planning & Consents John Higgins - General Manager Strategy, Planning & Regulatory Services

Council
06 November 2024

13. Draft Ōtautahi Christchurch Future Transport Strategy

Reference Te Tohutoro:	24/1523335
Responsible Officer(s) Te Pou Matua:	Jane Cameron, Team Leader, Strategic Transport
Accountable ELT Member Pouwhakarae:	John Higgins, General Manager Strategy, Planning & Regulatory Services

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is to seek the Council's approval to release the draft Ōtautahi-Christchurch Future Transport Strategy (Attachment A) for public consultation.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Draft Ōtautahi Christchurch Future Transport Strategy Report.
2. Approves that the Draft Ōtautahi Christchurch Future Transport Strategy (Attachment A to this report) proceed to public consultation.
3. Agrees to either:
   a. Include hearings in the public engagement process for this draft strategy; or
   b. Not include hearings in the public engagement process for this draft strategy
4. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

3. Executive Summary Te Whakarāpopoto Matua

3.1 The Ōtautahi-Christchurch Future Transport Strategy (the strategy) is the Council's 30-year strategic direction for land transport. It is a non-statutory strategy which frames and guides the Council's transport investment, planning and policy programmes.

3.2 The draft strategy has not been updated since 2012 and is now in need of an update. A work programme to refresh the strategy commenced in 2019-20.

3.3 The framework and approach proposed in the updated strategy (Attachment A) was tested and discussed with Councillors at an Information Session on 27 August 2024 and has subsequently been completed. An overview of the updated draft strategy is provided in section 5 of this report.

3.4 Following the Council's approval to proceed to public consultation, the Council will invite submissions for a four week period running over the remainder of November through to early December. Due to the high-level nature of the draft strategy a decision is sought from Elected Members on whether hearings are held following written submissions.

4. Background/Context Te Horopaki

4.1 This draft strategy would replace the Christchurch Transport Strategic Plan 2012-2042. The 2012 strategic plan focused heavily on earthquake recovery and regeneration. Actions from

the previous plan have resulted in a safer and more resilient transport network. Our city-wide cycle network has expanded, and central city streets continue to regenerate.

4.2 Work was commenced on an update in 2019-20 to build on the achievements of the previous strategic plan and review directions in the face of upcoming challenges and opportunities.

4.3 Progress to date has been 'stop-start' and key milestones include:

Timeline	Milestone
2019-20	Initial engagement with internal and external stakeholders, literature review completed
2021	Councillor Working Group established to guide development of the draft strategic plan Transport emissions model commissioned to underpin the plan Draft strategic plan developed and introduced to the Council. Further pre-engagement requested
2022	Stakeholder and Community Board pre-engagement undertaken and draft strategic plan updated Decision to defer consideration of draft strategic plan until after the 2022 election Notice of Motion to publicly release draft Plan ahead of the 2022 Local Government election.
2023	Future Transport Briefings to re-introduce the work programme for the new Council term ahead of considering an updated draft strategy Completion of an updated draft strategy delayed in December 2023 until the adoption of the 2024-34 LTP and the publication of the Coalition Government's 2024-34 Government Policy Statement on Land Transport (GPS).

4.4 Following the completion of the 2024-34 LTP and publication of the 2024-34 GPS, Council staff tested a refreshed structure and high-level content overview with Councillors at an Information Session on 27 August 2024. Proposed revisions included:

- **a stronger alignment with updated local priorities:** in particular, the directions in the Council's updated 2024-34 Infrastructure Strategy; the Greater Christchurch Spatial Plan endorsed by the Council in 2023; and continued alignment with the Council's Ōtautahi Christchurch Climate Resilience Strategy targets and goals.
- **positioning the updated document as a higher-level strategy**: to insulate the Council's transport strategy from transport policy shifts; and more clearly provide the scaffolding for implementation through future Annual and Long Term Plans.
- **an updated strategic framework**: incorporating updated priorities, such as, directions in the infrastructure strategy to balance looking after what we've got with planning for the future within our infrastructure portfolios; and filling gaps identified through ongoing work, such as, the inclusion of a goal for resilience and climate adaptation that was absent from previous publicly released versions.

4.5 Staff note that due to the changes in style and content noted above, the updated draft strategy is now a substantially revised document than the version that was released publicly through the Notice of Motion in 2022.

4.6 The following related information session/workshops have taken place for the members of the meeting. Staff have specifically integrated the substantive feedback from Elected Members at

this Information Session which sought a strengthened focus on efficiency within the updated draft.

Date	Subject
27 August 2024	27.08.24 - Item 5 - Overview of draft Ōtautahi Christchurch Transport Strategy - Christchurch City Council Meetings (ccc.govt.nz)

5. Draft strategy overview

5.1 The **Ōtautahi-Christchurch Future Transport (2024-54)** strategy outlines the Council's high-level strategic direction for land transport. The strategy's scope is district-wide at a network management level and it also focuses on areas within the city where growth is anticipated and transport developments play a key role in enabling that growth.

5.2 Its purpose is to guide the Council's transport capital delivery, planning, and policy work programmes. It is also designed to ensure clarity for local residents, businesses, partners, and co-investors about our long-term vision, goals, and directions for our local transport system.

5.3 The strategy outlines the Council's strategic goals and transport's role in achieving them. This includes the need for a strong partnership and engagement approach to delivering transport with our local and central government partners and our communities.

5.4 It also identifies the big challenges and opportunities for transport over the next 30-years. This includes: planning for growth, reducing transport emissions, managing risks of natural hazards, improving safety and health outcomes, and managing ongoing costs pressures.

5.5 The strategy's **vision** is:

- *Transport is central to a more vibrant, prosperous, and climate-resilient district. It shapes and connects Ōtautahi-Christchurch and Te Pātaka-o-Rākaihautū Banks Peninsula, enabling everyone to move around safely and easily.*

5.6 **Six transport goals** are proposed to achieve our transport vision:

- **Goal 1 – Well managed transport assets:** look after what we've got, maximise whole-of-life value and adopt innovative maintenance solutions.
- **Goal 2 – A more resilient transport network:** create a resilient transport network which is able to react and adapt to natural hazards.
- **Goal 3 – A safer transport network:** build and maintain safer infrastructure to ensure that everyone gets to where they are going safely, regardless of how they are travelling.
- **Goal 4 – A more efficient transport network:** prioritise journey time efficiency for economic and essential travel and explore more proactive demand management options as our population grows.
- **Goal 5 – Genuine transport choices for everyone:** improve alternative options to reduce transport emissions, increase road network efficiency and enable inclusive access for all transport users as we grow.
- **Goal 6 – A vibrant, healthy and liveable city:** Continue to make our city a great place to live, work and visit through creating streets and neighbourhoods designed for people, businesses and communities.

5.7 The development of a more detailed implementation plan following adoption of this strategy with delivery primarily through our ongoing Annual and Long-Term Plans is proposed.

5.8 The strategy proposes an implementation approach and a supporting monitoring and reporting framework. This includes taking a strategic 'pipeline' approach to a supporting 10-year work programme which would consist of:

5.8.1 **Continuous improvement:** doing the basics better and enhancing our core network assets to achieve better value-for-money and improved safety, resilience and efficiency outcomes.

5.8.2 **Strategic foundations:** delivering the strategic transport programmes that will underpin our growth, resilience and climate change response.

5.8.3 **On the horizon:** planning ahead to grow well as a district, manage emerging risks and shape our future delivery pipeline.

5.9 The implementation approach explicitly acknowledges that funding and revenue sources for implementing the strategy will evolve over the life of the strategy and that the required funding will be significant. The detailed timing for implementing proposed initiatives and the estimated costs will be updated every three years through our LTP process. This will consider the available funding, progress towards our goals and targets, and any wider trade-offs required for the effective stewardship of the city's transport network. While shifts may occur at a project level over time, the intent of the strategy is for the vision and goals to remain enduring.

6. Proposed engagement approach

6.1 Transport issues are highly topical with our residents with a diverse range of views on issues. Reflecting this diversity, there are a number of stakeholder groups with vested interests or strong advocacy positions on specific transport issues. As the draft strategy is now a relatively high-level, direction setting document, a broad, open and accessible approach to consultation has been developed.

6.2 If the decision today is to proceed to public consultation, this would consist of:

- Delivering a broad-brush campaign for a wide audience across key channels. The focus would be on maximising reach.
- Driving people to our online channel Kōrero mai, where we'll have consultation content reflective of the overarching nature of the strategy while still being accessible and easily understood. This content would clearly outline areas where feedback is sought and explain the reasoning behind the strategy.
- Specifically targeting our key stakeholders and highly engaged interest groups who will want to provide feedback.

6.3 Additionally, residents would be assured that there will be future opportunities to give more detailed input on specific actions or projects resulting from the final, approved strategy that may affect them.

6.4 Due to the high-level nature of the draft strategy, staff are seeking a decision from Councillors about whether to include hearings as part of the public engagement process. The advantages and disadvantages of whether to proceed with, or without, a hearings process are detailed for consideration below.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

6.5 The primary decision being sought in this report is to agree to release the draft Strategy for public consultation, therefore, the options are:

6.5.1 The Council could agree to approve the draft Strategy for consultation; or

6.5.2 The Council could decline to approve the draft Strategy for consultation.

Options Descriptions Ngā Kōwhiringa

6.6 **Preferred Option:** The Council agrees to approve the draft Strategy for public consultation.

6.6.1 **Option Description:** The draft Strategy has been written by Council staff with input over the life of its development from stakeholders, partner agencies, and a Council working group. It has been drafted to align and integrate wider Council strategies and priorities for transport and create a single source of information on the Council's future strategic direction for transport.

6.6.2 If the Council agrees to release the draft strategy for public consultation, this will be scheduled over a four week period in November through to early December 2024.

6.6.3 **Option Advantages**

- The Council has signed off on the development of an updated transport strategy in its Long Term Plan.
- The strategy is high level and has had significant input from technical experts within the Council and partner agencies. Testing it with the public would be beneficial at this stage given the length of time it has been signalled and in development.
- It demonstrates a commitment to a strategic direction on the transport system and provides funding providers with confidence of the Council's strategic framework for investment in transport projects.

6.6.4 **Option Disadvantages**

- The Council has recently consulted on the 2024-34 LTP and before that transport directions were tested through the Greater Christchurch Spatial Plan Huihui Mai engagement. As such, we have a reasonable steer of public views on some of the broader strategic transport directions outlined in the draft Strategy (such as, public transport proposals).

6.7 **Alternative option:** The Council could decline to approve the draft strategy for public consultation.

6.7.1 **Option Advantages**

- The Council could agree to an updated Transport Strategy based on feedback through community engagement from related recent processes, such as the LTP community engagement.
- The Council could choose to not proceed with the draft strategy and pursue a different course of action.

6.7.2 **Option Disadvantages**

- This option could create a perceived lack of openness in an area with strong public interest. An incomplete, interim draft has been in the public realm for some time and information about refreshing this strategy. There is, therefore, a reputational risk associated with not completing it.
- There is a risk that the absence of a clear strategic framework does not demonstrate a strategic case for funding of projects with external partners.

- Issues of wider concern to stakeholders and the community may not be able to be addressed on a project-by-project basis.

6.8 **Option to having hearings as part of the public engagement process for the draft Strategy**

6.8.1 The following advantages and disadvantages have been identified to inform the decision sought on whether to convene a panel to hear oral submissions following public consultation:

Advantages to proceeding	Advantages to not proceeding
Proceeding with hearings avoids the risk of a large number of deputations to the Council when the strategy is considered for a decision. Given the extent of changes to the draft (compared to that released following the 2022 Notice of Motion), it demonstrates the openness of the process if submitters wish to make oral submissions. The wider group of interested stakeholders (beyond our partner agencies) have not been engaged on the current draft of the strategy.	The current draft is a high level, direction-setting document with more limited ability to influence at a detailed level. Residents will have further opportunities to provide detailed feedback at a transport project level and on any transport programme changes made through the upcoming Annual Plan. There have been a number of consultation processes recently, such as the (2024-34) LTP and Greater Christchurch Spatial Plan where residents have had the opportunity to be heard on transport directions. There are a number of hearings planned for completion ahead of the end of this Council term which may result in capacity issues.

6.9 Staff are broadly of the view that not proceeding with hearings could present a risk with regard to perceptions of openness. However, this needs to be balanced with the high level nature of the draft strategy (and what can be substantively influenced) and the relative costs of convening a hearings panel.

6.10 For these reasons on balance, we are seeking a decision from Councillors about whether to proceed with hearings following public consultation. If so, this will be integrated into the process in early 2025.

7. Financial Implications Ngā Hīraunga Rauemi

	Preferred option 1- approve the draft Strategy for public consultation	Alternative option 2 - decline to progress to public consultation	Option 3 – Consultation including hearings	Option 4 – Consultation without hearings
Cost to Implement	c.$10,000 for public consultation	None	c.$10,000 for public consultation	c. $10,000 for public consultation

			Additional staff internal resource for running a public hearings process.	
Maintenance/Ongoing Costs	None	None	None	None
Funding Source	Planning and Consents Unit budget to cover public consultation costs		Planning and Consents Unit budget to cover public consultation costs	Planning and Consents Unit budget to cover public consultation costs
Funding Availability	Yes	n/a	Yes	Yes
Impact on Rates	None	None	None	None

7.1 The costs of the consultation are budgeted for in the existing Strategic Transport operational budget.

8. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

8.1 As transport can be a divisive issue, there is a relatively high risk that consultation feedback received will focus on more detailed issues than the draft strategy gets into. Staff will attempt to manage this risk by being very clear in the public consultation material about what feedback is specifically being sought, and at what level.

Legal Considerations Ngā Hīraunga ā-Ture

8.2 Statutory and/or delegated authority to undertake proposals in the report:

8.2.1 The Council has the power under the Local Government Act to approve the draft strategy for consultation.

8.3 Other Legal Implications:

8.3.1 There is no legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

8.4 The required decision:

8.4.1 Aligns with the Christchurch City Council's Strategic Framework, in particular, with the strategic priorities of being an inclusive and equitable city prioritising wellbeing, accessibility and connection, reducing emissions and investing in adaptation and resilience; and balancing the needs of today and the future.

8.4.2 Is low significance based on the Christchurch City Council's Significance and Engagement Policy, as this decision is to consult.

8.4.3 Is consistent with the Council's Plans and Policies, specifically, the 2024-34 Infrastructure Strategy and the Ōtautahi Christchurch Climate Resilience Strategy.

8.5 This report supports the Council's Long Term Plan (2024 - 2034):

8.6 Regulatory and Compliance

8.6.1 Activity: Strategic Planning and Resource Consents

- Level of Service: 17.0.11.1 Planning & investment supports the long-term transport and climate change targets - Implementation of Ōtautahi Christchurch Transport Plan (ŌCTP) based on current funds.

Community Impacts and Views Ngā Mariu ā-Hāpori

8.7 This strategy is a metro-level strategy and therefore has implications for all wards/Community Boards on that basis. The views of Community Boards will specifically be invited as part of the wider engagement approach.

8.8 Community feedback from the upcoming consultation will inform the finalisation of the strategy.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

8.9 The decision does not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.

8.10 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

8.11 The draft strategy notes that strengthening our future transport partnership with mana whenua will be an implementation priority. In particular, through ongoing climate adaptation planning processes and the work underway through the Greater Christchurch Partnership to identify opportunities for improving accessibility to Māori Reserve Land to support kāinga nohoanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

8.12 The decisions in this report are likely to:

8.12.1 Contribute positively to adaptation to the impacts of climate change.

8.12.2 Contribute positively to emissions reductions.

8.13 The draft strategy outlines the Council's approach to mitigating GHG emissions from transport and planning for transport network resilience and adaptation.

9. Next Steps Ngā Mahinga ā-muri

9.1 Following the Council's approval to proceed to consult on the strategy, public submissions will be invited over a four-week period.

9.2 The remaining pathway to adoption will be confirmed following the Council's decision to proceed or not to proceed with a Hearings Panel.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Draft Ōtautahi-Christchurch Future Transport - 6 November Council Meeting - FINAL	24/1884378	

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Jane Cameron - Team Leader Transport
Approved By	Mark Stevenson - Acting Head of Planning & Consents John Higgins - General Manager Strategy, Planning & Regulatory Services

Council
05 March 2025

10. Ōtautahi Christchurch Future Transport - Deputations

Reference Te Tohutoro:	25/288115
Responsible Officer(s) Te Pou Matua:	Jane Cameron – Team Leader Transport Hannah Ballantyne – Senior Engagement Advisor Allanah Jarman – Senior Policy Analyst
Accountable ELT Member Pouwhakarae:	John Higgins, General Manager Strategy, Planning & Regulatory Services

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Council to hear submissions on the draft Ōtautahi Christchurch Future Transport strategy.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Ōtautahi Christchurch Future Transport - Deputations Report.

3. Detail Te Whakamahuki

3.1 The Council approved the release of the draft Ōtautahi Christchurch Future Transport strategy (draft strategy) for public consultation at its 6 November 2024 meeting (Attachment A). At that time, the Council also requested that it be allowed a period of time between hearing oral submissions and adoption of the final strategy.

3.2 Accordingly, the Council will hear from submitters at this meeting and then consider the Ōtautahi Christchurch Future Transport report and draft strategy (Attachment B) for adoption at a future meeting.

3.3 A Volume of Submissions has been attached (Attachment C) and a Schedule of Submitters can be found below.

Time	Submission Number	Name	Organisation *(if applicable)*
1.00pm	30555	*David Hawke and John Bennett*	Halswell Residents Association
1.05pm	30803	*M Grace-Stent*	Greater Ōtautahi
1.10pm	30783	*David Palmer*	-
1.15pm	30782	*Dianne Downward*	Concerned Ratepayers Canterbury Region
1.20pm	30829	*George Laxton*	-
1.25pm	**BUFFER**		
1.30pm	30766	*Benjamin Love*	-
1.35pm	30801	*Collen Philip*	Sustainable Ōtautahi
1.40pm	30704	*Richard Peebles*	Peebles Group Limited
1.45pm	30819	*Stephen Wood*	-

1.50pm	30733	*Jesse Aimer*	Christchurch International Airport
1.55pm		**BUFFER**	
2.00pm	30826	*Fiona Bennetts*	Spokes Canterbury
2.05pm	30807	*Mary O'Connor via audio/visual*	CCS Disability Action
2.10pm	28822	*Don Gould*	-
2.15pm	30828	*Fiona Bennetts*	-
2.20pm	30913	*Susan Thorpe*	-
2.25pm		**BUFFER**	
2.30pm	30687	*Christopher Owen*	-
2.35pm	30814	*Grant Read*	-
2.40pm	30881	*Tom Chatterton (in person) & Sandamali Ambepitiya (via audio/visual)*	Property Council NZ
2.45pm	30810	*Sara Gerard*	Gerard Environmental Design

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Draft Ōtautahi Christchurch Future Transport - draft released for public submissions	25/203757	
B	19 March 2024 - Ōtautahi Christchurch Future Transport Report	25/391612	
C	Ōtautahi Christchurch Future Transport - Volumes of Submission	25/67039	

Kōrero mai | **Let's talk**

Draft Ōtautahi Christchurch Future Transport 2024–54

Our 30-year strategy for getting around

Tell us what you think by **Sunday 8 December 2024**

letstalk.ccc.govt.nz/futuretransport

Christchurch City Council

Kōrero mai | Let's talk

Give us a steer on the next 30 years.

Tell us what you think about the Draft Ōtautahi Christchurch Future Transport strategy by **Sunday 8 December 2024.**

Online (preferred):
letstalk.ccc.govt.nz/futuretransport

Email*:
letstalk@ccc.govt.nz

Deliver to*:
Attn: Hannah Ballantyne, Senior Engagement Advisor
Te Hononga Civic Offices at 53 Hereford Street
by 5pm Friday 6 December 2024

Post to*:
Freepost 178 (no stamp required)
Ōtautahi Christchurch Future Transport
Attn: Hannah Ballantyne, Senior Engagement Advisor
Christchurch City Council
PO Box 73016
Christchurch 8154

*Your submission must include your full name and postal address. If you wish to speak to your submission, please also provide your daytime phone number. If your submission is on behalf of a group or organisation, you must include your organisation's name and your role in the organisation.

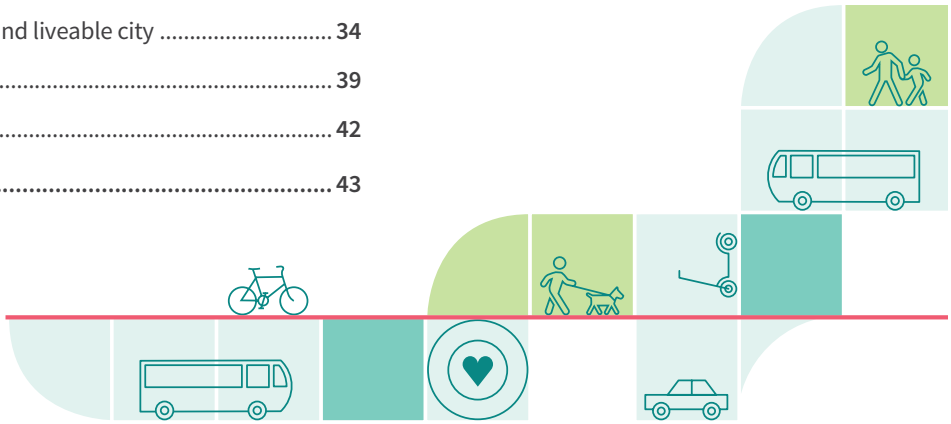
Community meetings

If there is a community meeting you would like us to attend, please let us know. You can also phone to speak to us.

Hannah Ballantyne, Senior Engagement Advisor
letstalk@ccc.govt.nz
03 941 8055

letstalk.ccc.govt.nz/futuretransport

Contents



Executive summary

A well-functioning transport network is essential for a thriving, liveable city.

Our roads and streets are among our most valuable public spaces. We use them every day to get around and they are shared public spaces that influence the areas they pass through. They play a significant role in our lives.

Over the next 30 years, Ōtautahi Christchurch and Te Pātaka-o-Rākaihautū Banks Peninsula will continue to grow and evolve. Our population and that of surrounding districts are projected to increase significantly. Urban environments will become more intensively developed. Mitigating the effects of climate change and addressing the resilience and adaptation challenges it presents will remain ongoing priorities.

To meet these challenges and leverage opportunities, we need to plan for transport growth that makes it safer and easier to get around, reduces carbon emissions, is sustainable, efficient, and accessible for all.

Once approved, the Ōtautahi Christchurch Future Transport strategy will replace the Christchurch Transport Strategic Plan 2012–2042. Under the 2012–2042 plan, we have made significant progress. Our network is now more resilient following substantial post-quake repairs, and there are more transport options available. Safety outcomes have improved, and our central city streets continue to regenerate.

The **Draft Ōtautahi Christchurch Future Transport 2024–54 Strategy** outlines our high-level direction for transport. The strategy's vision is:

Transport is central to a more vibrant, prosperous, and climate-resilient district. It shapes and connects Ōtautahi Christchurch and Te Pātaka-o-Rākaihautū Banks Peninsula, enabling everyone to move around safely and easily.

The strategy sets out six transport goals to achieve this vision, including:

1. Continuously improving the way we look after our transport network assets.
2. Developing a more climate-resilient and adaptive transport network.
3. Ensuring everyone can travel safely.
4. Enhancing the efficiency of economic and essential travel.
5. Providing genuine transport choices for everyone.
6. Creating a vibrant, healthy, and liveable city as we grow.

A detailed implementation plan will be developed following the adoption of this strategy. This will seek to balance looking after and maintaining our transport network assets with making the improvements required to meet our growth and climate change opportunities and challenges. It will be delivered through the Council's Annual and Long Term Planning processes. We recognise that significant funding and investment will be required to deliver the strategy. Effective partnerships with central and local government, co-funders, and the exploration of new funding and revenue sources will be essential.

Above all, we acknowledge the important role a well-functioning, resilient, efficent, connected and safe transport network has in the daily lives of our residents, and for the ongoing prosperity of businesses, industry and our economy. We have many challenges and some real opportunities ahead that we need to address with our communities to create a transport network that's moving us all in the right direction.

The role and scope of this strategy

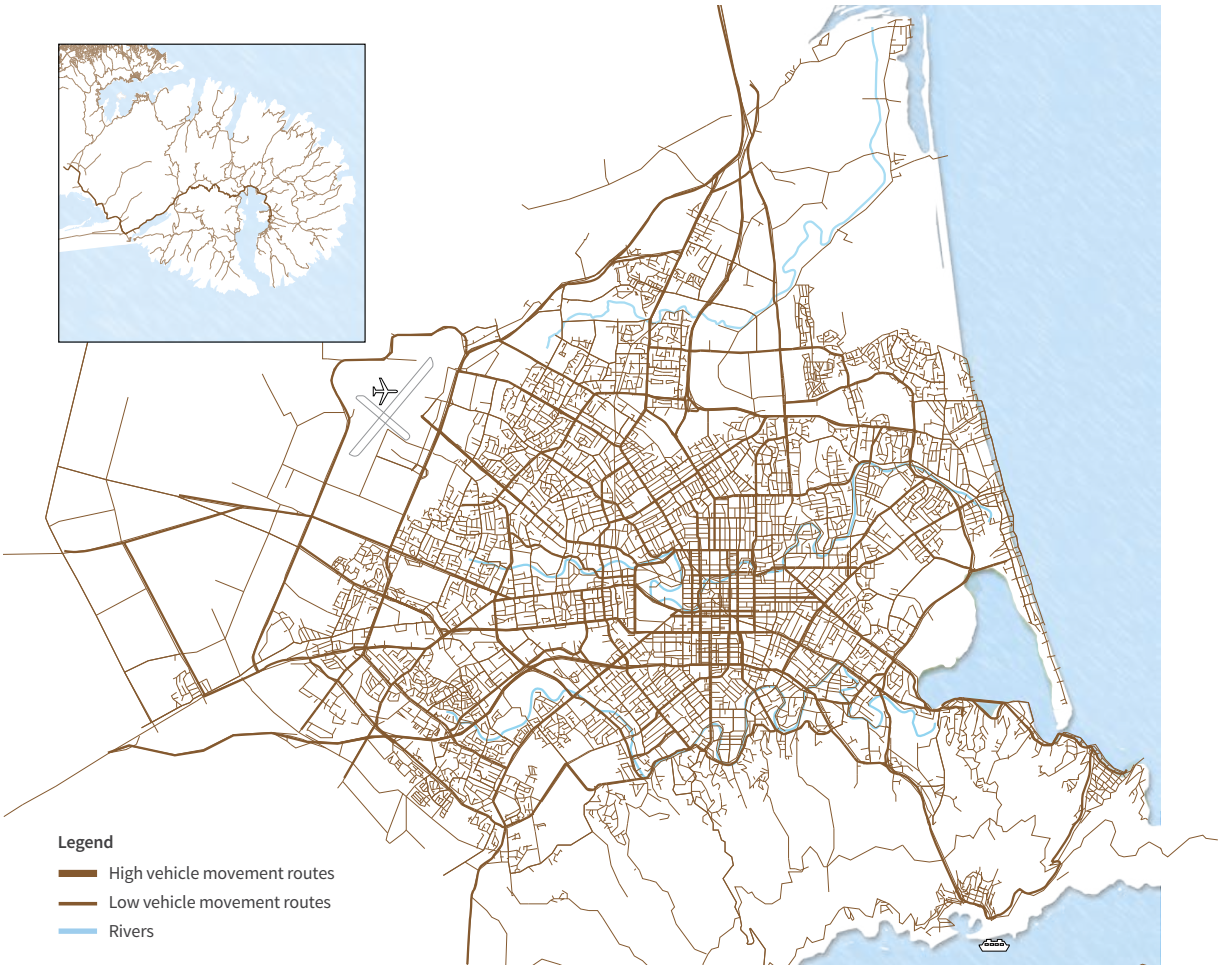
The Draft Ōtautahi Christchurch Future Transport Strategy (the strategy) is the Christchurch City Council's (the Council) 30-year strategic direction for land transport.[1]

The strategy's scope is district-wide and encompasses the entire transport network. It also focuses on areas within the city where growth is anticipated, where transport initiatives play a key role in enabling that growth. The strategy considers the need for safe and efficient movement on the transport network, alongside the role of streets as places for people and businesses to thrive.

This high-level, direction-setting strategy is designed to guide the Council's transport capital delivery, planning, and policy work programmes. It gives clarity for residents, businesses, industry, local and central government partners and co-investors about our long-term vision, goals, and directions for the transport network.

An implementation plan will be developed following the strategy's adoption. Progress will be reviewed periodically, reported on, and delivered through our ongoing Annual and Long Term Plans.

Figure 1. Ōtautahi Christchurch and Te Pātaka-o-Rākaihautū Banks Peninsula Transport Network 2024



[1] See all endnotes on page 43

What we are building on

This strategy replaces the Christchurch Transport Strategic Plan 2012–2042, which focused heavily on earthquake recovery and regeneration.

Actions from the previous plan have resulted in a safer and more resilient transport network, offering more choices for getting around. Our city-wide cycle network has expanded, and central city streets continue to regenerate. Meanwhile, Christchurch's population has grown by 12%.[2]

Investing in transport infrastructure requires long-term commitment, and factors like natural disasters, global health crises and technological change cannot always be anticipated. Many elements remain works in progress that we will continue to build on throughout the life of this strategy.

Achievements since 2012

Post-earthquake recovery and rebuild

$2.2 billion spent on repairing and rebuilding publicly-owned horizontal infrastructure.[3]

Safety improvements

A 14% reduction in annual total deaths and serious injuries on Christchurch roads from 2012 to 2023.[4]

Public transport patronage

Public transport usage was significantly impacted by both earthquakes and the COVID-19 pandemic. We are only now beginning to see a return to pre-quake levels, with usage in 2024 being the highest seen in more than a decade.[5]

Public Transport Futures

A joint plan for the next stage of public transport network development has been completed with our Greater Christchurch partners.[6]

Central city regeneration

High-quality public realm improvements have contributed to the revitalisation of the central city, with 39% more residents, 39% more employees, and a 40% increase in retail spend since 2018.[7]

Cycle network expansion

More than 60% of the major cycle route network has been completed, with a 40% increase in cycle trips since 2017.[8]

New ways of travelling

Between January 2019 and July 2024, there have been 4.9 million ride-share scooter and e-bike trips, covering 8.2 million kilometres.[9]

Our strategic priorities

We aim for all residents to actively participate in community and city life, feel a strong sense of belonging, and feel safe. We strive to create an inclusive and equitable district that prioritises wellbeing, connection, and accessibility. We also want our district to be green and liveable, with residents and businesses thriving.

Our strategic priorities include taking a leadership role to reduce greenhouse gas emissions and build climate resilience. Climate change is one of our biggest challenges, and we have set ambitious targets to achieve a 50% reduction in gross greenhouse gas emissions (based on 2016–17 levels) by 2030 and net zero emissions by 2045. Land transport currently contributes 38% of the district's greenhouse gas emissions.[10]

Getting transport right is central to achieving these outcomes

If we succeed, our transport network will:

Transport infrastructure stewardship

Managing ratepayers' money wisely is a core priority for the Council, especially in planning, delivering, and maintaining transport assets and services. The directions in our **Infrastructure Strategy (2024–34)** describe the balance we are seeking to achieve to manage our assets today, and over the long-term. This includes looking after what we've got and delivering what we say we will, building more resilience to climate change and natural hazards, and planning and investing for sustainable growth.

Partnership and collaboration

An effective transport network relies on partnership and collaboration in planning and funding. Implementing this strategy requires collaboration with mana whenua, central and local government partners, co-funders, local businesses, industry partners, and our communities.

We work closely with Environment Canterbury, neighbouring councils in Waimakariri and Selwyn, mana whenua, and central government transport and housing agencies to address strategic challenges and opportunities across the Greater Christchurch sub-region. This includes ensuring our cross-district boundary and transport connections are well-aligned. **The Greater Christchurch Partnership** drives shared urban growth objectives for housing, transport infrastructure, and land use.

Engaging with our communities[11]

Most of us use the transport network ever day, so it's vital that it works well for everyone. However, people may have different views on the Council's transport priorities. It's an area where one person's 'must have' is another person's 'nice to have'. Despite this, there are areas where consensus is strong.

We conduct annual resident satisfaction surveys and have recently gathered feedback for the Long Term Plan 2024-34. Consistent themes for transport include:

- **Improving road and footpath conditions:** Residents consistently prioritise getting the basics right.
- **Providing good travel choices:** There is strong support for enhancing public transport and focusing housing and business development near public transport routes.
- **Exploring innovative solutions:** Recently, residents have shown support for the Council exploring lower-cost infrastructure treatments for cycleways.

However, opinions are more divided in other areas. For instance, feedback on our Safe Speeds and Neighbourhoods Programmes was split between those that support lowering speeds and others who see it as unnecessary and a hindrance to vehicle travel.

We will continue to seek and integrate community views into changes to our transport network. However, given the diverse opinions on some transport matters, we may not always implement changes that everyone agrees with all the time.

Our partnership with mana whenua

The Mahaanui Iwi Management Plan is an expression of kaitiakitanga and rangatiratanga from the six Papatipu Rūnanga with mana whenua rights over the lands and waters. The takiwā extends from the Hurunui River to the Hakatere River and inland to Kā Tirititi o Te Moana, an area encompassing Ōtautahi Christchurch and Te Pātaka-o-Rākaihautū Banks Peninsula. The Iwi Management Plan outlines issues of importance to tāngata whenua in terms of land transport infrastructure and resource management issues. It also provides guidance on consultation, assessment of effects and the protection of mana whenua values for transport projects and initiatives that the Council upholds.

The big challenges and opportunities for transport on the 30-year horizon

As our district grows and evolves, we aim to remain a great place to live, work, visit and do business.

This section outlines the most significant transport challenges and opportunities we need to address over the life of this strategy.

1. Planning for growth
2. Reducing emissions
3. Managing natural hazard risks
4. Safe and healthy streets for everyone
5. Transport infrastructure cost pressures and market volatility

1

Planning for growth

Over the next 30 years, Christchurch is projected to grow by 85,000 people,[12] with many urban areas becoming more intensively developed. This growth will have two main effects: more people will need to travel within the same road space, and streets will be increasingly used for a greater variety of community uses.

Our neighbouring districts Selwyn and Waimakariri are also experiencing growth. Within the next 30-years, the wider Greater Christchurch sub-region is expected to reach a population of over 700,000.[13] In 2021, Christchurch City had 87% of the jobs in Greater Christchurch but only 78% of the residents.[14] If this pattern continues, cross-district travel will increase, with vehicle travel within Greater Christchurch forecast to rise by 30% by 2038.

A larger population also means greater demand for goods and services, leading to increased freight movement. Christchurch has the South Island's largest international airport and port. Around 40 million tonnes of freight is transported across the Canterbury region each year. This is projected to rise to 61 million tonnes by 2042. Currently, over 90% of freight is moved by road.[15]

As competition for street and road space intensifies, we need to design our transport network purposefully to enhance and connect urban areas while managing the risk of congestion and gridlock.

The Council, along with our Greater Christchurch partners (mana whenua, Environment Canterbury, Selwyn and Waimakariri District councils, NZ Transport Agency – Waka Kotahi, and Health New Zealand – Te Whatu Ora), has developed a 30-year sub-regional growth plan (2023–53).

The Greater Christchurch Spatial Plan aims to shape growth over the next 30 years as the sub-regional population exceeds 700,000 and potentially reaches over a million. Key transport directions in the Spatial Plan include:

- Significantly improving public transport connections between key centres, with a proposed 'turn up and go' mass rapid transit (MRT) system.
- Focusing growth around key urban centres and along public transport corridors.
- Protecting the effective operation of the freight network.
- Improving accessibility to Māori Reserve Land to support kāinga nohoanga.[16]
- Enabling safe, attractive, and connected active transport opportunities and encouraging innovative measures to change travel behaviour.

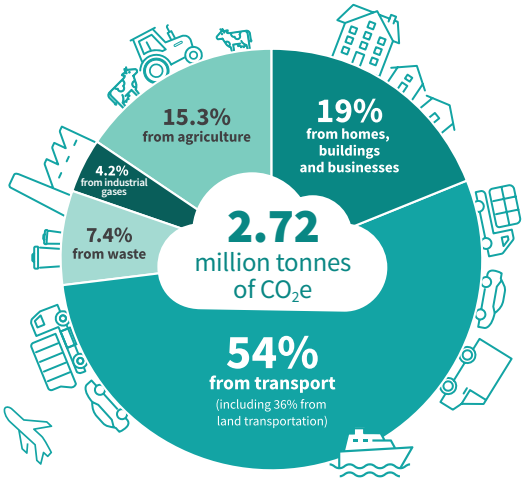
Figure 2. Proposed MRT route within Christchurch City

2

Reducing emissions

Land transport contributes around 38% of the district's greenhouse gas (GHG) emissions profile.[17] Reducing these emissions is a critical component of the Council's **Ōtautahi Christchurch Climate Resilience Strategy** and has the potential to play a core role in how we meet our climate targets.

There is no single solution to reducing transport emissions. We need to approach the challenge from multiple angles, including transitioning our vehicle fleet away from fossil fuels and providing reliable, efficient, safe, and attractive public and active transport options. We can also design a low-carbon city where daily necessities are close to where people live.



Meeting our 2030 emissions reduction targets

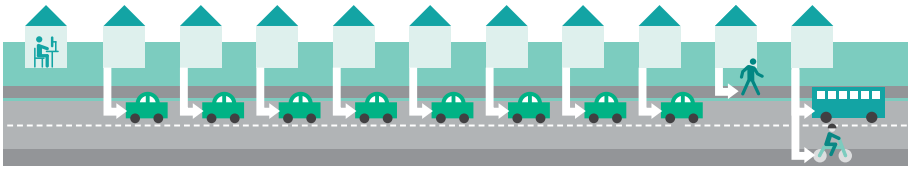
Modelling of transport emissions reduction shows that meeting our 2030 target (a 50% reduction in gross GHG emissions (based on levels in 2016-17)) requires changes to the mix of trip and vehicle types on our transport network. For example, one scenario suggests that for every 10 trips, the level of change needed by 2030 could look like this:

2018

8 out of 10 trips in the city made in cars, virtually all being petrol or diesel

1 out of 10 walking

1 out of 10 either cycling or bussing



2030

6 out of 10 trips in the city made in cars – **1** of these is zero-emissions

2 out of 10 walking

1 out of 10 cycling

1 out of 10 bussing

We already have many tools relating to transport at our disposal to meet our climate goals, such as, a range of low-emissions travel options. However, achieving them will require ongoing changes to how we design, improve, and use our transport network. Ensuring a just and equitable transition to a lower-carbon future is a priority for the Council.

3

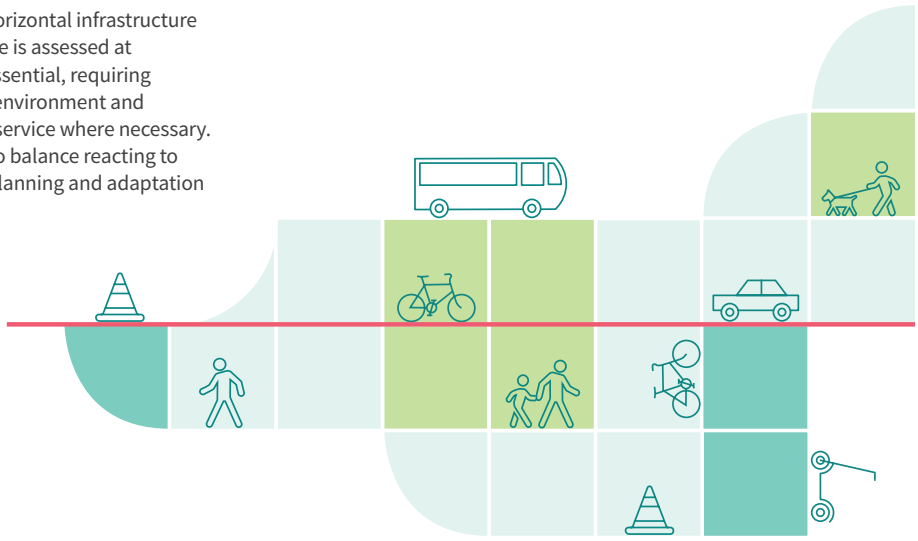
Managing natural hazard risks

Many areas of Christchurch and Banks Peninsula are at risk from natural hazards, including earthquakes, tsunamis, and the effects of climate change. Our roads and footpaths face threats such as structural damage from geotechnical hazards, coastal inundation, flooding, slips, and temperature changes affecting surface quality.

Examples of natural hazard risk projections factored into our transport infrastructure planning include:

- From 2005 to 2020, the sea level rose about 10 centimetres, with a further 17–23 centimetres rise anticipated by 2050. A 20-centimetre rise in sea level could put 24% of our road network at risk of flooding or damage in a "1-in-100 year" storm event.[18]
- There is a 26% chance of a magnitude 8 or greater earthquake in the Hikurangi Subduction Zone within the next 50 years[19] and a 75% probability of an Alpine Fault earthquake occurring in the next 50 years.[20]

The replacement value of our at-risk horizontal infrastructure assets at 20 centimetres of sea level rise is assessed at $3.2 billion.[21] Enhancing resilience is essential, requiring us to adapt how we manage our built environment and infrastructure and adjust our levels of service where necessary. Over the life of this strategy, we need to balance reacting to natural hazard events with proactive planning and adaptation to known risks.



4

Safe and healthy streets for everyone

Between 2019 and 2023, there were more than 7,500 crashes on Christchurch roads, resulting in 43 deaths and 539 serious injuries. In 2023, on average, someone was killed or seriously injured on our roads every three days.[22] Some forms of travel are perceived to be less safe than others. For example, sharing roads with cars, buses, and heavy vehicles is the top reason residents feel unsafe riding bikes around Christchurch.[23]

Recent investments in safer roads have led to a downward trend in road deaths and serious injuries.

Changes we have made are having an impact. For instance, lowering the speed limit in the central city core has contributed to a significant reduction in the number of crashes compared to pre-Earthquake figures (see Figure 3 below).

While these trends are encouraging, we need to continue investing in safety improvements to reduce actual and perceived harm on our roads.

Safe and attractive active transport options can also improve health and environmental outcomes. For example, air pollution from motor vehicles causes 316 premature deaths and more than 1,000 hospitalisations each year in Christchurch – the highest rate per capita nationally.[24] Green corridors that connect active transport networks offer an opportunity to link parks and open spaces, creating consistent connections across the city, increasing tree canopy and improving air quality.

5

Transport infrastructure cost pressures and market volatility

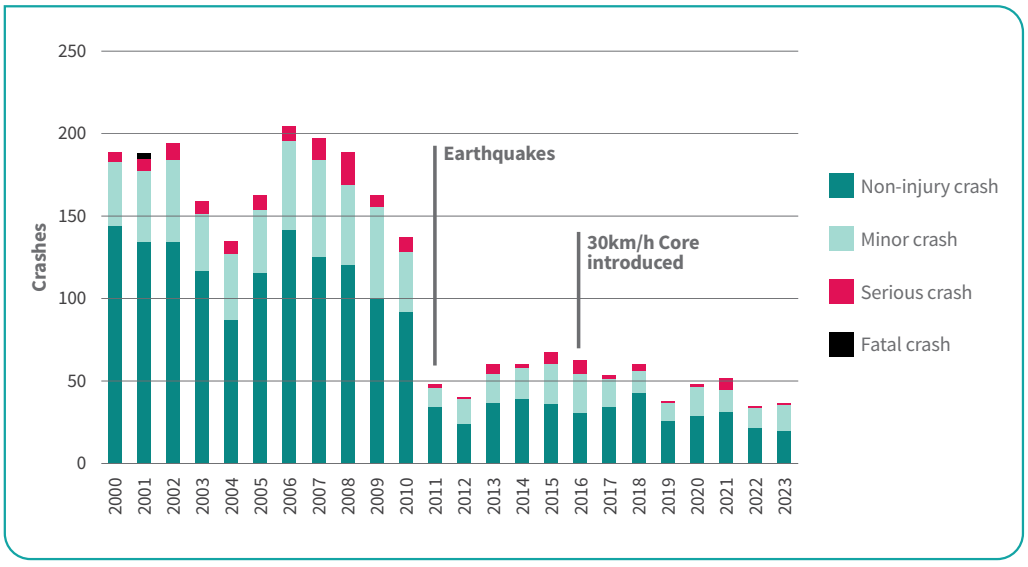
Investing in transport infrastructure requires long-term planning and, ideally, consistent funding. However, like all infrastructure investments, it is subject to global market volatility and inflationary pressures, which can be challenging to budget for.

Both local and central government acknowledge that the current methods of funding and financing transport infrastructure are under pressure. Balancing the maintenance of our existing assets with the necessary investments to meet climate change and growth challenges will be an ongoing issue.

Alternative funding and financing methods are being actively considered by central government and councils. Over the life of this plan, these could include:

- New partnerships between local and central government to co-invest in critical infrastructure.
- Increased private sector partnerships.
- Greater use of transport pricing tools to fund infrastructure and generate revenue for reinvestment.

Figure 3. Central city core crashes (30km/h zone) – 2000–2023



Draft Ōtautahi Christchurch Future Transport 2024–54

Our 30-year strategy for getting around

Vision

Our transport system is central to a more vibrant, prosperous and climate resilient district. It shapes and connects Ōtautahi Christchurch and Te Pātaka-o-Rākaihautū Banks Peninsula and enables everyone to move around safely and easily.

Key strategic challenges and opportunities

Transport strategy goals

To achieve our vision, we need a mix of continuous improvement and transformational changes. The following transport goals will guide our actions. These goals are connected and support each other, as detailed in the following sections of this strategy.

GOAL 1
Well managed transport assets

Look after what we've got, maximise whole of life value and adopt innovative approaches to improve value-for-money and set up our transport asset base to meet future challenges

GOAL 2
A more resilient transport network

Create a resilient transport network which is able to react and adapt to natural hazards

GOAL 3
A safer transport network

Build and maintain safer infrastructure to ensure that everyone gets where they're going safely, regardless of how they are travelling

GOAL 4
A more efficient transport network

Prioritise journey time efficiency for economic and essential travel, explore more proactive demand management options as our population grows

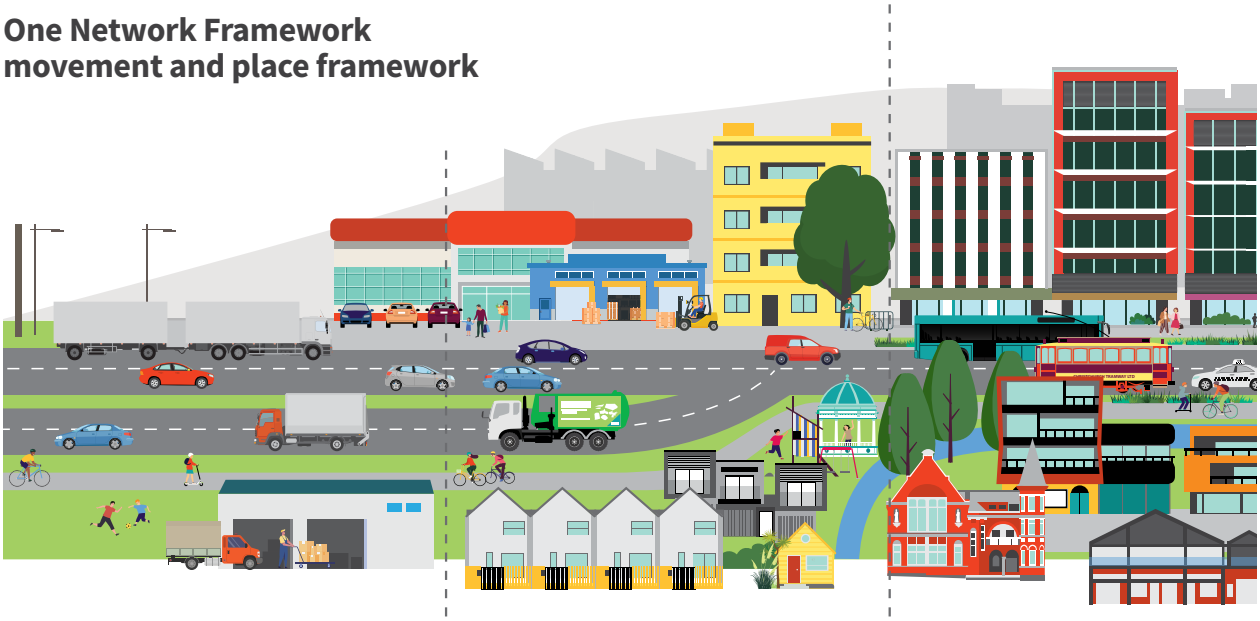
GOAL 5
Genuine transport choices for everyone

Improve alternative options to reduce transport emissions, increase road network efficiency and enable inclusive access for all transport users as our city grows

GOAL 6
A vibrant, healthy and liveable city

Continue to make our city a great place to live, work and visit through creating streets and neighbourhoods designed for people, businesses and communities

One Network Framework movement and place framework



TRANSIT CORRIDORS | URBAN CONNECTORS | CITY

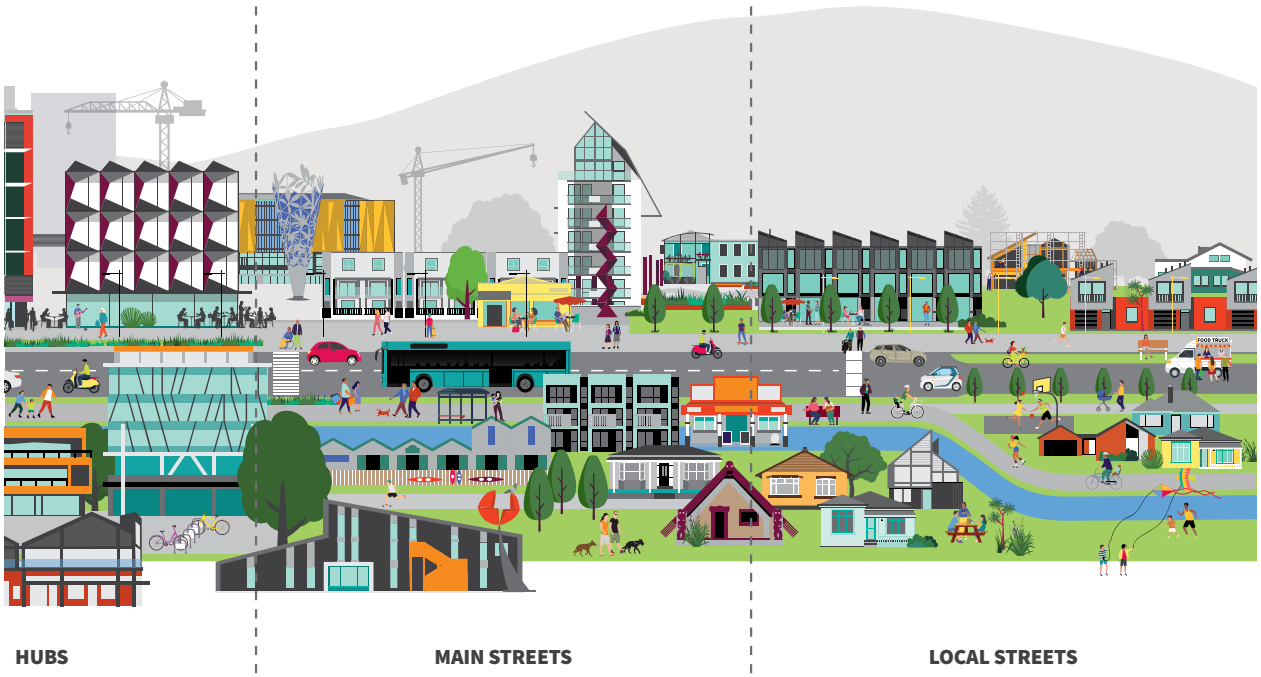
The right movement in the right places – an overarching goal

Enabling the right movement in the right places is a core principle that informs all our transport goals. The Council uses the **One Network Framework (ONF)**, a national transport planning framework, to manage the transport network.

The ONF recognises that streets and roads serve not only as routes for moving people and goods but are also spaces for living, working, and enjoying life. It categorises roads into different types such as transit corridors, rural roads, main streets, city hubs, civic spaces, and local streets – each designed for specific travel movements and community uses.

The ONF is multi-modal – encompassing freight, walking, cycling, and public transport networks. It considers how the transpot network works now and how it needs to work in the future to find gaps and help guide the right investment in the right place.

The following sections outline Transport Goals 1-6 in more detail.

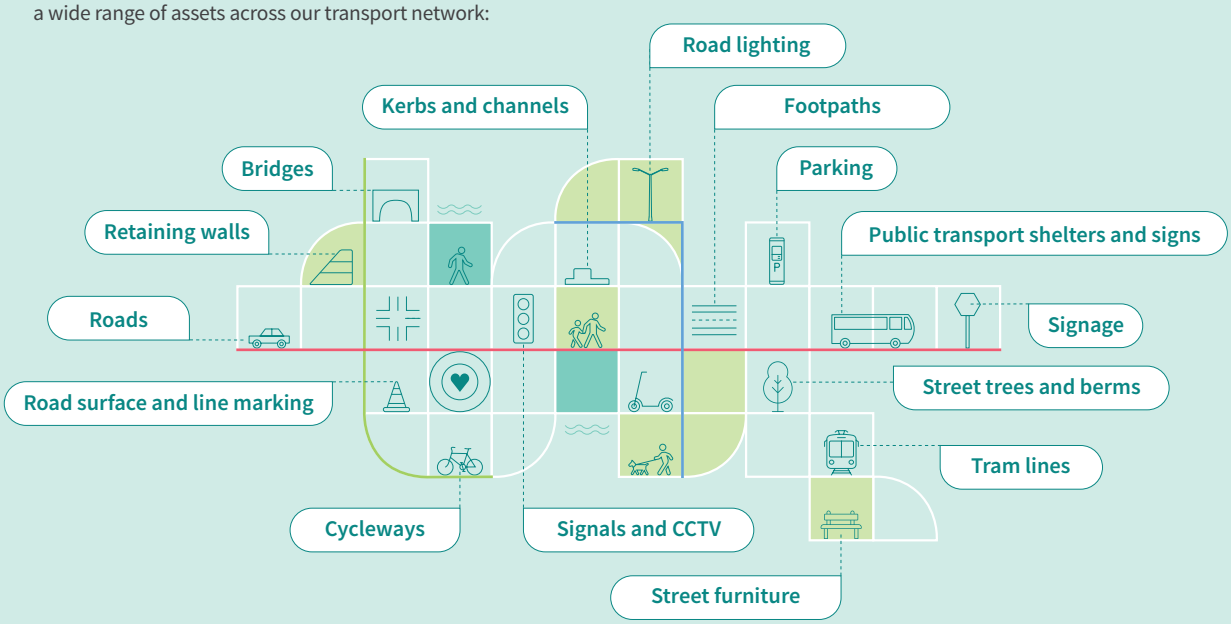


Goal 1

Well managed transport assets

The Council owns and maintains roads that span more than 2,086 kilometres.[25] Improving the condition of our roads and footpaths is a priority for our residents, and enhancing community satisfaction in this area is a priority for the Council.

In addition to roads and footpaths, the Council manages a wide range of assets across our transport network:



The Council aims to renew 5% of the road network surface each year, ensuring 100% renewal occurs long before the 30-year horizon of this strategy. Managing our transport network assets efficiently and effectively is the backbone of the Council's transport programme. If we do it well it will result in an accessible, resilient and safe transport network. This will enable us to get better value from our investments in the transport network over time.

This section describes our approach to improving how we look after what we've got through:

1. More effective whole-of-life management
2. Cost-effective and innovative maintenance solutions

The next section, **Goal 2 – A more resilient transport network,** is an inter-related one and outlines a specific asset management challenge over the 30+ years.

More effective whole-of-life management

We take a data-driven approach to managing our transport infrastructure assets. This involves collecting and analysing data on the age, condition, and performance of our assets to shape our renewal programmes. Understanding our infrastructure needs, and continuously improving our data collection and modelling methods is a strategic priority.

We focus on whole-of-life asset costs – considering how we operate, maintain, and dispose of assets in a cost-effective and timely way. We aim to renew assets at the optimal point in their life cycle, prioritising critical assets like arterial roads over less critical ones like cul-de-sacs.[26]

Continuous improvement of our processes, data, and tools is central to our strategy. This helps us focus our priorities and identify critical needs in a cost-constrained environment, enabling us to shift towards proactive asset management rather than costly reactive management.

Cost-effective and innovative maintenance solutions

We are increasingly using innovative technologies, management approaches, and materials to save money, extend the life of transport assets, reduce emissions, and improve network efficiency and resilience. Recent examples from our maintenance and renewals programme include:

Stamped concrete
Replacing brick pavers with stamped concrete in heavy load areas to significantly increase strength and reduce maintenance.

Single coat chipseal re-surfacing
Using a mixed grade chipseal approach to extend the lifecycle of roads, reduce resurfacing costs, and allocate resources more efficiently.

Multi-speed and laser-measured deflectometer (MSD & LMD)
Christchurch has pioneered the use of the MSD & LMD in New Zealand, which enables us to swiftly gather pavement deflection data to inform proactive road maintenance and renewals. This technology integrates data, artificial intelligence (AI) and on-board cameras and enables us to make our budgets go further by addressing failures before they escalate.

We will continue to innovate and explore new technologies, materials, and approaches as a core part of our maintenance programme, measuring and reporting on the benefits.

Chip sealing

Goal 2

A more resilient transport network

Transport infrastructure, including roads, bridges, bus lanes, and bus shelters, plays a vital role in our built environment. It provides essential and lifeline access for communities across our district.

A well-planned and highly functional transport network enhances community resilience, enabling people to better cope with and adapt to adverse events and changes. Our streets and roads can also mitigate the effects of extreme weather, for instance, by slowing and diverting stormwater runoff.

As we have experienced, the damage from large earthquake events can severely impact the functioning of our critical infrastructure. We are still managing ongoing repair work from the 2010–2011 Canterbury Earthquake sequence, and completing this work remains a priority. Earthquakes and tsunamis are critical risks that we must continue to plan for.

Extreme weather events are also increasingly impacting the transport network, leading to service disruptions and unplanned spending to maintain infrastructure. Climate hazards will continue to affect the transport network's condition and accessibility. This will require us to plan with affected rūnanga and communities for reduced service levels, such as, temporary road closures, changes to road surfaces or less usable road space in some at-risk areas over the next 30 years and beyond.[27]

Main climate hazards to plan for[28]

Next 10 years

Soil erosion, landslides, extreme rainfall, and flash flooding pose the highest risks.

25-30 years into the future

Coastal hazards, including coastal flooding, coastal erosion and rising groundwater will increase risks as sea-levels rise, but soil erosion, landslides, rainfall, and flash flooding risks also remain high.

Our strategy for creating a more resilient transport network involves:

- Building resilience into transport network assets
- Developing our transport network climate adaptation approach and plans

Building resilience into transport network assets

Creating a more resilient transport network requires us to constantly enhance our understanding of projected risks and impacts. For example, the increased occurrence of extreme weather events has accelerated the deterioration and premature failure of retaining walls and slopes adjacent to road corridors. These failures can cause road closures, access and traffic disruptions, and property damage.

We're focused on understanding these risk areas and embedding that knowledge into our maintenance and renewals programme. For instance, we're investigating better water-resistant materials for road renewals to protect critical parts of the transport network from flooding during storms or tidal events. We're also incorporating rain gardens and swales to manage water flow and quality.

Our ability to identify and understand at-risk areas is improving all the time. In particular, our climate risk screening tools are constantly being improved and updated.

We aim to adopt a more proactive approach to managing natural hazard risks and identifying the ways that we might adapt our transport assets to be more resilient.

Completing the Pages Road bridge renewal project

An artist's impression of the new Pages Road bridge

This project is the Council's highest transport resilience priority. The bridge is crucial for emergency egress and access to the coastal suburb of New Brighton in the event of a natural disaster, such as a tsunami from the Hikurangi Subduction Zone. It also carries lifeline infrastructure and services, including wastewater, water supply, power, and telecommunications over the Ōtākaro-Avon River.

During the 2011 Christchurch earthquakes, Pages Road bridge suffered significant damage and is currently classified as earthquake-prone, operating at 15%–20% of the New Building Standard. Replacing the bridge will improve resilience to earthquakes, floods, tsunamis, and rising sea levels. The proposed redesign focuses on improving transport connectivity between New Brighton and the city, alongside enhancing emergency egress and the reliability of lifeline infrastructure.

Developing our transport network climate adaptation approach and plan

Communities across Ōtautahi Christchurch and Te Pātaka-o-Rākaihautū Banks Peninsula will be affected by climate change in various ways. Banks Peninsula, with its coastal extent and hilly terrain, is particularly vulnerable to climate risk. Climate adaptation is also a pressing concern for Papatipu Rūnanga across our district.

Transport network assets will be impacted by specific climate hazard risks, including:

- Coastal erosion damaging coastal barriers, roads, and bridges.
- Flooding, extreme rainfall events, landslides, and soil erosion affecting roads and bridges, public transport systems, rail infrastructure, marine facilities, and ports.
- Rising groundwater in low-lying areas degrading roads and bridges.
- High wind events damaging above-ground assets such as street lighting poles, trees, and other overhead utilities.

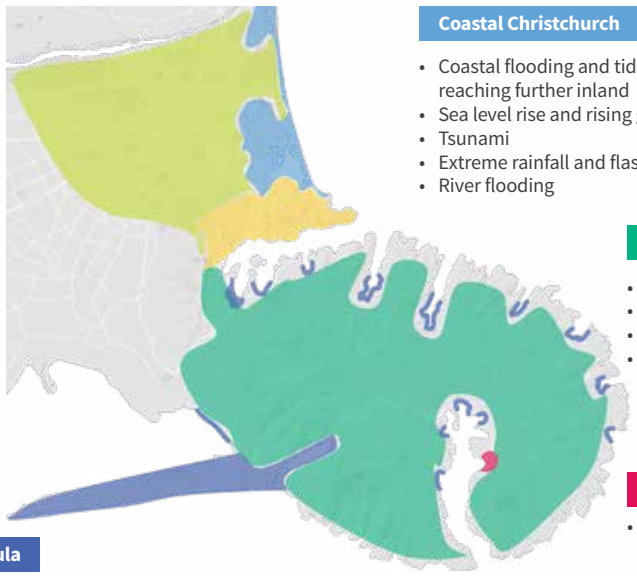
Climate hazard risk profile for Christchurch city and Banks Peninsula

Inland Christchurch

- Increase rainfall and flash flooding
- Hail

Port Hills

- Soil erosion and landslides
- Hail



Coastal Christchurch

- Coastal flooding and tidal shifts, more frequent storm surges reaching further inland
- Sea level rise and rising groundwater
- Tsunami
- Extreme rainfall and flash flooding, high winds and hail
- River flooding

Inland Banks Peninsula

- Extreme rainfall and flash flooding
- River flooding
- Hail
- Soil erosion and landslides

Akaroa

- Coastal flooding and tidal shifts, more frequent storm surges reaching further inland
- Sea level rise and rising groundwater
- Tsunami
- Coastal erosion
- Extreme rainfall and flash flooding, high winds and hail
- Soil erosion and landslides

Coastal Banks Peninsula

- Coastal flooding and tidal shifts, more frequent storm surges reaching further inland
- Sea level rise and rising groundwater
- Tsunami
- Coastal erosion
- Extreme rainfall and flash flooding, high winds and hail

Climate adaptation has significant cost implications. As noted earlier, $3.2 billion of our horizontal infrastructure is at risk from climate hazards in a 20cm sea level rise scenario. Our initial priority is to better understand risks, planning ahead to minimise long-term costs.

While we need to plan for an increasingly resilient transport network, we also need to consider and communicate the compromises we may need to make. The Council has started a phased programme of coastal hazards adaptation planning with affected rūnanga and communities. Outcomes from this planning will include recommendations from rūnanga and the community with options for adapting low-lying and coastal transportation networks and systems.

This is just the beginning – adaptation planning for all climate risks across our district and for the transport network will be phased and costed over time. Access may look very different for some communities in the future. We will need to assess and adjust our levels of service in some at-risk parts of the network. This will be a significant and ongoing programme of work over the life of this strategy.

Goal 3

A safer transport network

Improving safety for all transport users is a high priority for the Council. We want everyone to get where they are going safely, regardless of how they are travelling – every time. We also want people to feel safe while using our streets.

The Council has adopted the road safety target of a 40% reduction in deaths and serious injuries (DSIs) by 2030. Since 2012, DSIs on our network have decreased by 14%, which is encouraging, but there is still much work to do to meet our target.

To maintain this positive trend, we will focus our road safety programme on areas with the highest risk of harm and deliver infrastructure improvements that provide the most impactful safety outcomes. Strong and effective partnerships with other road safety agencies, particularly in enforcement, are also crucial to achieving our goal of reducing harm on our roads.

This section describes how we will continue to prioritise, deliver and improve our road safety programme through:

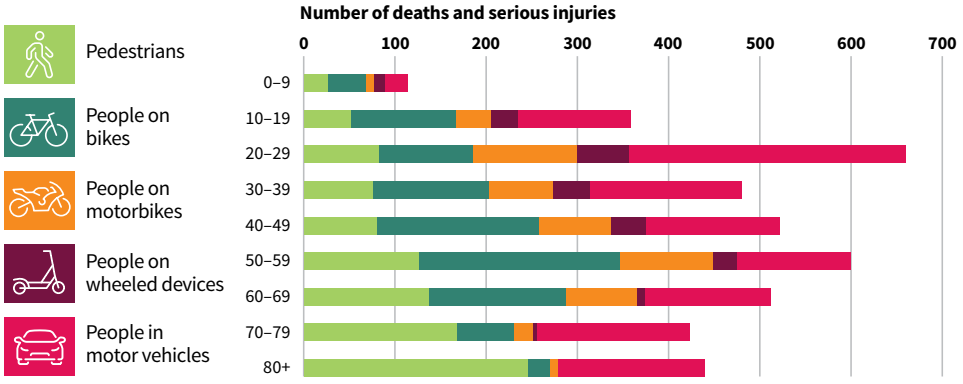
- Focusing on high-risk areas
- Implementing and maintaining safe infrastructure
- Collaborating with road safety partners

Focusing on high risk areas

The Council uses crash and accident data from NZ Transport Agency–Waka Kotahi and the Ministry of Health–Manatū Hauora (MoH) to identify where accidents occur, the types of transport involved, and the affected individuals. Feedback from communities and schools also informs our road safety priorities.

For example, around half of the crashes in Christchurch occur at intersections.[29] We also know that different age groups are at higher risk of harm using different types of travel.

Groups being harmed by age and travel type July 2017–June 2023 (MoH data)



We will continue to take a data-led approach to identify high-risk areas and user groups, with a specific focus on ensuring safe and inclusive access for vulnerable road users, such as school children, those with disabilities and older people.

Implementing and maintaining safe infrastructure

We adopt a safe system approach across the transport network, acknowledging that people make mistakes but those mistakes should not result in loss of life or serious injuries. Speed is a critical factor in determining the outcome of crashes.

Well-designed transport infrastructure, coupled with safe and appropriate speeds, can reduce both the number and severity of crashes. By designing for safety and actively monitoring crash locations, we can make targeted engineering improvements to make our streets safer. Our maintenance and renewals programmes also contribute by addressing footpath quality and wider safety issues as they arise.

Examples of safer infrastructure upgrades include:

Safer intersections: implementing design changes to reduce crash risks

The Clyde Road / Ilam Road roundabout

Improved safety for pedestrians and cyclists

A pedestrian crossing on a safe speed platform, outside He Tīwai Mātauranga Heaton Normal Intermediate School on Heaton Street

We will continue to take an evidence-based approach to identifying the most effective safety solutions for parts of the transport network identified as high-risk. And, we will consult with our communities and road safety partners on proposed solutions.

Collaborating with road safety partners

We work with New Zealand Police, NZ Transport Agency – Waka Kotahi, and others on programmes to promote safer choices on our roads. These include road safety education campaigns, initiatives with schools to reach new drivers, and motorcycling safety programmes. Together, we develop a **Road Safety Action Plan** to monitor and respond to emerging road safety issues and risks.

We also plan to collaborate with New Zealand Police and NZ Transport Agency – Waka Kotahi to increase the number of safety cameras across the city.[30] Automated enforcement is expected to reduce speeding and red-light running, key factors in serious crashes, and free up police resources for other priority areas.

Goal 4

A more efficient transport network

Balancing different types of movement on our transport network is crucial for its efficient functioning. Journey time reliability is particularly important for economic and other priority activities, such as public transport and emergency services.

Managing congestion will become increasingly challenging over the next 30 years as our population and that of neighbouring districts grow. This will likely require more proactive demand management approaches over time.

Our strategy to create greater efficiencies on the network as we grow is two-fold:

- Enabling economic and other priority activities
- Developing proactive network management approaches

The next section, **Goal 5 – Genuine Transport choice for everyone**, also aims to improve network efficiency. For instance, good alternative travel choices are a particularly important part of our strategy for managing commuter and school pick-up peaks.

Enabling economic and other priority activities

Journey time reliability is vital for the smooth running of freight, public transport, and essential activities such as emergency services. Enabling these functions, in collaboration with our partners, is a priority.

Work with our partners to prioritise regional freight routes

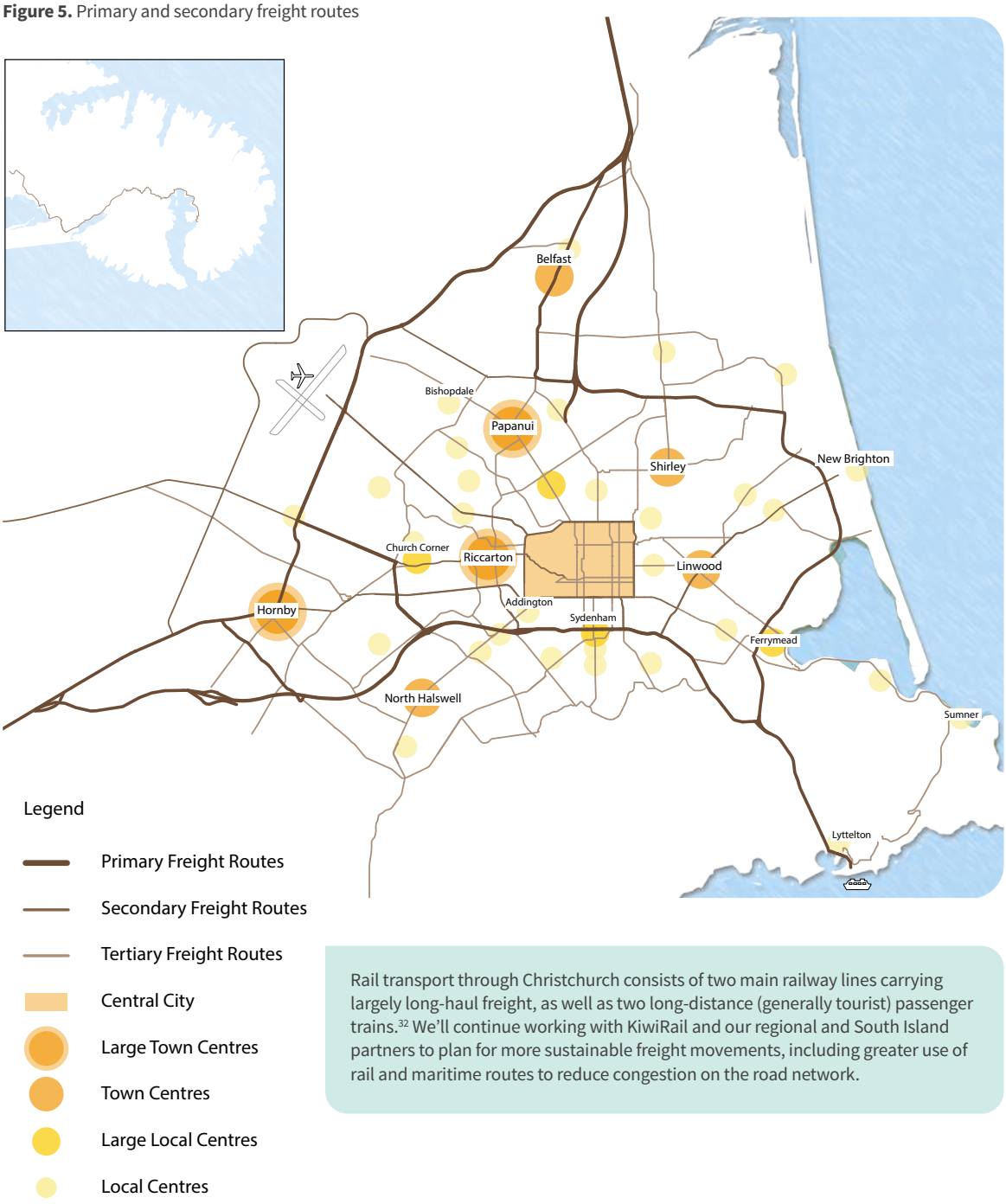
Regional freight involves long-distance movement between regions, inland ports, the seaport, the airport, and through metropolitan areas, mostly on the State Highway network managed by NZ Transport Agency – Waka Kotahi. With Lyttelton Port and Christchurch International Airport as key South Island freight destinations, maintaining good freight links to the inland port in Rolleston and the wider regional network is essential.

The primary and secondary freight routes across the city and Banks Peninsula are shown in Figure 5 on the next page. These routes are also a key consideration for civil defence and emergency management resilience planning and operations.

Brougham Street (State Highway 76 controlled by NZ Transport Agency–Waka Kotahi) is one of our most important regional freight routes with about 2,500 heavy vehicle an and 36,000 light vehicle movements per day.[31] It's also one of our most congested roads. The Council is strongly supportive of planned improvements to the Brougham Street corridor and will continue to advocate for its completion.

On primary routes we will continue to explore, with our partners, the prioritisation of freight through interventions such as managed lanes and transport programmes of wider benefit to the city. For instance, NZ Transport Agency – Waka Kotahi is developing a programme of improvements to the state highway network through Hornby and the airport surrounds to manage growth and increased freight movements.

Figure 5. Primary and secondary freight routes



Rail transport through Christchurch consists of two main railway lines carrying largely long-haul freight, as well as two long-distance (generally tourist) passenger trains.[32] We'll continue working with KiwiRail and our regional and South Island partners to plan for more sustainable freight movements, including greater use of rail and maritime routes to reduce congestion on the road network.

Prioritising urban freight, public transport, and emergency services movement

A city relies on delivery vehicles, tradespeople, and emergency services moving efficiently. More reliable travel times also encourages more people to use public transport. Traffic congestion affects how well these work.

The Council has a range of tools to prioritise movement on the transport network, including corridor and priority lane design, signal prioritisation, and parking management. Actions in Goal 5 – Genuine Transport Choice for Everyone also aim to improve road use efficiency through mode shift.

How we're prioritising economic and essential movement on the local network

Local freight	Public transport	Emergency vehicles
Mode shift Parking policies – provision of loading zones for freight	Priority lanes Parking enforcement Priority traffic signals	Mode shift To explore: the role of signals and priority road allocation options for emergency services

Urban freight, such as last-mile goods and hospitality deliveries, represents a significant volume of vehicles on our roads, and are likely to increase with population growth. Trends in managing urban freight logistics in more densely developed cities include logistics hubs and low-emission options like e-cargo bikes.[33]

Another way urban freight could develop is through emerging non-vehicle technologies. For instance, trials around the world have been undertaken using drones and wheeled robots for urban deliveries. We need to be responsive to this change while ensuring any risks (such as, noise or pedestrian safety) are managed.

We plan to engage more with industry to better understand how emerging technologies and freight logistics are evolving and determine what the Council's role could be to enable greater economic efficiencies on the local transport network.

Proactive network management

If growth continues at current rates and travel patterns don't change, congestion will increasingly become a serious issue. As noted earlier, the total amount of vehicle travel within Greater Christchurch is forecast to increase by 30% by 2038.

Our technology for monitoring network movement in real-time is becoming more refined. We plan to better integrate growth triggers (such as housing and population growth) with network movement monitoring. This will enable us to understand how growth affects the transport network and allow us to manage it more effectively.

Investigating pricing tools to manage travel demand

Transport pricing tools can motivate people to travel in different ways and at different times, helping to balance demand. Options include congestion and time-of-use pricing and proactive parking management. Implementing pricing changes alongside improvements to public and active transport can support quality alternative travel choices.

Revenue from these schemes is often reinvested in transport developments or services.[34]

We will monitor national developments, collaborate with our Greater Christchurch partners, and engage closely with our communities to implement any changes in this area.

Goal 5

Genuine transport choices for everyone

Improving the quality of alternative low-emission transport options on our transport network is one of the most important actions we can take over the next 30 years.

This will help reduce transport emissions, manage congestion as we grow, and enable inclusive access for all transport users. Public and active transport networks are also city-shaping investments. Getting them right can enhance residents' well-being and be a major selling point for the city.

How are getting around now?

Currently, we are highly dependent on private vehicles.

Neighbouring districts also generate significant vehicle movements into and out of Christchurch.[37]

On average:

80%
of trips taken in Ōtautahi Christchurch are by private vehicle.[35]

65%
of primary school children are driven to school.[35]

96%
of non-Christchurch residents who work in the city travel to work by car.[37]

6%
of commuters cycle to work.[39]

4%
of commuters walk to work.[39]

4% of residents take the bus to work.[39]

This is comparatively lower than in other New Zealand cities. Of the 2 million trips a day on our transport network, just 23,000 are on public transport.[39]

Only 9% of privately owned vehicles on our roads are low-emission models.[38]

Many people and communities across our district have limited transport options. 7% of households in Christchurch have no car,[40] 13% of adults do not hold a driver's licence,[41] and 36% of people don't live within 400 metres of a bus stop on a frequent-service route.

Residents tell us they want more frequent, reliable, and direct public transport if they are to reduce car usage.[36]

Our strategy for improving access to genuine transport choices for everyone is:

- Significantly improve our public transport system
- Continue to build a safer, more connected, and attractive network for walking, cycling and other micromobility
- Support residents and schools to try new ways of travelling
- Enable the transition to low emissions vehicles

Significantly improve our public transport system

Great public transport systems shape and connect cities. One barrier to using public transport in Christchurch is its reduced efficiency and competitiveness compared with other ways of travelling. For public transport to be a genuine alternative to car travel, it must be more appealing and convenient.

We're working with our Greater Christchurch partners to plan for future growth in the city and across the sub-region. This includes transforming our public transport system over the next 30 years. Different organisations have different roles – within our district, we deliver public transport infrastructure, while our partners at Environment Canterbury deliver contracted public transport services.

Our integrated programme includes the **Public Transport Futures** programme and planning for future growth with the **Mass Rapid Transit** project.

Public Transport Futures
This investment programme aims to reduce travel times, increase reliability, and achieve **a threefold increase in patronage by 2048** across Greater Christchurch. The programme includes more high-frequency services, supporting infrastructure, and new connections, including improved links with Selwyn and Waimakariri. Implementation has begun, with plans to complete the programme over the next 10 years.

Mass Rapid Transit
This proposed 'turn up and go' rapid transit service would run along a city spine from Hornby to Belfast, via the central city. It will increase central city accessibility and incentivise more intensive urban development along the corridor. This project builds on the goal of increasing patronage from the Public Transport Futures programme. The next stage of the MRT project includes commencing route protection for the corridor.

You can find more detailed information about the Greater Christchurch shared public transport programme and business cases in the **Canterbury Regional Public Transport Plan** (www.ecan.govt.nz/canterbury-transport-plans) and the **Greater Christchurch Partnership transport programme** (www.greaterchristchurch.org.nz/greater-christchurch-transport-plan).

Our role: Enhancing public transport infrastructure

We play a key role in improving public transport infrastructure. Our core bus routes need to be designed to accommodate high-frequency, high-quality services through areas with high pedestrian numbers and with a high concentration of activities.

Buses need priority to ensure reliability isn't compromised by traffic congestion. Our programme includes several components. We'll have on-road infrastructure (such as dedicated lanes) to prioritise buses in high-congestion areas. There will be signal pre-emption at intersections and enforcement to keep dedicated lanes clear at peak times. Additionally, there will be better real-time information for customers, bus stop enhancements, and infrastructure to improve the experience of bus users who walk, scooter or bike to catch the bus.

Improving the accessibility of public transport infrastructure is a priority. For example, on-demand text-to-speech devices are being installed at bus stops to communicate bus routes and arrival times to blind and low-vision passengers. These are installed in accessible locations and at accessible heights.

Continue to build a safer, more connected, and attractive network for walking, cycling and other micromobility

Safe and connected walking environments

We want walking to be a safe and attractive option for short trips. Poor footpath condition presents trip hazards, especially for children walking or scooting to and from school, the elderly, and those with disabilities or mobility impairments. Improving footpath condition and safety is a priority.

Designing walkable catchments[42] around local and commercial centres promotes walking. Slower speeds, attractive and green streets, safe pedestrian crossing infrastructure, and places to sit and rest all incentivise walking. The priorities outlined in Goal 6 – A Vibrant, Healthy, and Liveable City explore this direction in more detail.

While outside the scope of this strategy, there are also many recreational walking paths and tracks throughout the district, managed by the Council's Parks Team. These can be found on the online Walking Track Map (ccc.govt.nz/walking-track-map).

Developing and expanding our dedicated cycle network

We want to make cycling an easy and safe choice, particularly for trips of less than five kilometres.

By the end of 2022, 549 kilometres of cycle connections were completed across Christchurch, including 342 kilometres of cycle lanes, 20 kilometres of dedicated cycle paths, and 207 kilometres of shared paths.[43] With an increase in cycling infrastructure, we are seeing an increase in cycling. Our network of electronic counters have recorded strong growth as the cycleways network has been rolled out, with a 40% growth in cyclists between June 2017 and June 2023.[44] From an emissions reduction perspective, completing the major cycleways network is projected to result in around 14,000 fewer vehicle trips each day.[45]

We're working to complete the last third of the major cycleway network and then plan to focus more on building local connections. Work on local cycleway routes will continue to connect our major cycleway routes, centres, community facilities, and public spaces. Our residents have indicated support for more innovative, quick-to-build, and lower-cost infrastructure as we continue to design our dedicated cycle network. These treatments will be considered in the next phases of development.

Safe and equitable access to micromobility

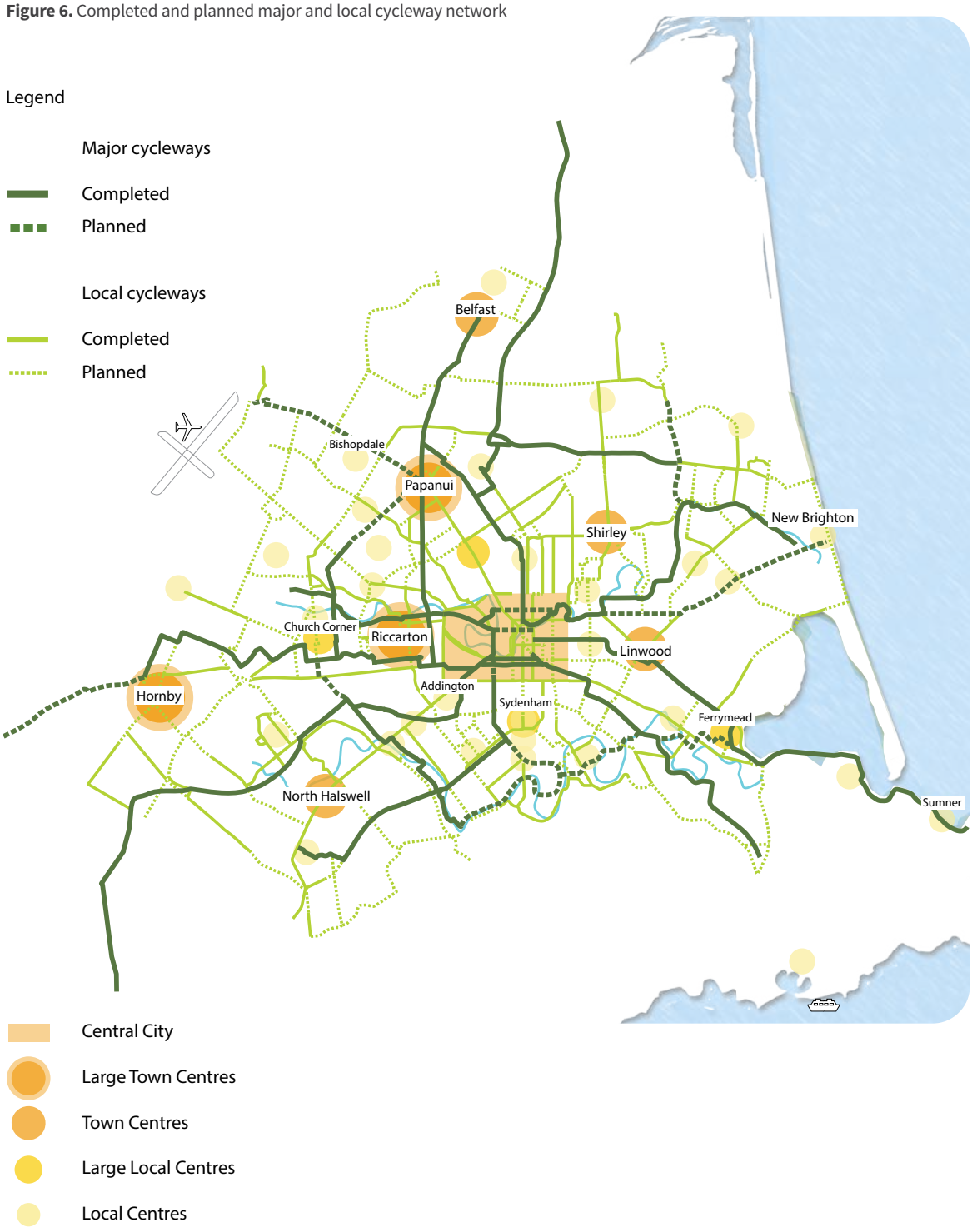
Shared service micromobility trips have steadily increased in recent years. As of July 2024, people have made 4.9 million shared service scooter and e-bike trips, travelling 8.1 million kilometres on our transport network.[46] These services provide a quick, convenient way for people to get around, helping to increase the share of active travel. Building on the success of micromobility, we plan to continue working with shared service micromobility operators to increase ridership.

Part of our focus will be on growing equitable access to micromobility. Our shared micromobility operators already have equity programmes offering discounts to qualifying riders based on certain criteria. We're interested in supporting these programmes and developing others to improve access to affordable micromobility options.

Developing our cycle network will also improve safety for all other micromobility users and make it easier for more people, including those on mobility trikes, to get around. This will also help free up footpaths for pedestrians.

We aim to balance increasing ridership with keeping footpaths clear of too many parked micromobility devices. Dedicated parking zones or corrals are emerging as a solution to reduce clutter and ensure devices are available where people expect them. We'll continue to investigate these approaches.

Figure 6. Completed and planned major and local cycleway network



Support residents and schools to try new ways of travelling

Travel planning can influence travel decisions, reduce congestion and result in measurable transport emission reductions.

As we strive to meet our emissions targets and plan for a growing population, we'll continue to develop proactive travel demand management approaches across our transport network.

Building awareness and understanding about active, public and shared travel options

Safe and attractive transport infrastructure and services encourage people to walk, cycle, and use public transport. Investment in transport infrastructure needs to be supported through education and promotion campaigns to encourage active and shared travel.

Proactive travel planning services and initiatives help inform people about their travel options and the effects of their choices. We're focused on delivering district-wide, ongoing information and education initiatives to support greater uptake of active and public transport options.

Support new transport services and infrastructure

To support the introduction of new services and infrastructure, we work closely with our Greater Christchurch partners. This includes a programme of initiatives to be implemented alongside infrastructure improvements and major projects. Key initiatives include: travel planning services for workplaces, communities, and schools; personalised journey planning; and safe cycle training for children and adults.

How children get to and from school significantly affects our transport network

We're continuing to support schools to create their own travel plans and encourage active travel.

School travel plans are a practical approach to improving road safety and encouraging the whole school community to use active modes of transport. These plans can be adapted by the school to address relevant concerns as they emerge.

Enable the transition to zero-emission vehicles

Transitioning the national vehicle fleet from fossil fuels to zero-emission technology is a crucial part of achieving our transport emissions reduction targets. Even with shifts from private vehicles to walking, cycling, and public transport, most trips in Christchurch and Banks Peninsula are expected to be by car, and our transport planning needs to account for this.[47]

The uptake of zero-emission vehicles will be primarily influenced by industry developments, consumer preferences, and central government policies, including incentives, targets, and fossil fuel pricing.[48] At the local government level, we can contribute through procurement processes and by supporting and enabling infrastructure and services where appropriate. For example, Environment Canterbury is transitioning the city's bus fleet to zero-emission,[49] and the Council uses, supports, and encourages zero-emission car share schemes.

Electric vehicle (EV) charging infrastructure has been installed at some Council properties, with more planned. With a heightened focus on implementing EV charging infrastructure nationally, in the short-term the Council is scheduled to review its EV and Carshare Policies to ensure they are fit-for-purpose in a rapidly changing area.

Monitoring developments in technology, infrastructure, and services

Vehicle technologies will continue to evolve over the next 30 years, and we can anticipate significant change during this period. While light vehicle fleets are largely transitioning to battery electric technology, the heavy freight and aviation sectors are exploring different fuels and propulsion methods, such as hydrogen fuel cells and biofuels.

Changing vehicle formats (such as delivery drones, wheeled robots, and autonomous vehicles) and different ownership and usage models (such as mobility as a service and the evolving role of shared mobility schemes) are also becoming increasingly important, particularly in support of more intensive urban environments.[50]

We will continue to monitor broader technological developments and remain open to enabling opportunities for our city. These advancements could play a crucial role in decarbonising transport and supporting local industry.

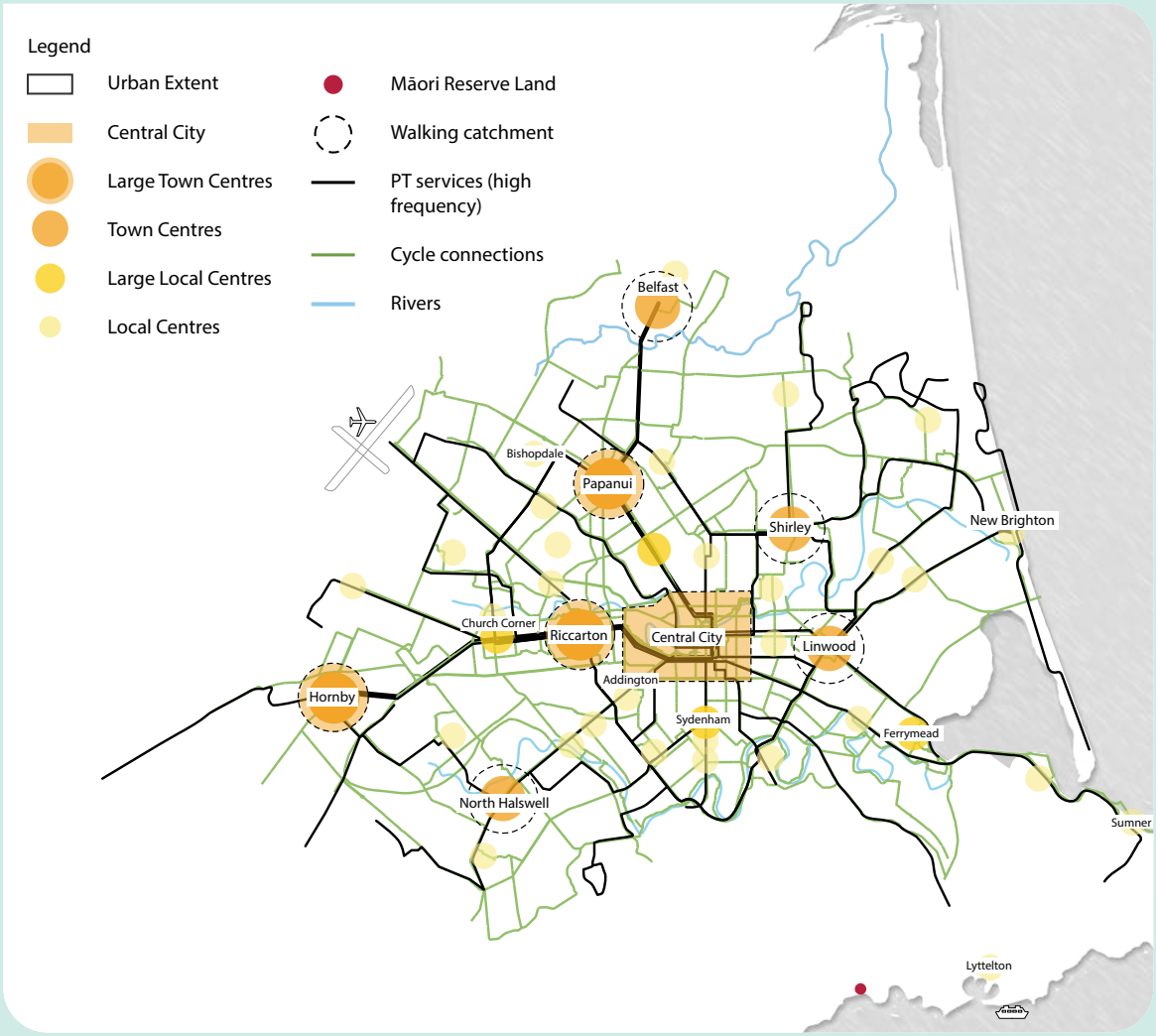
Goal 6

A vibrant, healthy and liveable city

Our transport network plays an integral role in supporting and shaping our future urban form. As our urban population grows and competition for street space increases, a well-planned transport network is crucial for city development.

The urban form of Ōtautahi Christchurch comprises the central city – the heart – and local centres linked to this heart and to each other.

Figure 7. Ōtautahi Christchurch high-level urban form



Over the past decade, there's been an increasing focus on designing and building better streets and neighbourhoods for people. Notably, in the central city, we have implemented slower speeds and shared spaces, resulting in a safer, more vibrant, and attractive city centre.

We will continue this approach as our population grows to ensure we create urban environments that enhance our city's reputation as a great place to live, work and play and to create a more climate-resilient urban form.

Previous sections of this strategy have described our approach to developing networks that support and prioritise movement on our transport network. The actions in this goal focus on the role streets have in shaping our urban environment, and what we need to keep working on as we grow. This includes:

- Finishing what we've started in the central city
- Planning for growth along core public transport corridors
- Enhancing our streets and neighbourhoods as our city becomes more intensively developed

Finish what we've started in the central city

Christchurch's central city is the primary economic hub for our city and the wider Canterbury region. The post-earthquake Christchurch Central Recovery Plan[51] has guided recent public and private investment. Anchor projects, aimed at attracting people to the central city, have supported private investment in workplaces, retail, and hospitality. The Recovery Plan also encourages residential development, with the Council aiming to grow the population to in the central city to 20,000 people during this decade.

Te Kaha Surrounding Streets design illustration

Finish what we've started in the central city, cont'd

The transport section of the Christchurch Central Recovery Plan, An Accessible City, has guided the upgrade of the central city transport network. Retaining the existing street grid pattern, it balances streets as movement corridors and places for people – facilitating convenient access via various modes and helping to establish vibrant urban spaces that attract people and new business investment. Work is ongoing, and implementation to date means our central city is now more accessible for pedestrians, cyclists, and micromobility.

We are focused on completing planned transport projects around the remaining central city anchor projects.

For example, the Te Kaha Surrounding Streets project includes a range of works designed to incentivise co-located development and pedestrian access to the One New Zealand Stadium at Te Kaha. This includes widening footpaths, slower speed limits, landscaping, pedestrian crossings, and changing the travel direction of some streets.

Beyond completing transport projects supporting the remaining anchor projects, we are planning a review of the remaining central city transport improvement programme to ensure it remains fit-for-purpose. This will ensure it aligns with future rapid transit corridor plans and emerging urban growth patterns within the four avenues.

For instance, more intensive residential and mixed-use developments have occurred in the central city and around suburban centres, particularly inner-city suburbs such as St Albans. The Council has recently completed a South-East Central Neighbourhood Plan with the communities, businesses, and education providers co-located in this part of the city (surrounding and to the south and east of One New Zealand Stadium at Te Kaha).[52] This work identifies potential active travel and amenity improvements that would support intensive urban development, business growth, and liveability in this growing part of the central city.

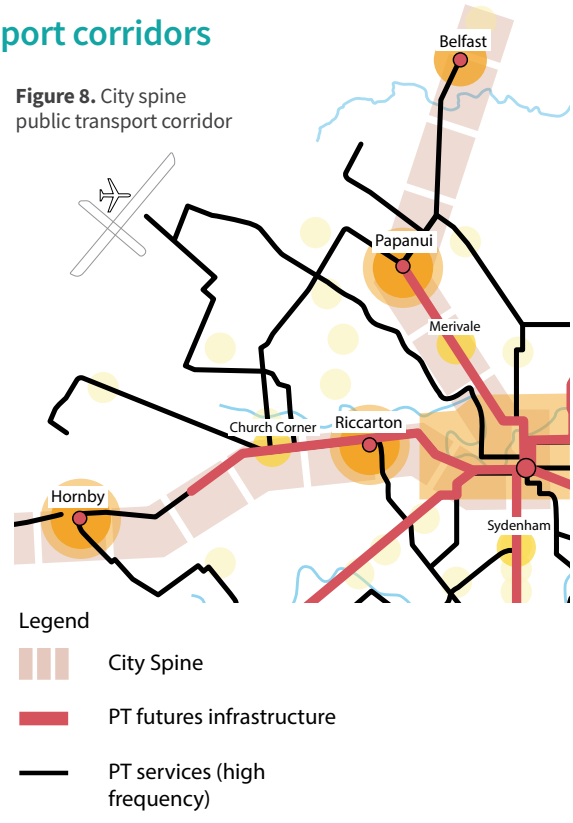
Plan for growth along core public transport corridors

Over the next 30 years we can anticipate significant up-zoning around key activity centres and along core public transport corridors. As detailed in Goal 5 the Council and its Greater Christchurch partners have signalled the 'City Spine' Mass Rapid Transit (MRT) corridor as a priority. Route protection is the next step for the MRT project ahead of the development of a more detailed business case.

The larger centres along the corridor, Papanui, Riccarton and Hornby (along with the Central City) have also been identified as Priority Development Areas (PDAs) in the Greater Christchurch Spatial Plan. PDAs are defined as areas where there is potential to accelerate the growth of a sustainable, compact urban form.

To support future growth, the Council is about to initiate longer term transport planning along the corridor and in the walkable catchments around these centres through its Local Area Planning programme.

Figure 8. City spine public transport corridor



Enhance our streets and neighbourhoods as our city becomes more intensively developed

We want local streets and neighbourhoods to be safe, vibrant, and welcoming places. In more intensively developed urban environments, street space becomes much more of a shared and actively utilised space. As urban density expands over the next 30 years, we will need to design and manage our street space in different ways.

Enable liveable and more climate-resilient neighbourhoods as we grow

Neighbourhood design can contribute to creating a more liveable, climate-resilient urban form. From a transport planning perspective, this can include creating safe, inviting walking and cycling environments, as well as shared green spaces. It can also involve directing vehicle flow around areas with high local activity instead of through them and incentivising low-emissions transport. Internationally, these sorts of initiatives are often area-based developments, such as Barcelona's Super Blocks.[53]

Where they have been successful, they are designed with pedestrians in mind, are well serviced by public transport, retain accessibility for business deliveries, and feature a mix of residential and commercial land uses. There needs to be a sufficient density of population and activity, and the greatest benefits occur where areas are undergoing growth and transition.

We're already applying some of these urban design elements to the regeneration of the central city. Creating walkable, climate-friendly neighbourhoods will be an evolving process. The Council will work closely with mana whenua, communities, and developers through our planning programmes. We will build on our existing initiatives, such as safe speeds around schools and supporting walking and cycling, while introducing new measures over time.

Green our streets

Greening our city offers numerous benefits for human health, ecological biodiversity, and climate change mitigation. It also significantly enhances our urban environments. Connecting through open and green spaces supports the greening of our transport network. As our city grows, we will increasingly rely on trees in public places, including streets, to provide benefits by absorbing and dissipating heat, clean the air, and improve neighbourhood liveability.

The Council treats street trees as core infrastructure, prioritising them similarly to other infrastructure like footpaths, pipes, and cables when planning, designing, and developing transport corridors. Prioritising green infrastructure, such as rain gardens, also enhances resilience during extreme rain events.[54]

Currently, tree canopy cover in our streets is around 8% (2018/2019) of the total street area. The Council aims to increase this to 15% by 2070, as outlined in the Ōtautahi Christchurch Urban Forest Plan. Increased planting, focusing on the right types of trees in the right places, will be incorporated into planned projects and renewals. More green corridors along transport routes will link parks, sports and recreation facilities, and open spaces, creating consistent connections throughout the city.

Develop a coordinated kerbside and parking management approach for higher urban density areas

The 2020 National Policy Statement on Urban Development (NPS-UD) removed the ability to set car parking minimums for residential developments. Instead, local authorities are encouraged to manage the effects associated with car parking supply and demand through comprehensive parking management plans.[55] To date, the Council has not implemented a proactive, comprehensive parking management approach.

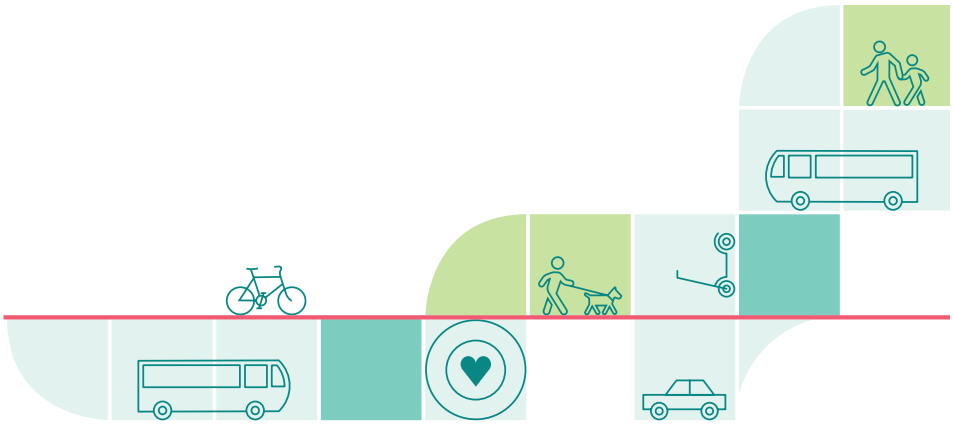
The **Christchurch Central City and Suburban Parking Policies** guide how we manage paid and time-restricted on-street parking, focusing on high-occupancy locations during peak periods. These policies provide for a demand-driven approach, applying time restrictions and parking meters where parking is in high demand, with exemptions for residents if appropriate. We also allocate more space for people with restricted mobility, motorcycles, bicycles, micromobility, zero-emission vehicles, car share, and park-and-ride in certain locations.

We are investigating using technology to obtain better baseline parking occupancy data in more intensively developed parts of the city. This will enable us to respond more effectively to residents' concerns and design a comprehensive parking management approach suitable for our city.

Extending the scope of the kerbside

Kerbside space is prime real estate in higher urban density areas, with increasing demands on its use. Space historically used for parking is being repurposed for other functions, such as parklets for business use, bus lanes, cycle paths, pedestrian walkways, and services like waste management.

With increased competition for street space, we plan to develop more coordinated kerbside and parking management approaches to manage demand and maximise the use of our shared street spaces.



Implementation approach

This strategy will guide investment and work programme prioritisation through the Council's annual and long-term planning processes, shaping the Council's strategic transport investment, planning and policy work programmes.

A detailed implementation plan, along with monitoring and reporting mechanisms, will be developed following the adoption of this strategy.

This section provides an overview of the 10-year supporting strategic transport work programme and discusses key implementation considerations:

- Action to meet climate change targets
- Funding and investment for implementation
- Engaging with our communities
- Partnerships for implementation
- Improved data management as a cross-cutting implementation theme

10-year strategic transport work programme overview

The following provides an overview of the 10-year strategic transport work programme based on the goals and high-level directions in this strategy.

The 10-year programme consists of three different types of activities:

1

Continuous improvement

Doing the basics better, enhancing our transport network assets to achieve better value for money and improved safety, resilience and efficiency outcomes.

2

Strategic foundations

Delivering the strategic transport programmes that will underpin our growth, resilience and climate change response.

3

On the horizon

Planning ahead to grow well as a district, manage emerging risks and shape our future delivery pipeline.

	Continuous improvement	Strategic foundations	On the horizon
GOAL 1 Well managed transport assets	More effective whole-of-life management Cost-effective and innovative maintenance solutions		
GOAL 2 A more resilient transport network	Build more resilience into our transport network assets	Deliver the Pages Road bridge renewal project	Develop our transport network climate adaptation response
GOAL 3 A safer transport network	Deliver safe system infrastructure improvements to high-risk areas to reduce harm		
GOAL 4 An more efficient transport network	Work with our partners to prioritise the movement of freight, public transport and emergency services*		Investigate the role of transport pricing tools to manage demand* Monitor developments in urban freight provision
GOAL 5 Genuine transport choices for everyone	Address footpath, bus infrastructure and cycleway quality and safety issues Enable safe and equitable access to micromobility	Deliver the Public Transport Futures programme* Continue to develop and expand the dedicated cycle network Deliver travel demand management services that support residents and schools to try new ways of travelling Enable the transition to zero-emission vehicles	Protect the mass rapid transit (MRT) route* Monitor developments in zero-emissions technology, infrastructure and services
GOAL 6 A vibrant, healthy and liveable city	Green our streets	Finish what we've started in the central city – complete planned transport projects around the remaining central city anchor projects Develop a coordinated kerbside and parking management approach for higher density urban areas	Refresh our central city transport plan to ensure it remains fit-for-purpose Plan for growth along core public transport corridors Enable liveable and more climate-resilient neighbourhoods as we grow through our local area planning programme

**denotes projects to be delivered with Greater Christchurch partner agencies*

Action to meet our climate targets

As described earlier, the Council has set ambitious targets for reducing greenhouse gas (GHG) emissions at both district and organisational levels. As transport is the largest contributor to our district emissions profile, our strategy to reduce transport emissions is multi-faceted, with actions across this strategy contributing.

In the short to medium term, priorities include:

- completing foundational investments to improve public transport and develop our cycle network
- delivering travel demand services that support school children and residents to try low-emission travel options
- working with the private sector to enable the transition to low-emission vehicles, and
- integrating nature-based solutions and climate-resilient design into our neighbourhood and local area planning programmes.

We will actively monitor and report on progress towards our emission reduction targets and adjust our implementation actions as required.

Funding and investment for implementation

The funding and revenue sources for implementing this strategy will evolve over its life. We know that the required funding will be significant, particularly for improving our public transport system and adapting to climate hazards.

Applying an affordability and value-for-money lens to all our transport activities and seeking innovative solutions to reduce costs will underpin all that we do.

Currently, our transport infrastructure is funded from several sources, including rates, NZ Transport Agency - Waka Kotahi funding subsidies, assets vested in the Council from developers, development contributions, parking fees, infringement fees, and other minor funding sources.

New funding and revenue sources will be required to achieve our goals. The Council will review the role of existing tools, monitor policy and legislation changes led by central government to provide more revenue-gathering tools to local government, and investigate alternative revenue streams as part of this strategy's detailed implementation plan.

The detailed timing for implementing proposed initiatives and the estimated costs will be updated every three years through our Long Term Plan process. This will consider the available funding, progress towards our goals and targets, and any wider trade-offs required for the effective stewardship of the city's transport network.

Partnerships to implementation

We cannot deliver this strategy on our own. Evolving our transport network to grow and adapt our district will rely on strong partnerships and engagement at all levels, including with mana whenua, our local partners, central government funders and decision-makers, private industry, and our communities.

We plan to strengthen our future transport partnership with mana whenua, in particular, through ongoing climate adaptation planning processes and the work underway within the Greater Christchurch Partnership to identify opportunities for improving accessibility to Māori Reserve Land to support kāinga nohoanga.

Engaging with our communities

Ongoing public and community engagement will be at the heart of this strategy's implementation. Responding to the challenges and opportunities outlined here will require ongoing changes to our transport network. Ensuring that businesses, communities, and individuals have opportunities to voice their perspectives will be critical to the strategy's success.

In addition to providing feedback on this draft strategy before its adoption, there will be many future opportunities for public engagement after its adoption. This engagement will focus on specific issues, such as detailed design elements, as implementation work programmes are developed and reviewed, and as individual projects move through the investigation, planning, design, and construction phases.

Improved data management as a cross-cutting implementation theme

Improving the way we gather and use data is a theme woven throughout this strategy. This includes the technology we use to generate data for several purposes. We prioritise our maintenance and renewals programmes, inform better whole-of-life asset management, and focus our safety programme using crash and accident data . Additionally, we develop risk-based projections for natural hazards management and seek to improve how we gather information at a network and kerbside levels to manage the effects of growth on the network.

Exploring opportunities to further improve and integrate our data management will be an ongoing implementation priority.

Measuring our progress

Our success in implementing this strategy will be measured through a monitoring and reporting framework. This will be developed in greater detail as part of the detailed implementation planning.

Measures we will be monitoring our strategy goals against include:

Goals	Measures
GOAL 1 Well managed transport assets	• Percentage of roadway, footpaths and cycleways meeting national smoothness and condition standards • Resident satisfaction with the condition of the transport network
GOAL 2 A more resilient transport network	• Percentage of maintenance budget spent responding to emergency events • Extent and location of permeable surface in our streets
GOAL 3 A safer transport network	• Deaths and serious injuries on our roading network • Perceptions of safety of walking and cycling
GOAL 4 An more efficient transport network	• Reliability of travel times for freight • Reliability of travel times for public transport • Vehicle-kilometres travelled by light vehicles
GOAL 5 Genuine transport choices for everyone	• Transport emissions • Average household transport costs per week • Public transport patronage • Number of people cycling and taking scooter trips • Commuter and school travel choices • Residents' satisfaction with walking, cycling and public transport infrastructure • Percentage of low-emission vehicles in the local fleet • Accessibility of EV charging infrastructure
GOAL 6 A vibrant, healthy and liveable city	• Foot traffic in the central city and key activity centres • Proportion of new growth in residents and jobs occurring on core public transport network • Accessibility to employment • Tree canopy cover on our streets • Healthy streets assessment scores

Endnotes

1 The scope of 'land transport' in this strategy includes the local network (roads, streets and shared paths that make up the road reserve) – it does not include rail, maritime or aviation transport.

2 Statistics NZ – Population Estimates

3 scirtlearninglegacy.org.nz

4 NZTA- Waka Kotahi Crash Analysis System

5 Environment Canterbury bus boarding data

6 Public Transport Futures : Greater Christchurch

7 Christchurch City Council – Tracking the progress of our Central City dashboard & Statistics NZ Subnational Population Estimates – June 2023

8 Cycle Counters – smartview.ccc.govt.nz

9 Christchurch Micromobility Dashboard – https://public.ridereport.com/christchurch

10 Ōtautahi Christchurch Greenhouse Gas Emissions Inventory, FY23

11 Community feedback in this section is sourced from: 2023–24 Residents' Survey; What matters most survey ahead of 2024–34 LTP; 2024–34 LTP Submission Analysis Report; and the Greater Christchurch Hui Hui Mai Community Engagement Report (2023)

12 From Otautahi Christchurch Plan. This includes the demand generated by the National Policy Statement on Urban Development but may be adjusted in light of our obligations to accelerate housing supply under the Medium Density Residential Standards.

13 Greater Christchurch Spatial Plan : Greater Christchurch

14 Greater Christchurch Spatial Plan option evaluation report, pg 7–10

15 Freight | Environment Canterbury (ecan.govt.nz) https://www.nzta.govt.nz/assets/resources/draft-south-island-freight-plan/docs/draft-south-island-freight-plan.pdf

16 Ngāi Tahu use the term kāinga nohoanga to describe their traditional areas of communal living on tribal lands.

17 Ōtautahi Christchurch Greenhouse Gas Emissions Inventory, FY23

18 Christchurch coastal hazards online portal (ccc.govt.nz)

19 Technical advice prepared for CCC for the Pages Road Bridge renewal project

20 https://af8.org.nz/

21 Projection using data from the CCC Risk Explorer tool

22 NZ Transport Agency - Waka Kotahi - Crash Analysis System Dataset (accessed 30 September 2024)

23 Feedback sourced from Life in Christchurch annual surveys

24 https://environment.govt.nz/publications/health-and-air-pollution-in-new-zealand-2016-findings-and-implications/

25 Council transport asset ownership data as of September 2024

26 Christchurch City Council 2024-34 Infrastructure Strategy

27 Christchurch City Council – draft Coastal Hazards Adaptation Plan – planning for sea-level rise in Whakaraupō Lyttelton Harbour and Koukourarata Port Levy pg. 20

28 https://www.ccc.govt.nz/assets/Documents/Environment/Climate-Change/Risk-Screening.pdf

29 NZTA -Waka Kotahi Crash Analysis System showed 50% of crashes on CCC roads in 2018-22 occurred at intersections (accessed on 9 November 2023)

30 Safety cameras | NZ Transport Agency Waka Kotahi (nzta.govt.nz)

31 https://www.nzta.govt.nz/resources/state-highway-traffic-volumes/

32 Coastal Pacific and TranzAlpine trains

33 Mapping the cycle logistics sector in London (March 2023) - Cargo Bikes (crossriverpartnership.org)

34 Ministry of Transport, The Congestion Question Revenue Discussion Paper, 2019 https://www.transport.govt.nz/assets/Uploads/Paper/RevenueDiscussion.pdf

35 Data sourced from Census 2018 and the Council's Strategic Transport Model.

36 Huihui Mai Engagement : Greater Christchurch February 2023

37 Data sourced from Census 2018 and the Council's Strategic Transport Model.

38 https://evdb.nz/ev-stats (accessed 27 September 2024)

39 Ecan patronage figures for FY21-22

40 Census 2018 data, Statistics NZ

41 Motu NZ research note #44, 2021, Rates of driver licence holding in Aotearoa New Zealand https://www.motu.nz/our-research/population-and-labour/individual-and-group-outcomes/rates-driver-licence-holding-nz/

42 A walkable catchment is the area that an average person could walk from a specific point to get to multiple destinations. A walkable catchment of 400 metres is typically associated with a five-minute average walk and 800 metres with a 10-minute average walk: Understanding and implementing intensification provisions for the NPS on urban development (environment.govt.nz)

43 https://ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Plans/Long-Term-Plan/LTP2024/Activity-Plans/Transport-Activity-Plan-LTP-2024-34.pdf

44 Cycle counter online dashboard published here: https://ccc.govt.nz/transport/improving-our-transport-and-roads/traffic-count-data/cycle-counters/

45 Christchurch Major Cycleways Routes Updated Funding Assessment, QTP, 2015 (number taken from Table 5-3 "Vehicle trips avoided due to cycling" on page 48). Available here: https://christchurch.infocouncil.biz/Open/2015/03/ITEC_05032015_AGN_SUP.PDF

46 Ride Report Statistics, https://www.ridereport.com/

47 CCC analysis indicates a pathway where car mode share reduces from 83% of all trips in 2018 to 59% of all trips by 2030.

48 ww.nzta.govt.nz/vehicles/clean-car-programme/clean-car-discount/

49 At the time of publication 20% of the Metro urban fleet is zero-emissions with a commitment to provide a fully zero-emissions fleet by 2035 at the latest.

50 https://www.nzta.govt.nz/assets/Uploads/Final-Arataki.pdf

51 Central City Recovery Plan : Christchurch City Council (ccc.govt.nz)

52 South-East Central Neighbourhood Plan : Christchurch City Council (ccc.govt.nz)

53 Barcelona Superblock | Barcelona City Council

54 Sponge Cities: Can they help us survive more intense rainfall? - The Helen Clark Foundation

55 National policy statement on urban development | Ministry for the Environment

Christchurch City Council

Kōrero mai | **Let's talk**

Draft Ōtautahi Christchurch Future Transport 2024–54

Tell us what you think by **Sunday 8 December 2024**.

letstalk.ccc.govt.nz/futuretransport

INF7429 November 2024

Christchurch City Council

Council

0. Ōtautahi Christchurch Future Transport

Reference Te Tohutoro:	25/65832
Responsible Officer(s) Te Pou Matua:	Jane Cameron - Team Leader Transport Hannah Ballantyne - Senior Engagement Advisor
Accountable ELT Member Pouwhakarae:	John Higgins, General Manager Strategy, Planning & Regulatory Services

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is to assist Council:

- to consider amendments to the Draft Ōtautahi Christchurch Future Transport strategy to address issues raised in submissions.
- to adopt the Draft Ōtautahi Christchurch Future Transport strategy, with the amendments agreed to as a result of submissions.

1.2 The report was prepared in response to Council's resolution on 6 November 2024 to undertake consultation on the Draft Ōtautahi Christchurch Future Transport strategy (CNCL/2024/00180).

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Ōtautahi Christchurch Future Transport Report.
2. Notes that the decisions in this report are assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Adopt the revised version of the Ōtautahi Christchurch Future Transport strategy which incorporates the amendments outlined in Attachment A in response to submitter feedback.
4. Delegates authority to staff to make any spelling or grammatical amendments to the Ōtautahi Christchurch Future Transport strategy ahead of its publication.
5. Revokes the Council's Christchurch Transport Strategic Plan 2012-42 which will be superseded by Ōtautahi Christchurch Future Transport 2024-54.

3. Executive Summary Te Whakarāpopoto Matua

3.1 Council approved the release of the draft Ōtautahi Christchurch Future Transport strategy for public consultation on 6 November 2024.

3.2 Consultation on the strategy occurred through a variety of channels. There were 10, 421 views of the Council's strategy consultation webpage.

3.3 Submissions were received from 22 recognised organisations and businesses and 72 individuals. Those submitters who wished to present deputations were invited to do so at the Council meeting on 5 March.

3.4 49% of submitters were supportive of the strategy, 39% were somewhat supportive and 12% were not supportive.

Staff have recommended that some amendments are made to the strategy to address issues raised in submissions (see **Attachment A**).

4. Background/Context Te Horopaki

4.1 The Ōtautahi Christchurch Future Transport strategy (the strategy) is the Council's 30-year strategic direction for land transport. It is a non-statutory strategy which frames and guides the Council's transport investment, planning and policy programmes.

4.2 The draft strategy has not been updated since 2012. A work programme to refresh the strategy commenced in 2019-20.

4.3 The updated strategy identifies the big challenges and opportunities for transport over the next 30-years and proposed a series of goals to address them. This includes: planning for growth, reducing transport emissions, managing risks of natural hazards, improving safety and health outcomes, and managing ongoing costs pressures.

4.4 It has been positioned as a higher-level strategy to be followed by the development of a detailed implementation plan that will be refreshed over the life of the strategy. It will primarily be delivered through the Council's Annual and Long-Term Plans.

4.5 The framework and approach proposed in the updated strategy was discussed with Councillors at an information session on 27 August 2024[1] and a draft for public consultation was subsequently approved by Council on 6 November 2024 (CNCL/2024/00180).

4.6 Councillors resolved at the 6 November Council meeting to hear oral submissions on the strategy by deputation (as oppposed to convening a Hearings Panel).

Consultation process

4.7 Consultation on the Draft Ōtautahi Christchurch Future Transport strategy (the strategy) ran from 8 November to 8 December 2024.

4.8 An email was sent to 356 stakeholders, including residents and business associations, emergency services, other transport-based organisations, and residents who requested to be notified about projects like this.

4.9 Staff met with the Christchurch Youth Council and the internal Accessibility Advisory Group specifically to discuss the proposal and opportunities to provide feedback.

4.10 Consultation details including links to the project information shared on the Kōrero mai | Let's talk webpage were advertised via:

4.10.1 A Newsline story (1,973 views) which was also shared to the Council Facebook page (reaching 12,260 accounts).

4.10.2 The draft document was available in all libraries and service centres.

4.10.3 Paid online and newspaper advertising targeting a city-and-Banks Peninsula-wide audience (800k online impressions, newspaper circulation of 80,000).

4.11 The Kōrero mai | Let's Talk page had 10, 421 views throughout the consultation period. The summary video had 556 views.

4.12 Council invited submitters who wished to present deputations on their submission to attend the Council meeting on 5 March to present their views.

Summary of submissions

4.13 Submissions were made by 22 recognised organisations and businesses and 72 individuals. All submissions are available on the Kōrero mai page.

[1] 27.08.24 - Item 5 - Overview of draft Ōtautahi Christchurch Transport Strategy - Christchurch City Council Meetings (ccc.govt.nz)

4.14 Overall, 46 submitters (49%) were supportive of the strategy, 36 (39%) were somewhat supportive, and 11 (12%) were not supportive.

4.15 74 submitters provided feedback on their level of support of the vision statement. Here, 42 were supportive, 24 were somewhat supportive, and eight were not supportive.

4.16 77 submitters provided feedback on their level of support of the identified strategic challenges. Here, 44 were supportive, 23 were somewhat supportive, and 10 were not supportive.

4.17 65 submitters provided feedback on their level of support for the goals. Here, 34 were supportive, 23 were somewhat supportive, and eight were not supportive.

4.18 The common themes within the written feedback often related to support for certain aspects of the draft document. Critiques and suggestions were often more unique in nature and because of this, it's recommended that submissions are read in their entirety.

4.19 An analysis of submissions is available in **Attachment B**.

Detailed thematic assessmentand and proposed amendments

4.20 A detailed assessment of submissions was also undertaken to draw out substantive feedback themes, gaps; and points of detail requiring amendment. **Attachment C** provides a full summary of the proposed amendments. Examples of areas where more substantive amendments to the strategy are proposed include:

- **Amendments to the Vision Statement:** proposed amendments to the strategy's vision statement include changing the reference to enabling everyone to move around 'easily' to move around 'reliably and efficiently'.
- **More clearly highlighting equitable and inclusive access as a priority:** A number of submissions raised the need to more explicitly recognise the transport experiences of disabled people, older adults and young people and the need to more explicitly reflect transport equity issues. To strengthen and consolidate the reference to equitable and inclusive access within the strategy, a proposed overarching **Inclusive and Equitable access goal** has been included.
- **Strengthening reference to growth challenges and opportunities**: a group of submitters sought clearer reference to growth challenges (such as, sub-regional growth impacts on the network or the benefits of intensification). The Planning for Growth section in the strategy has been amended to reflect this.
- **More explicitly connecting safety, health and wellbeing actions across strategy goals:** A number of submitters requested that the scope of the safety section include a focus on health and wellbeing beyond road safety, such as, references to the health burden from reduced air quality or health gains from active transport. More explicit cross-referencing has been included to connect-up the different aspects of the strategy that address these concerns.
- **Expanding the scope of network resilience:** Some submitters sought recognition that a resilient transport network is about more than just natural hazards and that the intersection between transport, energy and land-use integration could also be recognised. The Strategic Challenges and Opportunities section has been updated to reflect this.

4.21 A number of smaller, more detailed amendments or corrections are also proposed in response to submitter feedback. For example, some submitters reflected on the need for more explicit consideration of the role of private vehicles on the network. In response staff propose adding

a measure for the *reliability of general traffic travel time* to the performance framework to allow for all aspects of network performance to be monitored and reported on.

4.22 See **Attachment A** for the marked-up version of the proposed amendments to the draft strategy.

4.23 As noted above, many of the comments received in submissions were more directly related to strategy implementation issues (such as, types of interventions supported or views on the pace of implementation). These will be factored into subsequent implementation planning considerations.

Life in Christchurch Survey results

4.24 Council staff also reviewed the Life in Christchurch 2024 Neighbourhoods survey results in relation to transport. The survey heard from over 4,500 Christchurch residents.

4.25 Residents believe that safety is the most important neighbourhood attribute when considering where to live. A quiet neighbourhood was the second most important attribute, followed by neighbourhood character, public transport access, and street trees and gardens.

4.26 Proximity to areas that residents appreciate was reported as their favourite overall feature of their neighbourhood.

4.27 Residents said if there was anything they would change, it would be improving traffic, roading or driving concerns or safety from crime.

4.28 Traffic and roading concerns mentioned including speeding (for or against speed restrictions), road layout, traffic, parking, roadworks, noise and boy racing. Specific roads or areas were often mentioned. Footpaths and cycleways (both for and against) were also mentioned.

4.29 Dangerous driving, theft and burglary and traffic congestion are the top three challenges neighbourhoods feel they are facing.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.30 The following reasonably practicable options were considered and are assessed in this report:

4.30.1 Council adopts the Draft Ōtautahi Christchurch Future Transport strategy.

4.24.2 Council does not adopt the Draft Ōtautahi Christchurch Future Transport strategy.

Options Descriptions Ngā Kōwhiringa

4.31 **Preferred Option:** Council adopts the Draft Ōtautahi Christchurch Future Transport strategy.

4.31.1 **Option Description:** Council adopts the Draft Ōtautahi Christchurch Future Transport strategy to guide future transport decisions.

4.31.2 **Option Advantages**

- The strategy has been written by Council staff with input over the life of its development from stakeholders, partner agencies, submitters and a Council working group. It has been drafted to align and integrate wider Council strategies and priorities for transport and create a single source of information to guide the Council's future strategic direction for transport.

4.31.3 **Option Disadvantages**

- No disadvantages have been identified.

4.32 Council does not adopt the Draft Ōtautahi Christchurch Future Transport strategy.

4.32.1 **Option Description:** Council does not adopt the Draft Ōtautahi Christchurch Future Transport strategy.

4.32.2 **Option Advantages**

- No advantages have been identified.

4.32.3 **Option Disadvantages**

- If Council doesn't adopt the revised strategy, the Christchurch Transport Strategic Plan 2012-2042 would remain in place. The 2012 strategic plan focused heavily on earthquake recovery and regeneration, and some of its content is now out of date and therefore less useful to guide transport priorities and decisions.
- Submitters have taken the time to submit their views on the Draft Ōtautahi Christchurch Future Transport strategy. Should the Council not adopt a revised strategy and not consider their views, there may be some loss of confidence in Council by submitters.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

5.1 The cost of publishing a final version of the strategy is covered within existing budgets.

5.2 Neither of the options being considered incurs direct capital costs to the Council.

5.3 After the strategy is finalised, staff will work on developing an implementation plan for the strategy. Council will have the opportunity to consider funding allocation and prioritise future transport projects through the Long-Term Plan and Annual Plan process.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 There is a risk that should the Council not adopt the draft Draft Ōtautahi Christchurch Future Transport strategy, there may be a loss of confidence in Council by some submitters who consider their views have been ignored. This option also creates a minor risk to Council of negative media coverage, and reputational harm.

6.2 Should Council adopt the strategy, including changes as a result of submissions, these risks are reduced. However there still remains a risk that some submitters are unhappy with the final strategy.

Legal Considerations Ngā Hīraunga ā-Ture

6.3 Statutory and/or delegated authority to undertake proposals in the report:

6.3.1 The Draft Ōtautahi Christchurch Future Transport strategy is a non-statutory document.

6.3.2 The Council has the ability to adopt the plan under the Local Government Act 2002.

6.4 Other Legal Implications:

6.4.1 Under section 82 (e) of the Local Government Act 2002, where the Council is undertaking consultation, views presented to the local authority should be

received by the local authority with an open mind and should be given due consideration by the local authority in making a decision.

Strategy and Policy Considerations Te Whai Kaupapa here

6.5 The required decisions:

6.5.1 Align with the Christchurch City Council's Strategic Framework, particularly the strategic priorities:

- Be an inclusive and equitable city which puts people at the centre
- Reduce emissions and invest in adaptation and resilience
- Manage ratepayer's money wisely.

6.5.2 Are assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The significance level has been determined based on the strategy having a moderate impact on residents, and attracting a moderate level of public interest. The assessment also considered that transport is a substantial area of expenditure, and the strategy has the ability to help support shifts to more sustainable transport options which would help improve the future wellbeing of the District.

6.5.3 Are consistent with Council's Plans and Policies, particularly the 2024-34 Infrastructure Strategy and the Ōtautahi Christchurch Climate Resilience Strategy.

6.6 This report supports the Council's Long Term Plan (2024 - 2034):

6.7 Strategic Planning and Policy

6.7.1 Activity: Strategic Policy and Resilience

- Level of Service: 17.0.1.1 Advice meets emerging needs and statutory requirements, and is aligned with governance expectations in the Strategic Framework

6.8 Regulatory and Compliance

6.8.1 Activity: Strategic Planning and Resource Consents

- Level of Service: 17.0.11.1 Planning & investment supports the long-term transport and climate change targets - Implementation of Ōtautahi Christchurch Transport Plan (ŌCTP) based on current funds

Community Impacts and Views Ngā Mariu ā-Hāpori

6.9 This strategy is a city-level strategy and therefore has implications for all wards/Community Boards.

6.10 All Community Boards submitted on the draft strategy.

6.11 A summary of submitter views and themes is included in Section 4 of this report, with more detailed analysis included in Attachments B and C.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.12 The decision does not involve a significant decision in relation to ancestral land, a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.

6.13 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.14 The decisions in this report are likely to:

6.14.1 Contribute positively to adaptation to the impacts of climate change.

6.14.2 Contribute positively to emissions reductions.

6.17 The draft strategy outlines the Council's approach to mitigating greenhouse gas emissions from transport and planning for transport network resilience and adaptation.

7. Next Steps Ngā Mahinga ā-muri

7.1 Council staff will write to thank submitters for their submission and advise them of the amendments to the strategy agreed to by Council.

7.2 Council staff will work on developing an approach to implementing the strategy and will update Council on the recommended approach.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Draft Ōtautahi-Christchurch Future Transport strategy - proposed changes from written submission feedback - 19 March Council report	25/311044	
B	Ōtautahi Christchurch Future Transport submission analysis	24/2301330	
C	ŌCFT - written submission thematic analysis and proposed amendments - 19 March Council report attachment	25/311342	

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Ōtautahi Christchurch Future Transport | Kōrero mai | Let's talk

Signatories Ngā Kaiwaitohu

Authors	Jane Cameron - Team Leader Transport Hannah Ballantyne - Senior Engagement Advisor Allanah Jarman - Senior Policy Analyst
Approved By	Mark Stevenson - Acting Head of Planning & Consents John Higgins - General Manager Strategy, Planning & Regulatory Services

Draft Ōtautahi Christchurch Future Transport

Our 30-year strategy for getting around

2024-54

Proposed amendments from written submission feedback

Contents

Executive summary

A well-functioning transport network is essential for a thriving, liveable city. Our roads and streets are among our most valuable public spaces. We use them every day to get around and they are shared public spaces that influence the areas they pass through. They play a significant role in our lives.

Over the next 30 years, Ōtautahi-Christchurch and Te Pātaka-o-Rākaihautū Banks Peninsula will continue to grow and evolve. Our population and that of surrounding districts are projected to increase significantly. Urban environments will become more intensively developed. Mitigating the effects of climate change and addressing the resilience and adaptation challenges it presents will remain ongoing priorities.

To meet these challenges and leverage opportunities, we need to plan for transport growth that makes it safer and easier to get around, reduces carbon emissions, is sustainable, efficient, and accessible for all.

Once approved, the Ōtautahi-Christchurch Future Transport strategy will replace the Christchurch Transport Strategic Plan 2012-2042. Under the 2012 plan, we have made significant progress. Our network is now more resilient following substantial post-quake repairs, and there are more transport options available. Safety outcomes have improved, and our central city streets continue to regenerate.

Ōtautahi-Christchurch Future Transport 2024-54 outlines our high-level direction for transport. The strategy's vision is:

Our transport network shapes and connects Ōtautahi-Christchurch and Te Pātaka-o-Rākaihautū Banks Peninsula
It enables everyone to move around safely, reliably and efficiently.
It is central to a more vibrant, prosperous, and climate-resilient future for our district

The strategy sets out six transport goals to achieve this vision, including:

1. Continuously improving the way we look after our transport network assets.
2. Developing a more climate-resilient and adaptive transport network.
3. Ensuring everyone can travel safely.
4. Enhancing the efficiency of economic and essential travel.
5. Providing genuine transport choices for everyone.
6. Creating a vibrant, healthy, and liveable city as we grow.

A detailed implementation plan will be developed following the adoption of this strategy. This will seek to balance looking after and maintaining our transport network assets with making the improvements required to meet our growth and climate change opportunities and challenges. It will be delivered through the Council's Annual and Long Term Planning processes. We recognise that significant funding and investment will be required to deliver the strategy. Effective partnerships with central and local government, co-funders, and the exploration of new funding and revenue sources will be essential.

Above all, we acknowledge the important role a well-functioning, resilient, efficent, connected and safe transport network has in the daily lives of our residents, and for the ongoing prosperity of businesses, industry and our economy. We have many challenges and some real opportunities ahead that we need to address with our communities to create a transport network that's moving us all in the right direction.

The role and scope of this strategy

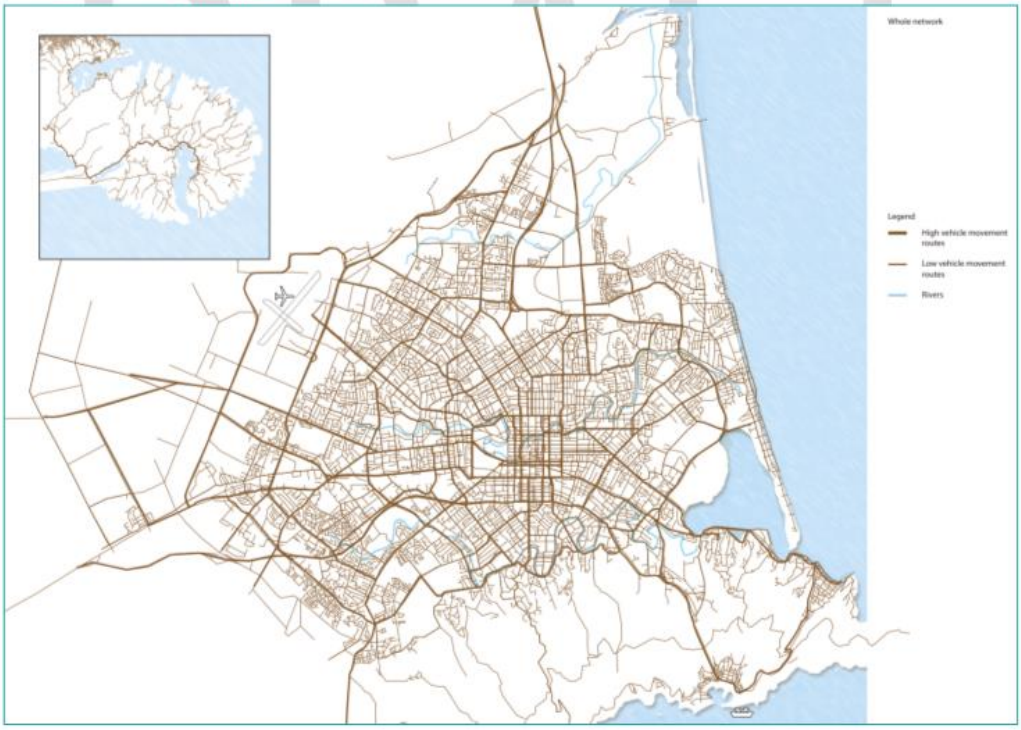
The Ōtautahi-Christchurch Future Transport Strategy (the strategy) is the Christchurch City Council's (the Council) 30-year strategic direction for land transport.[1]

The strategy's scope is district-wide and encompasses the entire transport network. It also focuses on areas within the city where growth is anticipated, where transport initiatives play a key role in enabling that growth. The strategy considers the need for safe and efficient movement on the transport network, alongside the role of streets as places for people and businesses to thrive.

This high-level, direction-setting strategy is designed to guide the Council's transport capital delivery, planning, and policy work programmes. It gives clarity for residents, businesses, industry, local and central government partners and co-investors about our long-term vision, goals, and directions for the transport network.

An implementation plan will be developed following the strategy's adoption. Progress will be reviewed periodically, reported on, and delivered through our ongoing Annual and Long Term Plans

Figure 1. Ōtautahi-Christchurch and Te Pātaka-o-Rākaihautū Banks Peninsula Transport Network 2024 [map updated to include all recent sub-divisions]



What we're building on

This strategy replaces the Christchurch Transport Strategic Plan 2012-2042, which focused heavily on earthquake recovery and regeneration. Actions from the previous plan have resulted in a safer and more resilient transport network, offering more choices for getting around. Our city-wide cycle network has expanded, and central city streets continue to regenerate. Meanwhile, Christchurch's population has grown by 12%.[2]

Achievements from 2012 to 2024

- **Post-Earthquake recovery and rebuild**: $2.2 billion spent on repairing and rebuilding publicly-owned horizontal infrastructure.[3]
- **Safety improvements**: A 14% reduction in annual total deaths and serious injuries on Christchurch roads from 2012 to 2023.[4]
- **Public transport patronage:** Public transport usage has been significantly impacted by both earthquakes and the COVID-19 pandemic. We are only now beginning to see a return to pre-quake levels, with usage in 2024 being the highest seen in more than a decade.[5]
- **Public Transport Futures**: A joint plan for the next stage of public transport network development has been completed with our Greater Christchurch partners.[6]
- **Central city regeneration**: High-quality public realm improvements have contributed to the revitalisation of the central city, with 39% more residents, 39% more employees, and a 40% increase in retail spend since 2018.[7]
- **Cycle network expansion**: More than 60% of the major cycle route network has been completed, with a 40% increase in cycle trips since 2017.[8]
- **New ways of travelling**: Between January 2019 and July 2024, there have been 4.9 million ride-share scooter and e-bike trips, covering 8.2 million kilometres.[9]

Investing in transport infrastructure requires long-term commitment, and factors like natural disasters, global health crises and technological change cannot always be anticipated. Many elements remain works in progress that we will continue to build on throughout the life of this strategy.

Our strategic priorities

We aim for all residents to actively participate in community and city life, feel a strong sense of belonging, and feel safe. We strive to create an inclusive and equitable district that prioritises wellbeing, connection, and accessibility. We also want our district to be green and liveable, with residents and businesses thriving.

Our strategic priorities include taking a leadership role to reduce greenhouse gas emissions and build climate resilience. Climate change is one of our biggest challenges, and we have set ambitious targets to achieve a 50% reduction in gross greenhouse gas emissions (based on 2016-17 levels) by 2030 and net zero emissions by 2045. Land transport currently contributes 38% of the district's greenhouse gas emissions.[10]

Getting transport right is central to achieving these outcomes. If we succeed, our transport network will:

- Shape our city now – and for the future.
- Connect all road users to where we want to go safely and easily, regardless of how they choose to travel.
- Contribute to our transition to a low-carbon city.
- Anticipate future hazards that may disrupt or alter the transport network.
- Meet the needs of all residents, regardless of age, ability, or financial means.
- Balance movement and place-making effectively.

Transport infrastructure stewardship

Managing ratepayers' money wisely is a core priority for the Council, especially in planning, delivering, and maintaining transport assets and services. The directions in our **Infrastructure Strategy (2024-34)** describe the balance we are seeking to achieve to manage our assets today, and over the long-term. This includes looking after what we've got and delivering what we say we will, building more resilience to climate change and natural hazards, and planning and investing for sustainable growth.

Partnership and collaboration

An effective transport network relies on partnership and collaboration in planning and funding. Implementing this strategy requires collaboration with mana whenua, central and local government partners, co-funders, local businesses, industry partners, and our communities.

We work closely with Environment Canterbury, neighbouring councils in Waimakariri and Selwyn, mana whenua, and central government transport and housing agencies to address strategic challenges and opportunities across the Greater Christchurch sub-region. This includes ensuring our cross-district boundary and transport connections are well-aligned. The Greater Christchurch Partnership drives shared urban growth objectives for housing, transport infrastructure, and land use.

Our partnership with mana whenua

The principles and policies in the Mahaanui Iwi Management Plan (2013) are reflected throughout this strategy, particularly regarding transport, accessibility, the environment, and climate change. The Mahaanui Iwi Management Plan is an expression of kaitiakitanga and rangatiratanga from the six Papatipu Rūnanga with mana whenua rights over the lands and waters. The takiwā extends from the Hurunui River to the Hakatere River and inland to Kā Tirititi o Te Moana, an area encompassing Ōtautahi Christchurch and Te Pātaka-o-Rākaihautū Banks Peninsula. The Iwi Management Plan outlines issues of importance to tāngata whenua in terms of land transport infrastructure and resource management issues. It also provides guidance on consultation, assessment of effects and the protection of mana whenua values for transport projects and initiatives.

Engaging with our communities[11]

Most of us use the transport network ever day, so it's vital that it works well for everyone. However, people may have different views on the Council's transport priorities. It's an area where one person's 'must have' is another person's 'nice to have'. Despite this, there are areas where consensus is strong.

We conduct annual resident satisfaction surveys and have recently gathered feedback for the Long Term Plan 2024-34. Consistent themes for transport include:

- **Improving road and footpath conditions**: Residents consistently prioritise getting the basics right.
- **Providing good travel choices**: There is strong support for enhancing public transport and focusing housing and business development near public transport routes.
- **Exploring innovative solutions**: Recently, residents have shown support for the Council exploring lower-cost infrastructure treatments for cycleways.

However, opinions are more divided in other areas. For instance, feedback on our Safe Speeds and Neighbourhoods Programmes is split between those that support lowering speeds and others who see it as unnecessary and a hindrance to vehicle travel.

We will continue to seek and integrate community views into changes to our transport network. However, given the diverse opinions on some transport matters, we may not always implement changes that everyone agrees with all the time.

The big challenges and opportunities for transport over the next 30 years

As our district grows and evolves, we aim to remain a great place to live, work, visit and do business. This section outlines the most significant transport challenges and opportunities we need to address over the life of this strategy.

Planning for growth

Over the next 30 years, Christchurch is projected to grow by 85,000 people,[12] with many urban areas becoming more intensively developed. This growth will have two main effects: more people will need to travel within the same road space, and streets will be increasingly used for a greater variety of community uses.

Our neighbouring districts Selwyn and Waimakariri are also experiencing growth. Within the next 30-years, the wider Greater Christchurch sub-region is expected to reach a population of over 700,000.[13] In 2021, Christchurch City had 87% of the jobs in Greater Christchurch but only 78% of the residents.[14] If this pattern continues, cross-district travel will increase, with vehicle travel within Greater Christchurch forecast to rise by 30% by 2038.

A larger population also means greater demand for goods and services, leading to increased inter-regional and urban freight movement. Christchurch hosts the South Island's largest international airport and port. Around 40 million tonnes of freight is transported across the Canterbury region each year. This is projected to rise to 61 million tonnes by 2042. Currently, over 90% of freight is moved by road.[15]

We have the opportunity to enhance and connect our city as we grow by enabling more intensive development along public transport corridors and collaborating with our communities to create more shared street spaces as our population grows. As housing development expands, competition for street and road space will intensify both within our district and for those journeying into it. To manage this lateral growth, we need to enhance travel options on targeted transport corridors and purposefully design our transport network. By implementing more proactive measures, we can enhance and connect urban areas while managing the risk of congestion and gridlock.

Working closely with our neighbouring districts, mana whenua and Crown partners is at the heart of our planning for growth strategy. The Council, along with our Greater Christchurch partners[1] (), has developed a 30-year sub-regional growth plan (2023-53). The Greater Christchurch Spatial Plan aims to shape growth over the next 30 years as the sub-regional population exceeds 700,000 and potentially reaches over a million. Key transport directions in the Spatial Plan that are also reflected in this strategy include: • Significantly improving public transport connections between key centres, with a proposed 'turn up and go' mass rapid transit (MRT) system. • Focusing growth around key urban centres and along public transport corridors. • Protecting the effective operation of the freight network.	

[1] The Greater Christchurch Partnership is comprised of: Christchurch City Council, Environment Canterbury, mana whenua, Selwyn and Waimakariri District Councils, NZ Transport Agency – Waka Kotahi, and Health New Zealand – Te Whatu Ora

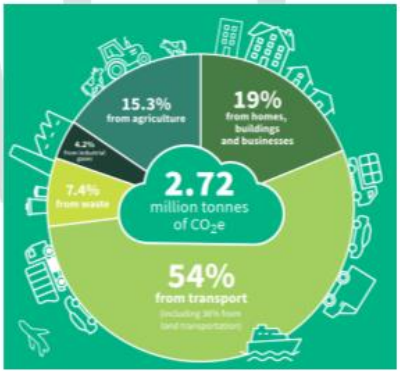
- Improving accessibility to Māori Reserve Land to support kāinga nohoanga.[16]
- Enabling safe, attractive, and connected active transport opportunities and encouraging innovative measures to change travel behaviour.

Figure 2. Proposed MRT route within Christchurch City

Reducing emissions

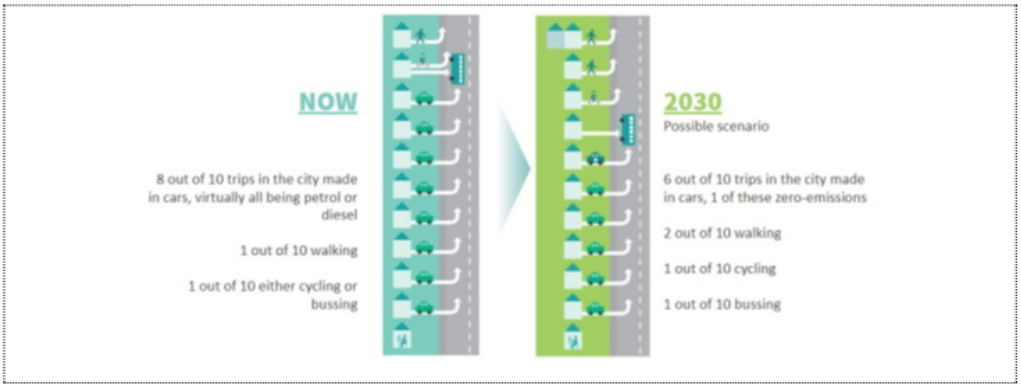
Land transport contributes around 38% of the district's greenhouse gas (GHG) emissions profile.[17] Reducing these emissions is a critical component of the Council's Ōtautahi Christchurch Climate Resilience Strategy and has the potential to play a core role in how we meet our climate targets.

There is no single solution to reducing transport emissions. We need to approach the challenge from multiple angles, including transitioning our vehicle fleet away from fossil fuels and providing reliable, efficient, safe, and attractive public and active transport options. We can also design a low-carbon city where daily necessities are close to where people live.



Meeting our 2030 emissions reduction targets

Modelling of transport emissions reduction shows that meeting our 2030 target (a 50% reduction in gross GHG emissions (based on levels in 2016-17)) requires changes to the mix of trip and vehicle types on our transport network. For example, one scenario suggests that for every 10 trips, the level of change needed by 2030 could look like this:



We already have many tools relating to transport at our disposal to meet our climate goals, such as, a range of low-emissions travel options. However, achieving them will require ongoing changes to how we design, improve, and use our transport network. Ensuring a just and equitable transition to a lower-carbon future is a priority for the Council.

Enabling a resilient transport networkA resilient transport network can effectively respond to disruptive events. Enabling different travel options and implementing urban planning that ensures easy access to essential daily needs both contribute to resilience outcomes for our communities.

At the core of our transport resilience strategy is a thoroughunderstanding of the risks we must plan for. Many areas of Christchurch and Banks Peninsula are particularly at risk from natural hazards, including earthquakes, tsunamis, and the effects of climate change. Our roads and footpaths face threats such as structural damage from geotechnical hazards, coastal inundation, flooding, slips, and temperature changes affecting surface quality.

Examples of natural hazard risk projections factored into our transport infrastructure planning include:

- From 1995 to 2020, the sea level rose about 10 centimetres, with a further 17-23 centimetres rise anticipated by 2050. A 20-centimetre rise in sea level could put 24% of our road network at risk of flooding or damage in a "1-in-100 year" storm event.[18]
- There is a 26% chance of a magnitude 8 or greater earthquake in the Hikurangi subduction zone within the next 50 years[19] and a 75% probability of an Alpine Fault earthquake occurring in the next 50 years.[20]

The replacement value of our at-risk horizontal infrastructure assets at 20 centimetres of sea level rise is assessed at $3.2 billion.[21] Enhancing resilience is essential, requiring us to adapt how we manage our built environment and infrastructure and adjust our levels of service where necessary. Over the life of this strategy, we need to balance reacting to natural hazard events with proactive planning and adaptation to known risks.

As we design our transport network, it's also increasingly important to consider diverse energy sources, such as the electrification of a growing proportion of our vehicle fleet. These factors must be included in our transport network resilience planning.

Safe and healthy streets for everyone

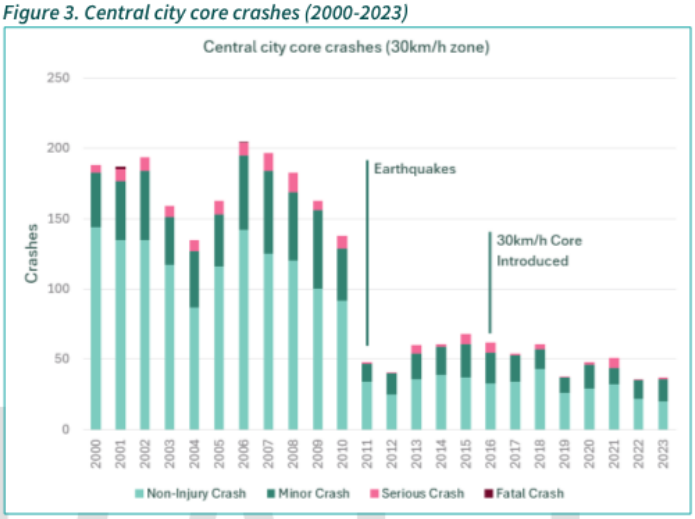
Between 2019 and 2023, there were over 7,500 crashes on Christchurch roads, resulting in 43 deaths and 539 serious injuries. In 2023, on average, someone was killed or seriously injured on our roads every three days.[22] Some

forms of travel are perceived to be less safe than others. For example, sharing roads with cars, buses, and heavy vehicles is the top reason residents feel unsafe riding bikes around Christchurch.[23]

Recent investments in safer roads have led to a downward trend in road deaths and serious injuries.

Changes we have made are having an impact. For instance, lowering the speed limit in the central city core has contributed to a significant reduction in the number of crashes compared to pre-Earthquake figures.

Figure 3. Central city core crashes (2000-2023)



While these trends are encouraging, we need to continue investing in safety improvements to reduce actual and perceived harm on our roads.

Safe and attractive active transport options can also improve health and environmental outcomes. For example, air pollution from motor vehicles causes 316 premature deaths and more than 1,000 hospitalisations each year in Christchurch – the highest rate per capita nationally.[24] Green corridors that connect active transport networks offer an opportunity to link parks and open spaces, creating consistent connections across the city, increasing tree canopy and improving air quality.

Transport infrastructure cost pressures and market volatility

Investing in transport infrastructure requires long-term planning and, ideally, consistent funding. However, like all infrastructure investments, it is subject to global market volatility and inflationary pressures, which can be challenging to budget for.

Both local and central governments acknowledge that the current methods of funding and financing transport infrastructure are under pressure. Balancing the maintenance of our existing assets with the necessary investments to meet climate change and growth challenges will be an ongoing issue.

Alternative funding and financing methods are being actively considered by central government and councils. Over the life of this plan, these could include:

- New partnerships between local and central government to co-invest in critical infrastructure.
- Increased private sector partnerships.
- Greater use of transport pricing tools to fund infrastructure and generate revenue for reinvestment.

Ōtautahi-Christchurch Future Transport (2024-54)

Our 30-year strategy for getting around

Vision

Our transport network shapes and connects Ōtautahi-Christchurch and Te Pātaka-o-Rākaihautū Banks Peninsula. It enables everyone to move around safely, reliably and efficiently. It is central to a more vibrant, prosperous, and climate-resilient future for our district

Key strategic challenges and opportunities

- Enabling an equitable transition to a lowemissions transport system
- Building more resilience into our transport network and adapting to a changing climate
- Enabling growth well as our population and that of our neighbouring districts increases
- Reducing deaths and serious injuries on the transport network

Cost pressures

Getting the balance right between maintaining our assets and making the improvements needed to manage risk and support sustainable growth

Transport strategy goals

To achieve our vision, we need a mix of continuous improvement and transformational changes. The following transport goals will guide our actions:

Goals 1. Well-managed transport assets

Look after what we've got, maximise whole of life value and adopt innovative approaches to improve value-for-money and set up our transport asset base to meet future challenges

Goal 2. A more resilient transport network

Create a resilient transport network which is able to react and adapt to natural hazards

Goal 3. A safer transport network

Build and maintain safer infrastructure to ensure that everyone gets where they're going safely, regardless of how they are travelling

Goal 4. A more efficient transport network

Prioritise journey time efficiency for economic and essential travel, explore more proactive demand management options as our population grows

Goal 5. Genuine transport choices for everyone

Improve alternative options to reduce transport emissions, increase road network efficiency and enable inclusive access for all transport users as our city grows

Goal 6. A vibrant, healthy and liveable city

Continue to make our city a great place to live, work and visit through creating streets and neighbourhoods designed for people, businesses and communities

These goals are connected and support each other, as detailed in the following sections of this strategy.

Overarching goals

The strategy has two overarching goals: **Equitable and inclusive access** and **the right movement in the right places**:

Equitable and inclusive access

We want a transport system that priotitises people, ensuring everyone has access to the activities critical to their daily needs, regardless of age, ability or financial means. Our inclusive transport design approach puts the user at the forefront, addressing the needs and functions of diverse users. Wepay particular attention to people with disabilities, seniors, and children to promote equity and provide the necessary support where it's most needed.

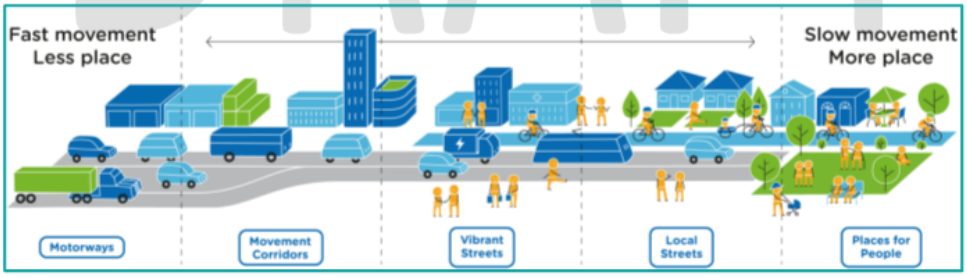
The right movement in the right places

Enabling the right movement in the right places is a core principle that informs all our transport goals. The Council uses the One Network Framework (ONF), a national transport planning framework, to manage the transport network.

The ONF recognises that streets and roads serve not only as routes for moving people and goods but are also spaces for living, working, and enjoying life. It categorises roads into different types such as transit corridors, rural roads, main streets, city hubs, civic spaces, and local streets – each designed for specific travel movements and community uses.

The ONF is multi-modal – encompassing private vehicles, freight, walking, cycling, and public transport networks. It considers how the transpot network works now and how it needs to work in the future to find gaps and help guide the right investment in the right place.

One Network Framework movement and place framework

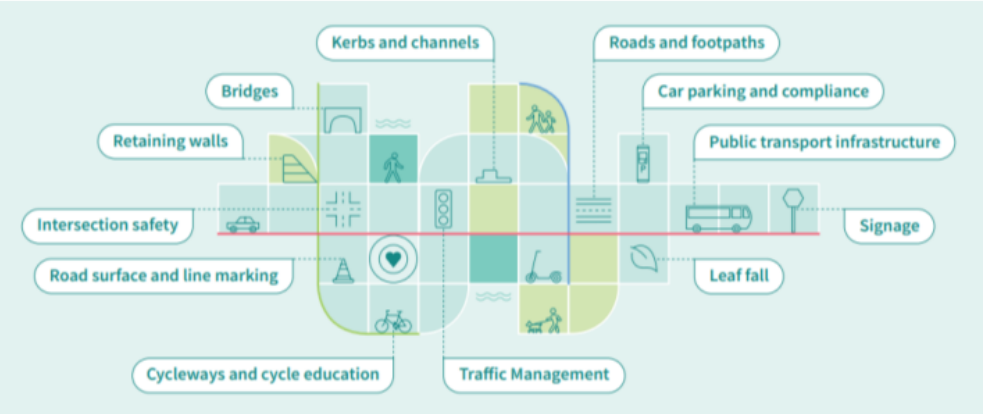


The following sections outline **Transport Goals 1-6** in more detail.

Goal 1 – Well-managed transport assets

The Council owns and maintains 4,544 urban and rural roads, spanning more than 2,086 kilometres.[25] Improving the condition of our roads and footpaths is a priority for our residents, and enhancing community satisfaction in this area is a priority for the Council.

In addition to roads and footpaths, the Council manages a wide range of assets across our transport network:



Managing our transport network assets efficiently and effectively is the backbone of the Council's transport programme. If we do it well it will result in an accessible, resilient and safe transport network. This will enable us to get better value from our investments in the transport network over time.

This section describes our approach to improving how we look after what we've got through:

1. More effective whole-of-life management
2. Cost-effective and innovative maintenance solutions

The next section, **Goal 2 – A Resilient Transport Network**, outlines a specific asset management challenge over the next 30 years and beyond.

More effective whole-of-life management

We take a data-driven approach to managing our transport infrastructure assets. This involves collecting and analysing data on the age, condition, and performance of our assets to shape our renewal programmes. Understanding our infrastructure needs, and continuously improving our data collection and modelling methods is a strategic priority.

We focus on whole-of-life asset costs – considering how we operate, maintain, and dispose of assets in a cost-effective and timely way. We aim to renew assets at the optimal point in their life cycle, prioritising critical assets like arterial roads over less critical ones like cul-de-sacs.[26]

Continuous improvement of our processes, data, and tools is central to our strategy. This helps us focus our priorities and identify critical needs in a cost-constrained environment, enabling us to shift towards proactive asset management rather than costly reactive management.

Cost-effective and innovative maintenance solutions

We are increasingly using innovative technologies, management approaches, and materials to save money, extend the life of transport assets, reduce emissions, and improve network efficiency and resilience. Recent examples from our maintenance and renewals programme include:

Stamped concrete

Replacing brick pavers with stamped concrete in heavy load areas to significantly increase strength and reduce maintenance.

Single coat chipseal re-surfacing

Using a mixed grade chipseal approach to extend the lifecycle of roads, reduce resurfacing costs, and allocate resources more efficiently.

Streetlighting

Converting our streetlight stock to LED lights has reduced whole-of-life costs and when completed will result in a 71% saving in energy costs and CO_2 emissions reduction of an estimated 1,489 tonnes.

Multi-speed and laser-measured deflectometer (MSD & LMD)

Christchurch has pioneered the use of the MSD & LMD in New Zealand, swiftly gathering pavement deflection data to inform proactive road maintenance and renewals. This technology integrates data, artificial intelligence (AI) and on-board cameras and enables us to make our budgets go further by addressing failures before they escalate.

We will continue to innovate and explore new technologies, materials, and approaches as a core part of our maintenance programme, measuring and reporting on the benefits.

Goal 2 – A more resilient transport network

Transport infrastructure, including roads, bridges, bus lanes, and bus shelters, plays a vital role in our built environment. It provides essential and lifeline access for communities across our district. A well-planned and highly functional transport network enhances community resilience, enabling people to better cope with and adapt to adverse events and changes. Our streets and roads can also mitigate the effects of extreme weather, for instance, by slowing and diverting stormwater runoff.

As we have experienced, the damage from large earthquake events can severely impact the functioning of our critical infrastructure. We are still managing ongoing repair work from the 2010-2011 Canterbury Earthquake sequence, and completing this work remains a priority. Earthquakes and tsunamis are critical risks that we must continue to plan for.

Extreme weather events are also increasingly impacting the transport network, leading to service disruptions and unplanned spending to maintain infrastructure. Climate hazards will continue to affect the transport network's condition and accessibility. This will require us to plan with affected rūnanga and communities for reduced service levels, such as, temporary road closures, changes to road surfaces or less usable road space in some at-risk areas over the next 30 years and beyond.[27]

Our strategy for creating a more resilient transport network involves:

- Building resilience into transport network assets
- Developing our transport network climate adaptation approach and plans

Building resilience into transport network assets

Creating a more resilient transport network requires us to constantly enhance our understanding of projected risks and impacts.

Following the 2010-11 Canterbury Earthquake sequence, a considerable amount of work has been done to build earthquake resilience into everything we do.For example,seismic risk infrastructure assessments have been conducted on key roads, bridges, and tunnels to identify those most vulnerable to damage from major earthquakes. This enables the prioritisation of work to enhance their resilience.

The increased occurrence of extreme weather events has also accelerated the deterioration and premature failure of retaining walls and slopes adjacent to road corridors. These failures can cause road closures, access and traffic disruptions, and property damage.

We're focused on understanding these risk areas and embedding that knowledge into our maintenance and renewals programme. For instance, we're investigating better water-resistant materials for road renewals to protect critical parts of the transport network from flooding during storms or tidal events. We're also incorporating rain gardens and swales to manage water flow and quality.

Our ability to identify and understand at-risk areas is improving all the time. In particular, our climate risk screening tools are constantly being improved and updated. The Council has also installed a network of 160 seismic sensors to provide real-time shaking data. This system enables a clear and rapid understanding of where damage is likely to have occurred, allowing engineers to prioritise inspections and assessments efficiently after an earthquake.

We aim to adopt a more proactive approach to managing natural hazard risks and identifying the ways that we might adapt our transport assets to be more resilient.

Completing the Pages Road Bridge renewal project

This project is the Council's highest transport resilience priority. The bridge is crucial for emergency egress and access to the coastal suburb of New Brighton in the event of a natural disaster, such as a tsunami from the Hikurangi Subduction Zone. It also carries lifeline infrastructure and services, including wastewater, water supply, power, and telecommunications over the Ōtākaro-Avon River.

During the 2011 Christchurch earthquakes, Pages Road bridge suffered significant damage and is currently classified as earthquake-prone, operating at 15%-20% of the New Building Standard. Replacing the bridge will improve resilience to earthquakes, floods, tsunamis, and rising sea levels. The proposed redesign focuses on improving transport connectivity between New Brighton and the city, alongside enhancing emergency egress and the reliability of lifeline infrastructure.

Developing our transport network climate adaptation approach and plan

Communities across Ōtautahi-Christchurch and Te Pātaka-o-Rākaihautū Banks Peninsula will be affected by climate change in various ways. Banks Peninsula, with its coastal extent and hilly terrain, is particularly vulnerable to climate risk. Climate adaptation is also a pressing concern for Papatipu Rūnanga across our district.

Transport network assets will be impacted by specific climate hazard risks, including:

- Flooding, extreme rainfall events, landslides, and soil erosion affecting roads and bridges, public transport systems, rail infrastructure, marine facilities, and ports.
- Rising groundwater in low-lying areas degrading roads and bridges.
- Coastal erosion damaging coastal barriers, roads, and bridges.
- High wind events damaging above-ground assets such as street lighting poles, trees, and other overhead utilities.

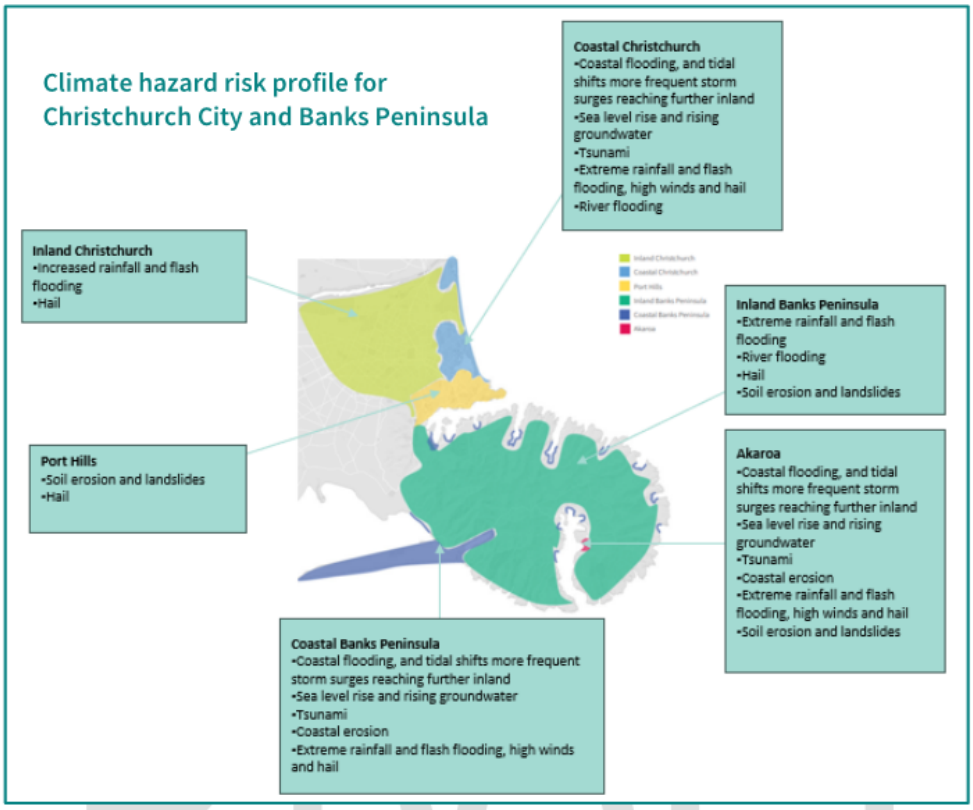
- **Main climate hazards to plan for**[28]

Next 10 years

Soil erosion, landslides, extreme rainfall, and flash flooding pose the highest risks.

25-30 years into the future

Coastal hazards, including coastal flooding, coastal erosion and rising groundwater will increase risks as sea-levels rise, but soil erosion, landslides, rainfall, and flash flooding risks also remain high.



Climate adaptation has significant cost implications. As noted earlier, $3.2 billion of our horizontal infrastructure is at risk from climate hazards in a 20cm sea level rise scenario. Our initial priority is to better understand risks, planning ahead to minimise long-term costs.

While we need to plan for an increasingly resilient transport network, we also need to consider and communicate the compromises we may need to make. The Council has started a phased programme of coastal hazards adaptation planning with affected rūnanga and communities. Outcomes from this planning will include recommendations from rūnanga and the community with options for adapting low-lying and coastal transportation networks and systems.

This is just the beginning – adaptation planning for all climate risks across our district and for the transport network will be phased and costed over time. Access may look very different for some communities in the future. We will need to assess and adjust our levels of service in some at-risk parts of the network. This will be a significant and ongoing programme of work over the life of this strategy.

Goal 3 – A safer transport network

Improving safety for all transport users is a high priority for the Council. We want everyone to get where they are going safely, regardless of how they are travelling – every time. We also want people to feel safe while using our streets.

The Council has a road safety target of a 40% reduction in deaths and serious injuries (DSIs) by 2030, from a 2018 baseline. Since 2012, DSIs on our network have decreased by 14%, which is encouraging, but there is still much work to do to meet our target.

To maintain this positive trend, we will focus our road safety programme on areas with the highest risk of harm and deliver infrastructure improvements that provide the most impactful safety outcomes. Strong and effective partnerships with other road safety agencies, particularly in enforcement, are also crucial to achieving our goal of reducing harm on our roads.

This section describes how we will continue to prioritise, deliver and improve our road safety programme through:

- Focusing on high-risk areas
- Implementing and maintaining safe infrastructure
- Collaborating with road safety partners

While the scope of **Goal 3** is focused on reducing deaths and serious injuries, health, safety and wellbeing outcomes are also features of other Goals in this strategy. This includes:

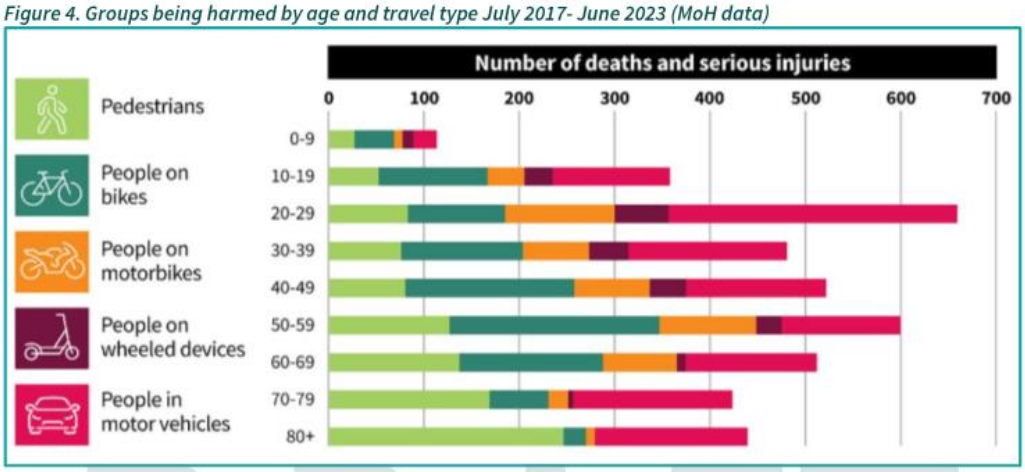
- **Goal 5 – Genuine Transport Choices for Everyone** and its focus on building a safer, more connected environment for walking, cycling and micro-mobility and safe school travel; and
- **Goal 6 – A Vibrant, Healthy and Liveable City** and its focus on enhancing our streets and neighbourhoods.

Focusing on high-risk areas

The Council uses crash and accident data from NZ Transport Agency - Waka Kotahi and the Ministry of Health - Manatū Hauora to identify where accidents occur, the types of transport involved, and the affected individuals. Feedback from communities and schools also informs our road safety priorities.

For example, around half of the crashes in Christchurch occur at intersections.[29] We also know that different age groups are at higher risk of harm using different types of travel.

Figure 4. Groups being harmed by age and travel type July 2017- June 2023 (MoH data)



We will continue to take a data-led approach to identify high-risk areas and user groups, with a specific focus on ensuring safe and inclusive access for vulnerable road users, such as school children, those with disabilities and older people.

Implementing and maintaining safe infrastructure

We adopt a safe system approach across the transport network, acknowledging that people make mistakes but those mistakes should not result in loss of life or serious injuries. Speed is a critical factor in determining the outcome of crashes.

Well-designed transport infrastructure, coupled with safe and appropriate speeds, can reduce both the number and severity of crashes. By designing for safety and actively monitoring crash locations, we can make targeted engineering improvements to make our streets safer. Our maintenance and renewals programmes also contribute by addressing footpath quality and wider safety issues as they arise.

Examples of safer infrastructure upgrades include:

Safer intersections: implementing design changes to reduce crash risks.

The Clyde Road / Ilam Road roundabout

Improved safety for pedestrians and cyclists.

A pedestrian crossing on a safe speed platform, outside He Tīwai Mātauranga Heaton Normal Intermediate School on Heaton Street.

We will continue to take an evidence-based approach to identifying the most effective safety solutions for parts of the transport network identified as high-risk. And, we will consult with our communities and road safety partners on proposed solutions.

Collaborating with road safety partners

We work with New Zealand Police, NZ Transport Agency - Waka Kotahi, and others on programmes to promote safer choices on our roads. These include road safety education campaigns, initiatives with schools to reach new drivers, and motorcycling safety programmes. Together, we develop a **Road Safety Action Plan** to monitor and respond to emerging road safety issues and risks.

We also plan to collaborate with New Zealand Police and NZ Transport Agency -Waka Kotahi to increase the number of safety cameras across the city.[30] Automated enforcement is expected to reduce speeding and red-light running, key factors in serious crashes.

Goal 4 – An efficient transport network

Balancing different types of movement on our transport network is crucial for its efficient functioning. Journey time reliability is particularly important for economic and other priority activities, such as public transport and emergency services.

Managing congestion will become increasingly challenging over the next 30 years as our population and that of neighbouring districts grow. This will likely require more proactive demand management approaches over time.

Our strategy to create greater efficiencies on the network as we grow is two-fold:

- Enabling economic and other priority activities
- Developing proactive network management approaches

The next section **Goal 5 – Genuine Transport choice for everyone** also aims to improve network efficiency. For instance, good alternative travel choices are a particularly important part of our strategy for managing commuter and school pick-up peaks.

Enabling economic and other priority activities

Journey time reliability is vital for the smooth running of freight, public transport, and essential activities such as emergency services. Enabling these functions, in collaboration with our partners, is a priority.

Work with our partners to prioritise regional freight routes

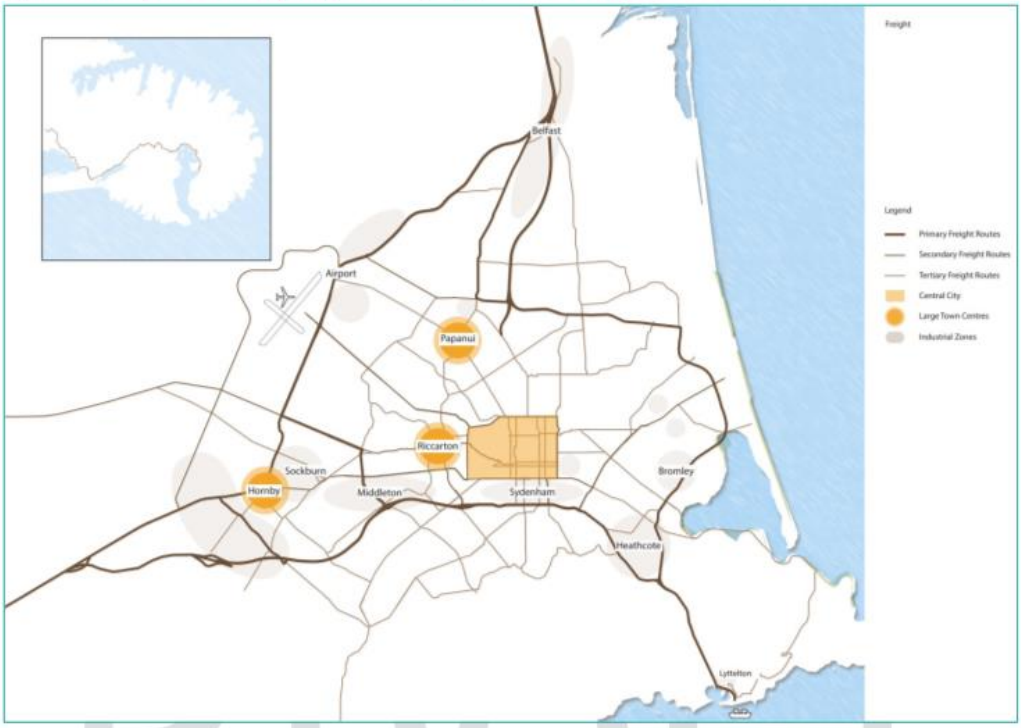
Regional freight involves long-distance movement between regions, inland ports, the seaport, the airport, and through metropolitan areas, mostly on the State Highway network managed by NZ Transport Agency - Waka Kotahi. With Lyttelton Port and Christchurch International Airport as key South Island freight destinations, maintaining good freight links to the inland port in Rolleston and the wider regional network is essential.

The primary and secondary freight routes across the city and Banks Peninsula are shown in Figure 5 below. These routes are also a key consideration for civil defence and emergency management resilience planning and operations.

Brougham Street (State Highway 76 controlled by NZ Transport Agency - Waka Kotahi) is one of our most important regional freight routes with about 2,500 heavy vehicle an and 36,000 light vehicle movements per day.[31] It's also one of our most congested roads. The Council is strongly supportive of planned improvements to the Brougham Street corridor.

On primary routes we will continue to explore, with our partners, the prioritisation of freight through interventions such as managed lanes and transport programmes of wider benefit to the city. For instance, NZ Transport Agency-Waka Kotahi is developing a programme of improvements to the state highway network through Hornby and the airport surrounds to manage growth and increased freight movements.

Figure 5. Primary and secondary freight routes [Map updated to show industrial zones]



Rail transport through Christchurch consists of two main railway lines carrying largely long-haul freight, as well as two long-distance (generally tourist) passenger trains.[32] We'll continue working with KiwiRail and our regional and South Island partners to plan for more sustainable freight movements, including greater use of rail and maritime routes to reduce congestion on the road network.

Prioritising urban freight, public transport, and emergency services movement

A city relies on delivery vehicles, tradespeople, and emergency services moving efficiently. More reliable travel times also encourages more people to use public transport. Traffic congestion affects how well these work.

The Council has a range of tools to prioritise movement on the transport network, including corridor and priority lane design, signal prioritisation, and parking management. Actions in **Goal 5 – Genuine Transport Choice for Everyone** also aim to improve road use efficiency through mode shift.

How we're prioritising economic and essential movement on the local network

Local freight	Public transport	Emergency vehicles
Mode shift	Priority lanes Parking enforcement	Mode shift To explore: the role of traffic signals

Parking policies – provision of loading zones for freight	Priority traffic signals	and priority road allocation options for emergency services

Urban freight, such as last-mile goods and hospitality deliveries, represents a significant volume of vehicles on our roads, and are likely to increase with population growth. Trends in managing urban freight logistics in more densely developed cities include logistics hubs and low-emission options like e-cargo bikes.[33]

Another way urban freight could develop is through emerging non-vehicle technologies. For instance, trials around the world have been undertaken using drones and wheeled robots for urban deliveries. We need to be responsive to this change while ensuring any risks (such as, noise or pedestrian safety) are managed.

We plan to engage more with industry to better understand how emerging technologies and freight logistics are evolving and determine what the Council's role could be to enable greater economic efficiencies on the local transport network.

Proactive network management

If growth continues at current rates and travel patterns don't change, congestion will increasingly become a serious issue. As noted earlier, the total amount of vehicle travel within Greater Christchurch is forecast to increase by 30% by 2038.

Our technology for monitoring network movement in real-time is becoming more refined. We plan to better integrate growth triggers (such as housing and population growth) with network movement monitoring. This will enable us to understand how growth affects the transport network and allow us to manage it more effectively.

Investigating pricing tools to manage travel demand

Transport pricing tools can motivate people to travel in different ways and at different times, helping to balance demand. Options include congestion and time-of-use pricing and proactive parking management. Implementing pricing changes alongside improvements to public and active transport can support quality alternative travel choices. Revenue from these schemes is often reinvested in transport developments or services.[34]

We will monitor national developments, collaborate with our Greater Christchurch partners, and engage closely with our communities to implement any changes in this area.

Goal 5 – Genuine transport choices for everyone

Improving the quality of alternative low-emission transport options on our transport network is one of the most important actions we can take over the next 30 years. This will help reduce transport emissions, manage congestion as we grow, and enable inclusive access for all transport users. Public and active transport networks are also city-shaping investments. Getting them right can enhance residents' well-being and be a major selling point for the city.

How are we getting around now?

Currently, we are highly dependent on private vehicles. On average, eight out of every ten trips in Christchurch are by private vehicle, and 65% of primary school children are driven to school.[35]

Residents have expressed a desire for more frequent, reliable, and direct public transport to reduce car usage.[36]

Neighbouring districts also generate significant vehicle movements into and out of Christchurch, with 96% of non-Christchurch residents who work in the city travelling by car.[37]

Only 9% of privately owned vehicles on our roads are low-emission models.[38]

6% of commuters cycle to work, 4% walk, and only 4% take the bus (significantly lower than in other New Zealand cities). Of the 2 million trips a day on our transport network, just 23,000 are on public transport.[39]

Many people and communities across our district have limited transport options. 7% of households in Christchurch have no car,[40]

13% of adults do not hold a driver's licence,[41] and 36% of people don't live within 400 metres of a bus stop on a frequent-service route.

Our strategy for improving access to genuine transport choices for everyone is:

- Significantly improve our public transport system
- Continue to build a safer, more connected, and attractive network for walking, cycling and other micromobility
- Support residents and schools to try new ways of travelling
- Enable the transition to low emissions vehicles

Significantly improve our public transport system

Great public transport systems shape and connect cities. One barrier to using public transport in Christchurch is its reduced efficiency and competitiveness compared with other ways of travelling. For public transport to be a genuine alternative to car travel, it must be more appealing and convenient.

We're working with our Greater Christchurch partners to plan for future growth in the city and across the sub-region. This includes transforming our public transport system over the next 30 years. Different organisations have different roles – within our district, we deliver public transport infrastructure, while our partners at Environment Canterbury deliver contracted public transport services.

Our integrated programme includes the Public Transport Futures programme and planning for future growth with the Mass Rapid Transit project.

- **Public Transport Futures:** This investment programme aims to reduce travel times, increase reliability, and achieve a **threefold increase in patronage by 2048** across Greater Christchurch. The programme includes more high-frequency services, supporting infrastructure, and new connections, including improved links with Selwyn and Waimakariri. Implementation has begun with the implementation of the Route 8 service uplift which includes higher frequency bus services to Christchurch International Airport from the central city, with plans to complete the programme over the next 10 years.

- **Mass Rapid Transit**: This proposed 'turn up and go' rapid transit service would run along a city spine from Hornby to Belfast, via the central city. It will increase central city accessibility and incentivise more intensive urban development along the corridor. This project builds on the goal of increasing patronage from the Public Transport Futures programme. The next stage of the MRT project includes commencing route protection for the corridor.

You can find more detailed information about the Greater Christchurch shared public transport programme and business cases here: Canterbury Regional Public Transport Plan and here: Greater Christchurch Partnership transport programme

Our role: Enhancing public transport infrastructure

We play a key role in improving public transport infrastructure. Our core bus routes need to be designed to accommodate high-frequency, high-quality services through areas with high pedestrian numbers connecting key employment, education and economic centres and recreational activities.

Buses need priority to ensure reliability isn't compromised by traffic congestion. Our programme includes several components. We'll have on-road infrastructure (such as dedicated lanes) to prioritise buses in high-congestion areas. There will be signal pre-emption at intersections and enforcement to keep dedicated lanes clear at peak times. Additionally, there will be better real-time information for customers, bus stop enhancements, and infrastructure to improve the experience of bus users who walk or scooter to catch the bus.

Improving the accessibility of public transport infrastructure is a priority. For example, on-demand text-to-speech devices are being installed at bus stops to communicate bus routes and arrival times to blind and low-vision passengers. These are installed in accessible locations and at accessible heights.

Continue to build a safer, more connected, and attractive network for walking, cycling and other micromobility

Safe and connected walking environments

We want walking to be a safe and attractive option for short trips. Poor footpath condition presents trip hazards, especially for children walking or scooting to and from school, the elderly, and those with disabilities or mobility impairments. Improving footpath condition and safety is a priority.

Designing walkable catchments[42] around local and commercial centres promotes walking. Slower speeds, attractive and green streets, safe pedestrian crossing infrastructure, and places to sit and rest all incentivise walking. The priorities outlined in Goal 6 – A Vibrant, Healthy, and Liveable City explore this direction in more detail.

While outside the scope of this strategy, there are also many recreational walking paths and tracks throughout the district, managed by the Council's Parks Team. These can be found on the Online Walking Track Map.

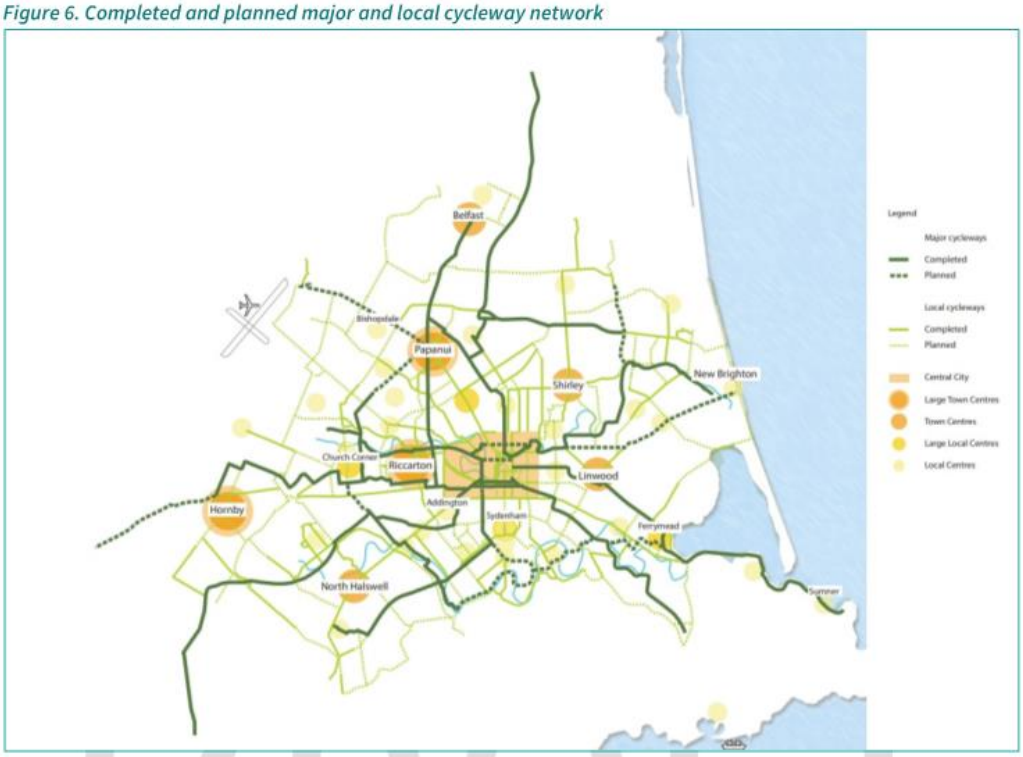
Developing and expanding our dedicated cycle network

We want to make cycling an easy and safe choice, particularly for trips of less than five kilometres.

By the end of 2022, 549 kilometres of cycle connections were completed across Christchurch, including 342 kilometres of cycle lanes, 20 kilometres of dedicated cycle paths, and 207 kilometres of shared paths.[43] With an increase in cycling infrastructure, we are seeing an increase in cycling. Our network of electronic counters have recorded strong growth as the cycleways network has been rolled out, with a 40% growth in cyclists between June 2017 and June 2023.[44] From an emissions reduction perspective, completing the major cycleways network is projected to result in around 14,000 fewer vehicle trips each day.[45]

We're working to complete the last third of the major cycleway network and then plan to focus more on building local connections. Work on local cycleway routes will continue to connect our major cycleway routes, centres, community facilities, and public spaces. Our residents have indicated support for more innovative, quick-to-build, and lower-cost infrastructure as we continue to design our dedicated cycle network. These treatments will be considered in the next phases of development.

Figure 6. Completed and planned major and local cycleway network



Safe and equitable access to micromobility

Shared service micromobility trips have steadily increased in recent years. As of July 2024, people have made 4.9 million shared service scooter and e-bike trips, travelling 8.1 million kilometres on our transport network.[46] These services provide a quick, convenient way for people to get around, helping to increase the share of active travel. Building on the success of micromobility, we plan to continue working with shared service micromobility operators to increase ridership.

Part of our focus will be on growing equitable access to micromobility. Our shared micromobility operators already have equity programmes offering discounts to qualifying riders based on certain criteria. We're interested in supporting these programmes and developing others to improve access to affordable micromobility options.

Developing our cycle network will also improve safety for all other micromobility users and make it easier for more people, including those on mobility trikes, to get around. This will also help free up footpaths for pedestrians.

We aim to balance increasing ridership with keeping footpaths clear of too many parked micromobility devices. Dedicated parking zones or corrals are emerging as a solution to reduce clutter and ensure devices are available where people expect them. We'll continue to investigate these approaches.

Support residents and schools to try new ways of travelling

Travel planning can influence travel decisions, reduce congestion, and result in measurable transport emission reductions. As we strive to meet our emissions targets and plan for a growing population, we'll continue to develop proactive travel demand management approaches across our transport network.

Building awareness and understanding about active, public, and shared travel options

Safe and attractive transport infrastructure and services encourage people to walk, cycle, and use public transport. Investment in transport infrastructure needs to be supported through education and promotion campaigns to encourage active and shared travel.

Proactive travel planning services and initiatives help inform people about their travel options and the effects of their choices. We're focused on delivering district-wide, ongoing information and education initiatives to support greater uptake of active and public transport options.

Support new transport services and infrastructure

To support the introduction of new services and infrastructure, we work closely with our Greater Christchurch partners. This includes a programme of initiatives to be implemented alongside infrastructure improvements and major projects. Key initiatives include: travel planning services for workplaces, communities, and schools; personalised journey planning; and safe cycle training for children and adults.

How children get to and from school significantly affects our transport network. We're continuing to support schools to create their own travel plans and encourage active travel.

School travel plans are a practical approach to improving road safety and encouraging the whole school community to use active modes of transport. These plans can be adapted by the school to address relevant concerns as they emerge.

Enable the transition to zero-emission vehicles

Transitioning the national vehicle fleet from fossil fuels to zero-emission technology is a crucial part of achieving our transport emissions reduction targets. Even with shifts from private vehicles to walking, cycling, and public transport, most trips in Christchurch and Banks Peninsula are expected to be by car, and our transport planning needs to account for this.[47]

The uptake of zero-emission vehicles will be primarily influenced by industry developments, consumer preferences, and central government policies, including incentives, targets, and fossil fuel pricing.[48]At the local government level, we can contribute through procurement processes and by supporting and enabling infrastructure and services and that of other network utility providers where appropriate. For example, Environment Canterbury is transitioning the city's bus fleet to zero-emission,[49] and the Council uses, supports, and encourages zero-emission car share schemes.

Electric vehicle (EV) charging infrastructure has been installed at some Council properties, with more planned. With a heightened focus on implementing EV charging infrastructure nationally, in the short-term the Council is scheduled to review its EV and Carshare Policies to ensure they are fit-for-purpose in a rapidly evolving area.

Monitoring developments in technology, infrastructure, and services

Vehicle technologies will continue to evolve over the next 30 years, and we can anticipate significant change during this period. While light vehicle fleets are largely transitioning to battery electric technology, the heavy freight and aviation sectors are exploring different fuels and propulsion methods, such as hydrogen fuel cells and biofuels.

Changing vehicle formats (such as delivery drones, wheeled robots, and autonomous vehicles) and different ownership and usage models (such as mobility as a service and the evolving role of shared mobility schemes) are also becoming increasingly important, particularly in support of more intensive urban environments.[50]

We will continue to monitor broader technological developments and remain open to enabling opportunities for our city in a rapidly evolving transport sector. These advancements could play a crucial role in decarbonising transport and supporting local industry.

Goal 6 – A vibrant, healthy and liveable city

Our transport network plays an integral role in supporting and shaping our future urban form. As our urban population grows and competition for street space increases, a well-planned transport network is crucial for city development.

The urban form of Ōtautahi Christchurch comprises the central city – the heart – and local centres linked to this heart and to each other. (see map below).

Figure 7. Ōtautahi-Christchurch high-level urban form

Over the past decade, there's been an increasing focus on designing and building better streets and neighbourhoods for people. Notably, in the central city, we have implemented slower speeds and shared spaces, resulting in a safer, more vibrant, and attractive city centre.

We will continue this approach as our population grows to ensure we create urban environments that enhance our city's reputation as a great place to live, work and play and to create a more climate-resilient urban form.

Previous sections of this strategy have described our approach to developing networks that support and prioritise movement on our transport network. The actions in this goal focus on the role streets have in shaping our urban environment, and what we need to keep working on as we grow. This includes:

- Finishing what we've started in the central city
- Planning for growth along core public transport corridors
- Enhancing our streets and neighbourhoods as our city becomes more intensively developed

Finish what we've started in the central city

Christchurch's central city is the primary economic hub for our city and the wider Canterbury region. The post-earthquake Christchurch Central Recovery Plan[51] has guided recent public and private investment. Anchor projects, aimed at attracting people to the central city, have supported private investment in workplaces, retail, and hospitality. The Recovery Plan also encourages residential development, with the aim of growing the population to in the central city to 20,000 people during this decade.

The transport section of the Christchurch Central Recovery Plan, An Accessible City, has guided the upgrade of the central city transport network. Retaining the existing street grid pattern, it balances streets as movement corridors and places for people – facilitating convenient access via various modes and helping to establish vibrant urban spaces that attract people and new business investment. Work is ongoing, and implementation to date means our central city is now more accessible for pedestrians, cyclists, and micromobility.

We are focused on completing planned transport projects around the remaining central city anchor projects.

For example, the Te Kaha Surrounding Streets project includes a range of works designed to incentivise co-located development and pedestrian access to the One New Zealand Stadium at Te Kaha. This includes widening footpaths, slower speed limits, landscaping, pedestrian crossings, and changing the travel direction of some streets.

Te Kaha Surrounding Streets design illustration

Beyond completing transport projects supporting remaining anchor projects, we are planning a review of the remaining central city transport improvement programme to ensure it remains fit-for-purpose. This will ensure it aligns with future rapid transit corridor plans and emerging urban growth patterns within the four avenues

For instance, more intensive residential and mixed-use developments have occurred in the central city and around suburban centres, particularly inner-city suburbs such as St Albans. The Council has recently completed a South-East Central Neighbourhood Plan with the communities, businesses, and education providers co-located in this part of the city (surrounding and to the south and east of One New Zealand Stadium at Te Kaha).[52] This work identifies potential active travel and amenity improvements that would support intensive urban development, business growth, and liveability in this growing part of the central city.

Plan for growth along core public transport corridors

Over the next 30 years, we can anticipate significant intensification around key activity centres and along core public transport corridors. As detailed in Goal 5, the Council and its Greater Christchurch partners have signalled the city spine MRT public transport corridor as a priority. Route protection is the next step for this project ahead of developing a more detailed business case.

The larger centres along the corridor, Papanui, Riccarton, and Hornby (along with the central city), have also been identified as Priority Development Areas (PDAs) in the Greater Christchurch Spatial Plan. PDAs are defined as areas where there is potential to accelerate the growth of a sustainable, compact urban form.

To support good future growth, the Council is about to initiate longer-term transport planning along the corridor and in the walkable catchments around these centres through its Local Area Planning programme.

Figure 8. City spine public transport corridor

Enhance our streets and neighbourhoods as our city becomes more intensively developed

We want local streets and neighbourhoods to be safe, vibrant, and welcoming places. In more intensively developed urban environments, street space becomes much more of a shared and actively utilised space. As urban density expands over the next 30 years, we will need to design and manage our street space in different ways.

Enable liveable and more climate-resilient neighbourhoods as we grow

Neighbourhood design can contribute to creating a more liveable, climate-resilient urban form. From a transport planning perspective, this can include creating safe, inviting walking and cycling environments, as well as shared green spaces. It can also involve directing vehicle flow around areas with high local activity instead of through them and incentivising low-emissions transport. Internationally, these sorts of initiatives are often area-based developments, such as Barcelona's Super Blocks.[53]

Where they have been successful, they are designed with pedestrians in mind, are well serviced by public transport, retain accessibility for business deliveries, and feature a mix of residential and commercial land uses. There needs to be a sufficient density of population and activity, and the greatest benefits occur where areas are undergoing growth and transition.

We're already applying some of these urban design elements to the regeneration of the central city. Creating walkable, climate-friendly neighbourhoods will be an evolving process.The Council will work closely with mana whenua, communities, and developers through our planning programmes. We will build on our existing initiatives, such as safe speeds around schools and supporting walking and cycling, while introducing new measures over time.

Green our streets

Greening our city offers numerous benefits for human health, ecological biodiversity, and climate change mitigation. It also significantly enhances our urban environments. Connecting through open and green spaces supports the

greening of our transport network. As our city grows, we will increasingly rely on trees in public places, including streets, to provide benefits by absorbing and dissipating heat, clean the air, and improve neighbourhood liveability.

The Council treats street trees as core infrastructure, prioritising them similarly to other infrastructure like footpaths, pipes, and cables when planning, designing, and developing transport corridors. Prioritising green infrastructure, such as rain gardens, also enhances resilience during extreme rain events.[54]

Currently, tree canopy cover in our streets is around 8% (2018/2019) of the total street area. The Council aims to increase this to 15% by 2070, as outlined in the Ōtautahi-Christchurch Urban Forest Plan. Increased planting, focusing on the right types of trees in the right places, will be incorporated into planned projects and renewals. More green corridors along transport routes will link parks, sports and recreation facilities, and open spaces, creating consistent connections throughout the city.

Develop a coordinated kerbside and parking management approach for higher urban density areas

The 2020 National Policy Statement on Urban Development (NPS-UD) removed the ability to set car parking minimums for residential developments. Instead, local authorities are encouraged to manage the effects associated with car parking supply and demand through comprehensive parking management plans.[55] To date, the Council has not implemented a proactive, comprehensive parking management approach.

The Christchurch Central City and Suburban Parking Policies[56] guide how we manage paid and time-restricted on-street parking, focusing on high-occupancy locations during peak periods. The effective allocation and management of parking space plays a crucial role in supporting a vibrant and accessible central city. These policies provide for a demand-driven approach, applying time restrictions and parking meters where parking is in high demand, with exemptions for residents if appropriate. We also allocate more space for people with restricted mobility, motorcycles, bicycles, micromobility, zero-emission vehicles, car share, and park-and-ride in certain locations.

We are investigating using technology to obtain better baseline parking occupancy data in more intensively developed parts of the city. This will enable us to respond more effectively to residents' concerns and design a comprehensive parking management approach suitable for our city.

Extending the scope of the kerbside

Kerbside space is prime real estate in higher urban density areas, with increasing demands on its use. Space historically used for parking is being repurposed for other functions, such as parklets for business use, bus lanes, cycle paths, pedestrian walkways, and services like waste management.

With increased competition for street space, we plan to develop more coordinated kerbside and parking management approaches to manage demand and maximise the use of our shared street spaces.

Implementation approach

This strategy will guide investment and work programme prioritisation through the Council's annual and long-term planning processes, shaping the Council's strategic transport investment, planning and policy work programmes.

A detailed implementation plan, along with monitoring and reporting mechanisms, will be developed following the adoption of this strategy.

This section provides an overview of the 10-year supporting strategic transport work programme and discusses key implementation considerations:

- Action to meet climate change targets
- Funding and investment for implementation
- Engaging with our communities
- Partnerships for implementation
- Improved data management as a cross-cutting implementation theme

10-year strategic transport work programme overview

The following provides an overview of the 10-year implementation work programme based on the goals and high-level directions in this strategy.

The 10-year work programme consists of three different types of programme activities:

1. **Continuous improvement:** doing the basics better, enhancing our transport network assets to achieve better value for money and improved safety, resilience and efficiency outcomes.
2. **Strategic foundations:** delivering the strategic transport programmes that will underpin our growth, resilience and climate change response.
3. **On the horizon:** planning ahead to grow well as a district, manage emerging risks and shape our future delivery pipeline.

	Continuous improvement	Strategic Foundations	On the horizon
GOAL 1 **Well managed transport assets**	More effective whole-of-life management Cost-effective and innovative maintenance solutions		
GOAL 2 **A more resilient transport network**	Build more resilience into our transport network assets	Deliver the Pages Road Bridge renewal project	Develop our transport network climate adaptation response

GOAL 3 **A safer transport network**	Deliver safe system infrastructure improvements to high-risk areas to reduce harm		
GOAL 4 **A more efficient transport network**	Work with our partners to prioritise the movement of freight, public transport and emergency services*		Investigate the role of transport pricing tools to manage demand* Monitor developments in urban freight provision
GOAL 5 **Genuine transport choices for everyone**	Address footpath, bus infrastructure and cycleway quality and safety issues Enable safe and equitable access to micromobility	Deliver the Public Transport Futures programme* Continue to develop and expand the dedicated cycle network Deliver travel demand management services that support residents and schools to try new ways of travelling Enable the transition to zero-emission vehicles	Protect the mass rapid transit (MRT) route* Monitor developments in zero-emissions technology, infrastructure and services
GOAL 6 **A vibrant, healthy and liveable city**	Green our streets	Finish what we've started in the central city – complete planned transport projects around the remaining central city anchor projects Develop a coordinated kerbside and parking management approach for higher density urban areas	Refresh our central city transport plan to ensure it remains fit-for-purpose Plan for growth along core public transport corridors Enable liveable and more climate-resilient neighbourhoods as we grow through our local area planning programme

*denotes projects to be delivered with Greater Christchurch partner agencies

Action to meet our climate targets

As described earlier, the Council has set ambitious targets for reducing GHG emissions at both district and organisational levels. As transport is the largest contributor to our district emissions profile, our strategy to reduce transport emissions is multi-faceted, with actions across this strategy contributing.

In the short to medium term, priorities include:

- completing foundational investments to improve public transport and develop our cycle network
- delivering travel demand services that support school children and residents in trying low-emission travel methods
- working with the private sector to enable the transition to low-emission vehicles, and
- integrating nature-based solutions and climate-resilient design into our neighbourhood and local area planning programmes.

We will actively monitor and report on progress towards our emission reduction targets and adjust our implementation actions as required.

Funding and investment for implementation

The funding and revenue sources for implementing this strategy will evolve over its life. We know that the required funding will be significant, particularly for improving our public transport system and adapting to climate hazards.

Applying an affordability and value-for-money lens to all our transport activities and seeking innovative solutions to reduce costs will underpin all that we do.

Currently, our transport infrastructure is funded from several sources, including rates, NZ Transport Agency - Waka Kotahi funding subsidies, assets vested in the Council from developers, development contributions, parking fees, infringement fees, and other minor funding sources.

New funding and revenue sources will be required to achieve our goals. The Council will review the role of existing tools, monitor policy and legislation changes led by central government to provide more revenue-gathering tools to local government, and investigate alternative revenue streams as part of this strategy's detailed implementation plan.

The detailed timing for implementing proposed initiatives and the estimated costs will be updated every three years through our Long Term Plan process. This will consider the available funding, progress towards our goals and targets, and any wider trade-offs required for the effective stewardship of the city's transport network.

Partnerships to implementation

We cannot deliver this strategy on our own. Evolving our transport network to grow and adapt our district will rely on strong partnerships and engagement at all levels, including with mana whenua, our local partners, central government funders and decision-makers, private industry, and our communities.

We plan to strengthen our future transport partnership with mana whenua, in particular, through ongoing climate adaptation planning processes and the work underway within the Greater Christchurch Partnership to identify opportunities for improving accessibility to Māori Reserve Land to support kāinga nohoanga.

Engaging with our communities

Ongoing public and community engagement will be at the heart of this strategy's implementation. Responding to the challenges and opportunities outlined here will require ongoing changes to our transport network. Ensuring that businesses, communities, and individuals have opportunities to voice their perspectives will be critical to the strategy's success.

In addition to providing feedback on this draft strategy before its adoption, there will be many future opportunities for public engagement after its adoption. This engagement will focus on specific issues, such as detailed design elements, as implementation work programmes are developed and reviewed, and as individual projects move through the investigation, planning, design, and construction phases.

Improved data management as a cross-cutting implementation theme

Improving the way we gather and use data is a theme woven throughout this strategy. This includes the technology we use to generate data for several purposes. We prioritise our maintenance and renewals programmes, inform better whole-of-life asset management, and focus our safety programme using crash and accident data. Additionally, we develop risk-based projections for natural hazards management and seek to improve how we gather information at a network and kerbside levels to manage the effects of growth on the network.

Exploring opportunities to further improve and integrate our data management will be an ongoing implementation priority.

Measuring our progress

Our success in implementing this strategy will be measured through a monitoring and reporting framework. This will be developed in greater detail as part of the detailed implementation planning.

Measures we will be monitoring against our strategy goals include:

GOALS	MEASURES
Goal 1 – Well-managed transport assets	• Percentage of roadway, footpaths and cycleways meeting national smoothness and condition standards • Resident satisfaction with the condition of the transport network
Goal 2 - A more resilient transport network	• Percentage of maintenance budget spent responding to emergency events • Extent and location of permeable surface in our streets
Goal 3 – A safer transport network	• Deaths and serious injuries on our roading network • Perceptions of safety of walking and cycling
Goal 4 – A more efficient transport network	• Reliability of travel times for freight • Reliability of travel times for public transport • Reliability of travel times for general traffic • Vehicle-kilometres travelled by light vehicles
Goals 5 – Genuine transport choices for everyone	• Transport emissions and air quality • Average household transport costs per week • Public transport patronage • Number of people cycling and taking scooter trips • Commuter and school travel choices • Residents' satisfaction with walking, cycling and public transport infrastructure • Percentage of low-emission vehicles in the local fleet • Accessibility of EV charging infrastructure
Goal 6 – A vibrant, healthy and liveable city	• Foot traffic in the central city and key activity centres • Proportion of new growth in residents and jobs occurring on core public transport network • Percentage of population within 15-minute walking distance of amenities • Accessibility to employment • Tree canopy cover on our streets • Healthy streets assessment scores

[1] The scope of 'land transport' in this strategy includes the local network (roads, streets and shared paths that make up the road reserve) – it does not include rail, maritime or aviation transport.
[2] Statistics NZ – Population Estimates
[3] scirtlearninglegacy.org.nz
[4] NZTA- Waka Kotahi Crash Analysis System
[5] Environment Canterbury bus boarding data
[6] Public Transport Futures : Greater Christchurch
[7] Christchurch City Council – Tracking the progress of our Central City dashboard & Statistics NZ Subnational Population Estimates – June 2023
[8] Cycle Counters – smartview.ccc.govt.nz
[9] Christchurch Micromobility Dashboard – https://public.ridereport.com/christchurch
[10] Ōtautahi Christchurch Greenhouse Gas Emissions Inventory, FY23
[11] Community feedback in this section is sourced from: 2023-24 Residents' Survey; What matters most survey ahead of 2024-34 LTP; 2024-34 LTP Submission Analysis Report; and the Greater Christchurch Hui Hui Mai Community Engagement Report (2023)

[12] From Otautahi Christchurch Plan. This includes the demand generated by the National Policy Statement on Urban Development but may be adjusted in light of our obligations to accelerate housing supply under the Medium Density Residential Standards.
[13] Greater Christchurch Spatial Plan : Greater Christchurch
[14] Greater Christchurch Spatial Plan option evaluation report, pg 7-10
[15] Freight | Environment Canterbury (ecan.govt.nz)
https://www.nzta.govt.nz/assets/resources/draft-south-island-freight-plan/docs/draft-south-island-freight-plan.pdf
[16] Ngāi Tahu use the term kāinga nohoanga to describe their traditional areas of communal living on tribal lands.
[17] Ōtautahi Christchurch Greenhouse Gas Emissions Inventory, FY23
[18] Christchurch coastal hazards online portal (ccc.govt.nz)
[19] Technical advice prepared for CCC for the Pages Road Bridge renewal project
[20] https://af8.org.nz/
[21] Projection using data from the CCC Risk Explorer tool
[22] NZ Transport Agency - Waka Kotahi - Crash Analysis System Dataset (accessed 30 September 2024)
[23] Feedback sourced from Life in Christchurch annual surveys
[24] https://environment.govt.nz/publications/health-and-air-pollution-in-new-zealand-2016-findings-and-implications/
[25] Council transport asset ownership data as of September 2024
[26] Christchurch City Council 2024-34 Infrastructure Strategy
[27] Christchurch City Council – draft Coastal Hazards Adaptation Plan – planning for sea-level rise in Whakaraupō Lyttelton Harbour and Koukourarata Port Levy pg. 20
[28] https://www.ccc.govt.nz/assets/Documents/Environment/Climate-Change/Risk-Screening.pdf
[29] NZTA -Waka Kotahi Crash Analysis System showed 50% of crashes on CCC roads in 2018-22 occurred at intersections (accessed on 9 November 2023)
[30] Safety cameras | NZ Transport Agency Waka Kotahi (nzta.govt.nz)
[31] https://www.nzta.govt.nz/resources/state-highway-traffic-volumes/
[32] Coastal Pacific and TranzAlpine trains
[33] Mapping the cycle logistics sector in London (March 2023) - Cargo Bikes (crossriverpartnership.org)
[34] Ministry of Transport, The Congestion Question Revenue Discussion Paper, 2019
https://www.transport.govt.nz/assets/Uploads/Paper/RevenueDiscussion.pdf
[35] Data sourced from Census 2018 and the Council's Strategic Transport Model.
[36] Huihui Mai Engagement : Greater Christchurch February 2023
[37] Data sourced from Census 2018 and the Council's Strategic Transport Model.
[38] https://evdb.nz/ev-stats (accessed 27 September 2024)
[39] Ecan patronage figures for FY21-22
[40] Census 2018 data, Statistics NZ
[41] Motu NZ research note #44, 2021, Rates of driver licence holding in Aotearoa New Zealand https://www.motu.nz/our-research/population-and-labour/individual-and-group-outcomes/rates-driver-licence-holding-nz/
[42] A walkable catchment is the area that an average person could walk from a specific point to get to multiple destinations. A walkable catchment of 400 metres is typically associated with a five-minute average walk and 800 metres with a 10-minute average walk: Understanding and implementing intensification provisions for the NPS on urban development (environment.govt.nz)
[43] https://ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Plans/Long-Term-Plan/LTP2024/Activity-Plans/Transport-Activity-Plan-LTP-2024-34.pdf
[44] Cycle counter online dashboard published here: https://ccc.govt.nz/transport/improving-our-transport-and-roads/traffic-count-data/cycle-counters/

[45] Christchurch Major Cycleways Routes Updated Funding Assessment, QTP, 2015 (number taken from Table 5-3 "Vehicle trips avoided due to cycling" on page 48). Available here: https://christchurch.infocouncil.biz/Open/2015/03/ITEC_05032015_AGN_SUP.PDF
[46] Ride Report Statistics, https://www.ridereport.com/
[47] CCC analysis indicates a pathway where car mode share reduces from 83% of all trips in 2018 to 59% of all trips by 2030.
[48] www.nzta.govt.nz/vehicles/clean-car-programme/clean-car-discount/
[49] At the time of publication 20% of the Metro urban fleet is zero-emissions with a commitment to provide a fully zero-emissions fleet by 2035 at the latest.
[50] https://www.nzta.govt.nz/assets/Uploads/Final-Arataki.pdf
[51] Central City Recovery Plan : Christchurch City Council (ccc.govt.nz)
[52] South-East Central Neighbourhood Plan : Christchurch City Council (ccc.govt.nz)
[53] Barcelona Superblock | Barcelona City Council
[54] Sponge Cities: Can they help us survive more intense rainfall? - The Helen Clark Foundation
[55] National policy statement on urban development | Ministry for the Environment
[56] The Council's parking policies will be reviewed on a semi-regular basis over the life of the strategy to ensure that they remain fit-for-purpose.

Ōtautahi Christchurch Future Transport | Submission analysis

Between 8 November and 8 December 2024, 94 groups and individuals made submissions on the draft Ōtautahi Christchurch Future Transport Strategy.

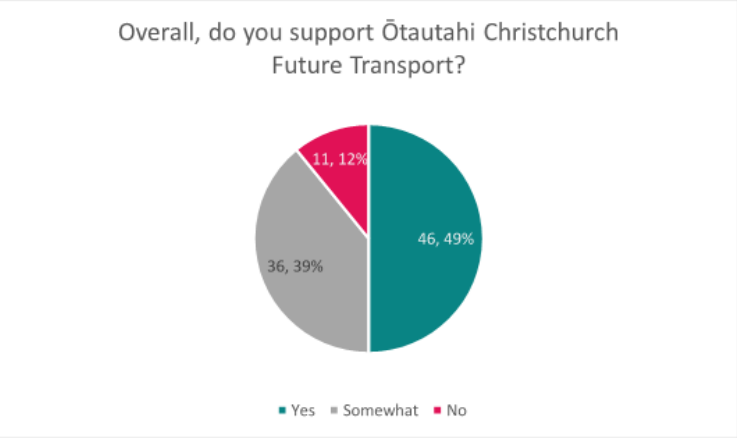
Submissions were made by 22 organisations –

- Businesses - Orion New Zealand, Christchurch International Airport Ltd, Peebles Group and Gerard Environmental Design
- Organisations - Property Council New Zealand, Disabled Persons Assembly (NZ) Inc, CCS Disability Action, Christchurch Youth Council Incorporated, Age Friendly Spreydon Cashmere Heathcote, Halswell Residents Association, Spokes Canterbury, Sustainable Ōtautahi Christchurch, Greater Ōtautahi, Concerned Ratepayers Canterbury Region and Christchurch Citizens Collective
- All six Community Boards.

All 72 individual submissions except one were made from residents living within the Christchurch City Council boundaries.

93 submitters provided their overall support, of these:

- 46 (49%) were supportive of the strategy,
- 36 (39%) were somewhat supportive, and
- 11 (12%) were not supportive.



Submitters were asked their feedback on the strategy's vision statement, identified strategic challenges, and each of the six goals.

The common themes within the written feedback often related to support for certain aspects of the draft document. Critiques and suggestions were often more unique in nature and because of this, it's recommended that submissions are read in their entirety.

Vision statement

74 submitters provided feedback on their support of the Ōtautahi Christchurch Future Transport vision statement.

- 42 said that they supported the vision statement,
- 24 were somewhat supportive, and
- Eight were not supportive.

Themes:

Submitters discussed their support of the *resilient* (7) and *safely* (7) aspects of the vision statement.

Requests included referencing efficiency/the economy/productivity (8), travel choice (6), and regional connection (4).

Strategic challenges

77 submitters provided feedback on their support of the identified strategic challenges in Ōtautahi Christchurch Future Transport.

- 44 were supportive of the identified strategic challenges,
- 23 were somewhat supportive, and
- 10 were not supportive.

Themes:

Submitters supported:

- *Enabling equitable transition to a low emissions transport system* (9)
- *Building more resilience into our transport network* (7)
- *Reducing deaths and serious injuries* (6)
- The inclusion of adverse health outcomes other than solely death and serious injury as important for safe and healthy streets (6)
- *Managing growth well* (6)

Requests included replacing references to *managing growth* with *enabling growth* (4), for more explicit reference to providing residents with travel choice within the context of growth (4), and the acknowledgement of very fast-growing neighbouring districts as a strategic challenge (4).

Goals

65 submitters provided feedback on their support for the goals of Ōtautahi Christchurch Future Transport.

- 34 were supportive of the proposed goals,
- 23 were somewhat supportive, and
- Eight were not supportive.

Themes:

1 – Well managed transport assets

Requests for the explicit prioritisation of maintenance around Public Transport (including MRT) routes were made by six submitters.

Four submitters had positive sentiment about the use of cost-effective maintenance solutions.

Four submitters expressed concern about the strategy aiming to renew 5% of the road network surface each year. Some (3) saw this as an operational consideration that should reflect costs and priorities of the day.

2 – A more resilient transport network

Nine submitters provided generally positive sentiment such as "I agree with this approach" or "really good". Five specifically supported *planning for climate hazards.*

Requests included referencing active travel as more resilient travel options (6), for the goal to expand to incorporate unstable fuel and/or energy markets - cost and access issues (5), and for safety and accessibility reviews and upgrades when maintaining roads (4).

3 – A safer transport network

Ten submitters provided generally positive sentiment such as "I strongly support this goal" or "this is a great goal". There was also support for *ensuring safe and inclusive access for vulnerable road users* (6) and *implementing and maintaining safe infrastructure* action (6).

Requests were for:

- Explicit mention of cycleways (generally separated cycleways) to be included as key to making the network safer (19)
- A focus on reducing speeds (12)
- A focus on low-cost solutions for a safer road network (7)
- Inclusion of better enforcement of driver behaviour (6)
- Expansion of 40% reduction in the DSI target to include other health outcomes and near-misses (6)

4 – A more efficient transport network

Submitters supported *greater use of rail routes [for freight] to reduce congestion on the road network* (7) and for investigating urban freight trends and non-vehicle technologies (4).

Requests were for reference to Mass Rapid Transit (10) or mode-shift (10) within this goal to help with congestion, and for improvements to regional people-movement (4).

5 – Genuine transport choice for everyone

Submitters supported:

- *Developing and expanding our dedicated cycle network* (24)
- *Significantly improving our public transport system* (23)
- The Mass Rapid Transit project (14)
- *Enabling the transition to zero-emission vehicles* (9)

- *Supporting residents and schools to try new ways of travelling* (7)
- *Safe and connected walking environments* (7)
- The use of dedicated bus lanes (6)
- *Safe and equitable access to micromobility* (5)
- *Continuing to build a safer, more connected, and attractive network for walking, cycling and other micromobility* (4)
- *More innovative, quick-to-build, and lower-cost infrastructure* for our cycle network (4)

Requests were for:

- A focus of increasing public and active travel options in areas where car is the only option (including Banks Peninsula) (5)
- Council to work faster on building the cycle network (4)
- Reflection of the majority travelling via private vehicle within forward planning (4)
- Prioritising advocating for bikes to be allowed on buses (4)
- Investigating park and ride facilities (4)

6 – A vibrant, healthy and liveable city

11 submitters provided generally positive sentiment such as "really agree with this goal" and "we support section 6". Submitters also supported *Green our streets* (9) and *creating safe, inviting walking and cycling environments* (8).

Requests were for:

- Enhancing public transport or encouraging better usage as part of this goal (7)
- Mention of congestion as an inhibitor to liveability – note varying, contradictory opinions on how to address congestion throughout these submissions (5)
- Acknowledgment of active modes contributing towards community-building and connection to place (5)
- Reinstatement of the Central City orbital shuttle (5)
- A policy of no free parking within the Central City (4)

Is there anything else elected members should know?

Five submitted requested more effective use of traffic lights throughout the city (including better phasing, more right turns, free left turns).

A further five requested moving away from roads (for cars)-first thinking.

Ōtautahi Christchurch Future Transport written submission feedback

Cross-cutting themes, gaps and requests for inclusion: detailed response and proposed amendments[1]

Strategy section and cross-cutting themes	Summary of feedback themes	Change accepted	Comment and/or proposed amendments	Page ref in marked up changes version
Feedback on Vision Statement	Detailed comments from submitters on the Vision Statement: • it should include the words *efficiently* and *reliably* **(changed)** • *Inclusiveness* should be emphasised in the vision statement **(reference to everyone intended to convey inclusiveness)** • *The order should be reversed*: emphasising moving everyone safely, effectively and easily first. Vibrancy, prosperity, wellbeing and resilience to climate change should flow from that **(changed)** • There should be reference to *equity* in vision statement – this is particularly important due to transport poverty in the east of Christchurch **(reference to everyone intended to convey equity)** • the importance of *regional connectness* is not reflected **(reference to connects relates to within our district, to our neighbouring region and beyond)** • restricted to climate hazards – need to balance broader hazard risk **(climate resilience specifically stated to align with broader Council climate resilience strategy)**	Partially	**Current:** *Transport is central to a more vibrant, prosperous, and climate-resilient district. It shapes and connects Ōtautahi-Christchurch and Te Pātaka-o-Rākaihautū Banks Peninsula, enabling everyone to move around safely and easily.* **Proposed amendment based on feedback:** *Our transport network shapes and connects Ōtautahi-Christchurch and Te Pātaka-o-Rākaihautū Banks Peninsula* *It enables everyone to move around safely, reliably and efficiently.* *It is central to a more vibrant, prosperous, and climate-resilient future for our district.*	Pg 3 Pg 12
Feedback on strategic challenges and opportunities	**Growth challenges** A number of growth challenges were highlighted by submitters as areas that should be strengthened or reinforced in the strategy. Examples include: • reframing the references to intensification as more of a positive for the city's transportation network • the challenges of servicing fast-growing areas near our city-limits. • making the best possible use of our existing network and road spaces as the city continues to grow. • strengthening reference to regional connectedness challenges and the impact of growth in our neighbouring districts on the road network.	Yes	There are a number of actions across the strategy focused on growing well and connecting with our neighbouring districts that reflect the submission feedback. In response, the **Planning for Growth** section has been strengthened in the Strategic Challenges and Opportunties section	Pg 8
	***Enabling* growth rather than *managing* growth** A number of submissions noted to the reference to 'managing growth' and recommended that this be amended to 'enabling growth' to better reflect the Council's role.	Yes	Amended	Pg 12
	Broadening the definition of 'resilience' Recommendation for resilience to incorporate more than just natural hazards and more explicitly recognise intersection between transport, energy and land-use integration in the strategic opportunities and challenges section. For example: designing a transport network for a diverse range of energy sources.	Yes	**Managing Natural Hazards Risks** section title changed to **Enabling a resilient transport system** and broader concepts suggested by submitters incorporated into this section.	Pg 10
	Equitable and inclusive access A number of submissions raised the need to more explicitly recognise the transport experiences of disabled people, older adults and young people the need to consider their needs to improve accessibility across the network and the need to more explicitly reflect transport equity issues.	Yes	To strengthen and consolidate the reference to equitable and inclusive access within the strategy, an additional overarching **Inclusive and Equitable access goal** has been added	Pg 13
Goal 1: Well managed transport assets	**Narrow range of transport asset examples included** Some submissions noted that the content in this section is weighted towards reference to road surface renewals. Additional goals or reference was sought to a wider range of transport assets, such as, footpaths, bus lanes and pedestrian refuge handrail maintenance. The different needs of transport users (such as, smoother surfaces for cyclists on road shoulders) and accessibility as a general priority was also raised.	Yes	Additional asset management example added	Pg 15

[1] Note this analysis does **not** include submission points that relate to strategy implementation per se. These will be considered during the subsequent implementation planning phase.

Strategy section and cross-cutting themes	Summary of feedback themes	Change accepted	Comment and/or proposed amendments	Page ref in marked up changes version
	Inclusion of road surface renewal LoS target The inclusion of the target to renew 5% of the road network surface each year was raised as an operational consideration that should be reflected in the costs and priorities of the day rather than at a high level strategy level.	Yes	Remove from high level strategy document – more appropriate level of detail for the Council's Transport Asset Management Plan.	Pg 14
Goal 2. A resilient transport network	**Additional earthquake resilience information** Natural hazards section focus is primarily on climate hazards, only specific reference to earthquake response is Pages Road Bridge – this is a gap in the report given the district's hazards profile.	Yes	Additional content added about the Council's earthquake resilience response and strategy	Pg 16
Goal 3. A safer transport network	**Scope of safety: beyond DSI reduction** A number of submissions felt that the scope of the safety section should include a focus on health and wellbeing, including references to the health burden from reduced air quality and health gains from active transport and additional challenge of providing a transport system that promotes health and social connection.	Yes – cross ref	The scope of the safer transport network section is focused on DSI reduction measures. Broader actions within the strategy (eg. safe active transport, greening our streets) are related to health and wellbeing. These are now explicitly cross-referenced.	Pg 19
	More emphasis on the safety of more vulnerable road-users A range of submissions reflected on the issue of safety and needs of specific demographics and road users requiring more explicit recognition. For example: safety at bus stops and security measures at transport hubs; and the role of separated cycleways; and need to make shared paths safer for pedestrians.	Yes	The safer transport network section notes a 'specific focus on ensuring safe and inclusive access for vulnerable road users, such as school children, those with disabilities and older people'. Additonal reference in updated Inclusive and Equitable Access overarching goal	Pg 20 (see also cross ref pg 19) Pg 13
	Safe speeds Request for a greater focus on speed reduction or specific speed limit changes	Already referenced	The need for 'safe and appropriate speeds' is referenced in the strategy Staff also note that specific speed limit changes are governed by central government regulation. Specifics are an implementation consideration	Pg 20
	Cycle infrastructure and low cost solutions Request for explicit mention of cycleways (generally separated cycleways) to be included as key to making the network safer and request to focus on low-cost solutions	Referenced in Goal 5	As noted above, a cross reference between the Goal 2 A safer transport network goal and Goal 5 Provide genuine transport choices has been added Consideration of lower-cost infrastructure treatments is noted, cycle safety referred to as a priority Types of infrastructure treatments used are site-specific and are an implementation consideration.	Pg 19 Pg 27
Goal 4. An efficient transport network	**Include all travel modes in network efficiency considerations** A number of submitters reflected on the need for greater recognition of the role of private vehicles on the transport network. This included requests to improve efficiency and reliability, manage congestion for private vehicles; more explicitly recognise the importance of efficient vehicle access to local businesses; and include measures to improve traffic flow.	Yes	Staff note that the efficient movement of private vehicles on the transport network will remain a priority over the life of the strategy. The proposed measures in Goals 4 and 5 of the plan are intended to provide co-benefits to those that need to drive as our population grows for example, by providing improved and safer alternative options to commuters and school children to reduce traffic in peak times. An explicit reference to private vehicles has been added in the 'right movement, right place' section and an additional measure of the **reliability of general traffic travel time** has been added to the monitoring framework for completeness.	 Pg 13 Pg 40
Goal 5. Genuine transport choices for everyone	**Continuity of walking network with parks and reserves** Submitters noted the need for continuity of walking networks on the road reserve with park and reserve paths as a critical part of the transport network that need to be planned strategically and have ongoing maintenance.	No – out of scope	The scope of the strategy only includes the walking network within the road reserve. Recreational walking paths and tracks are acknowledged in the strategy as an important connecting network.	Pg 26
	EV transition – risks and opportunities A number of points were raised about EV infrastructure and services. For example, the need for adequate parking and charging infrastructure for EVs; enabling the Council's infrastructure and services and that of other network utility providers. Other submitters noted that the fire risk from EV batteries had not sufficiently been taken into consideration. The potential of shared mobility schemes	No – out of scope Yes	Issues relating to the safety of EV vehicles are regulated at a national level. Propose amending strategy to include reference to also enabling other network utility providers and taking broader comments into consideration as part of implementation planning.	 Pg 29

Strategy section and cross-cutting themes	Summary of feedback themes	Change accepted	Comment and/or proposed amendments	Page ref in marked up changes version
	was also raised along with reference to schemes operating in Auckland and Wellington, successful model overseas.			
	PT infrastruture and services Requests for an increase in PT services in areas where car is the only option (including Banks Peninsula), investigating additional park and ride facilities	Implementation consideration	The strategy for improvements to the public Transport (PT) network is outlined in the strategy. This includes plans for additional park and ride facilities at a Greater Christchurch level. Staff note that ECan is the lead agency for PT service delivery and planning and any additional services scoped for provision would require a robust cost-benefit analysis to be progressed.	Pg 25-26
	The future role of passenger rail A number of submissions referred to role of heavy rail passenger network and that this was a gap in the current strategy	No – out of scope	Passenger rail is out of scope of this strategy. Staff note that there is work underway at a regional level through the Regional Transport Committee to consider the future role of passenger rail.	n/a
Goal 6. A vibrant, healthy and liveable city	**Central city accessibility** **Parking** Submitters presented mixed views on parking within the central city. On one hand: this included noting the important role of parking in supporting visitors and economic activity in the central city. On the other: some submitted that there should be no free parking within the Central City to encourage the use of alternative modes of transport. **Central City Shuttle** Several submitters advocated for the reinstatement of the free central city shuttle to make it easier to get around the inner city.	Yes Implementation consideration	The strategy refers to the Central City and Suburban Parking Policies which outline the Council's approach to parking management. An additional note has been added with specific reference to the need for effective allocation and management of parking space in the central city. These policies are also subject to semi-regular review and timing will be included in the strategy implementation plan. This has been noted in an additional endnote. Reinstatement of a free central city shuttle is an implementation planning issue.	Pg 34
	Reference to prioritising connection to economic hubs and the Airport The broader role of the Airport as a key transport, freight and employment node beyond current reference to freight was noted alongside the need to reinforce importance of significant employment hubs beyond reference to the central city.	Yes	A reference has been added to the prioritisation of the Route 8 Port to Port bus service uplift and additional reference to connecting employment hubs more generally.	Pg 26

Detailed changes requested to the ŌCFT strategy through consultation

Summary of data and/or performance measures changes requested.

Section	Change requested	Change accepted (yes/no)	Comment and/or proposed amendments	Heading & page ref
The role and scope of this strategy	Map on page 5 omits many of the new Halswell Streets south of Halswell Junction Road.	Yes	Updated map with most up-to-date road network.	Figure 1, pg 4
What we're building on	Achievements since 2012 – Central city regeneration measure relative to 2018 is a meaningless measure – we need to track these metrics compared with pre-quake 2012 as per the heading – having a range of date measures feels like cherry picking to support the argument	Yes	Data for central city regeneration before the EQ isn't available on the central city dashboard. Change heading from Achievements since 2012 to *Achievements from 2012-2025*	Achievements since 2012 – central city regeneration, pg 5
Reducing emissions	The target is stated as 50% but the scenario show only identifies a reduction of approx 37% in trips by fossil fuel cars. Adding in the	No	Modelling accounts for rounding and different trip lengths for different modes.	Meeting our 2030 emissions targets, pg 9

	inevitable increase in actual numbers of trips leaves a reduction of around 30% which is short of the target			
Managing natural hazards	Historic sea level rise figure is incorrect – 10cm rise occurred from 1995 to 2020 making the average rise of 4mm/yr rather than 7mm/yr	Yes	Change 'From 2005 to 2020' to *'From 1995 to 2020'*	Call out figures box, pg 13
Safe and healthy streets for everyone	Reduction in CBD crashes is because of earthquakes not reduction speed limits	No	There is a clear reduction in crashes after both the earthquakes and the introduction of the 30km/h core.	Figure 3, pg 10
Enabling economic and other priority activities	Freight routes – northern primary freight route stops at Cranford Street	No	Map already shows the northern primary route ending at Cranford St.	Figure 5, pg 23
	Freight routes could be made clearer by changing the nodes to primarily highlight freight hubs and commercial/industrial areas, including to the airport and having less emphasis on town centres (or rename these to employment centres)	Yes	Add nodes to highlight industrial areas, remove local and town centres, leave large town centres and central city.	Figure 5, pg 23
Goal 5 Genuine transport choices for everyone	Local cycleway along Halswell Road shown as completed – it isn't but is under construction (Dunbars-Curletts) or planned (Curletts-Wrights)	No	Existing cycle lanes are part of local network, we are upgrading the existing infrastructure to a better LoS.	Figure 6, pg 28
	City spine corridor – no reference in text to supporting public transport access to the airport	Yes	Although not designated as a PDA, frequent and reliable public transport to Christchurch International Airport remains important for supporting its role as a transport, freight, and employment hub. Add reference to uplift of route 8 from the central city to the airport	Goal 5 pg 36
Goal 6 – Vibrant, healthy and liveable city	High level urban form – could be made clearer by including major employment and transport hubs such as, ChCh Airport	No	Airport included on the map. Existing centres definitions align with the District Plan.	Figure 7, pg 31
Measuring success	Should be a KPI aimed at reduction in deaths from transport generated air pollution.	Yes	Add the Ministry for the Environment's Health and Air Pollution in NZ report (HAPINZ) air quality outcomes reporting to the monitoring framework under Goal 5 Note also Transport emissions proposed to be measured under goal 5.	Goal 3 pg 40
	Should be a measure for increased mental and physical health.	No	Physical and mental health is a very important, secondary benefit to increasing the number of people using public transport and sustainable modes. This will be captured by health authorities and provides broader context.	Goal 3 pg 40
	Near misses also need to be considered and safety viewed from an 'overall perspective" – safety not just about responding to accidents and high crash zones but about proactive mitigation. Need to capture data on near misses and other behaviour that could lead to DSIs on the network.	No	Data for near misses is not collected.	Goal 3 pg 40
	Expand scope to including those who travel by private car (congestion management, travel time improvements).	Yes	Add reliability of general traffic travel time measure Note congestion will also be improved by monitoring public and active transport improvements	Goal 4 pg 40
	Include measure for VKT by zero-emission vehicles (public and private)	No	Limited scope for influence through the plan. All drive types are captured through already proposed VKT measures. Percentage of low emissions vehicles in local fleet also proposed in Goal 5.	Goal 4 pg 40
	Walkable amenity population coverage or average population weighted walking time to a range of everyday amenities	Yes	Percentage of population within 15m walking distance of amenities	Goal 6 pg 40

Memos

Memo

Date: 13 March 2025

From: Jane Cameron, Team Leader Strategic Transport, Mark Stevenson, Head of Planning and Consents

To: The Mayor and Councillors

Cc: John Higgins, GM, Strategy, Planning and Regulatory, Lynette Ellis, Head of Transport, Brent Smith, GM, City Infrastructure

Reference: 25/487920

Draft Ōtautahi Christchurch Future Transport Strategy - Councillor feedback

1. Purpose of this Memo Te take o tēnei Pānui

1.1 The purpose of this memo is to provide a table of the Councillor feedback received and staff advice on the changes sought, following public deputations on 5 March on the draft Ōtautahi Christchurch Future Transport Strategy.

1.2 The information in this memo is not confidential and can be made public.

2. Update He Pānui

2.1 Councillors heard public deputations at the 5 March Council meeting on the draft Ōtautahi Christchurch Future Transport Strategy (the strategy). Following on from this, Councillors were invited to provide any requests for changes or questions of clarification to staff by 10 March.

2.2 This memo provides a table of the Councillor feedback received. A Councillor Information Session has been scheduled for 18 March to discuss this and wider submitter feedback ahead of the adoption decision on 19 March. It includes:

- Councillor alternative recommendations and questions (Attachment A)
- An updated draft strategy with less significant changes requested by Councillors integrated into it (presented as highlighted changes along with the proposed amendments in track changes responding to written submissions) (Attachment B)
- Background information on the timeline, Council decision-points and rationale for updating the 2012 Christchurch Strategic Transport Plan that were raised through oral submissions.

3. Timeline and rationale for updating the strategy

3.1 Councillors will recall that questions were raised about the decision-making process and rationale for updating the 2012 Strategic Transport Plan during oral submissions.

3.2 The 2012 strategic plan was developed in the context of earthquake recovery and renewal. The decision to initiate a work programme in 2020 to update the strategy noted at the time the need to respond to updated government policy and renewed local priorities and the

contribution of transport to the city's carbon footprint. In addition, over the course of updating the strategy, population growth projections and sub-regional spatial planning has been refreshed and climate hazard projections have been enhanced.

3.3 The timeline below provides an overview of the Council's approval and decisions to update the Council's strategic transport plan. This includes the:

- Decisions to initiate the development of an updated transport strategic plan
- Inclusion of strategy development as a level of service in Long Term Plans
- Notice of Motion to release an earlier version of the draft strategy for public release
- Council decision to approve draft strategy for consultation.

Date	Decision
11 March 2020	The Urban Development and Transport Committee recommended the establishment of a working group of interested Councillors to provide input into an updated strategic transport plan
9 July 2020	CNCL/2020/00083 Council resolved to establish the Christchurch Transport Plan Working Group (members: Chair, Councillor Davidson, Members – Councillors Cotter, Daniels, Galloway, Keown, Mauger, Scandrett and Templeton)
2021-24 LTP	LOS 17.0.11.1 – Deliver a strategic vision for an efficient and integrated transport system that supports a sustainable future and liveable city
25 August 2022	Notice of Motion: That the Christchurch City Council make public the draft Christchurch Transport Plan by the end of August 2022
2024-27 LTP	LOS 17.011.1 – Deliver a strategic vision for a safe, accessible, resilient transport system that shapes our city and contributes to a low carbon future
6 November 2024	CNCL/2004/00180 Council approved that the draft Ōtautahi Christchurch Future Transport strategy be released for public consultation.

3.4 In addition, the refresh of the Christchurch Transport Plan was included as an action in the Ōtautahi Christchurch Climate Resilience Strategy adopted by the Council in 2021.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Councillor recommendations and questions on draft Ōtautahi Christchurch Transport Plan	25/494946
B	Draft Ōtautahi Christchurch Future Transport strategy - proposed changes from written submissions and Councillor feedback	25/494922

Signatories Ngā Kaiwaitohu

Author	Jane Cameron - Team Leader Transport
Approved By	Mark Stevenson - Acting Head of Planning & Consents John Higgins - General Manager Strategy, Planning & Regulatory Services

4. Items Closed to the Public

The information session/workshop items noted from the next page will not be open to the public under the sections of the Local Government Official Information and Meetings Act 1987 (LGOIMA) outlined in the table on the following page. The full wording of the noted LGOIMA sections is found in section 6 or section 7 of the Act.

In the Council's view, these reasons for exclusion are not outweighed by public interest considerations in section 7(1) favouring their release.

The public can ask the Ombudsman to review this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PUBLIC INTEREST CONSIDERATION	POTENTIAL RELEASE REVIEW DATE AND CONDITIONS
5.	PARAKIORE UPDATE	S7(2)(I)	CONDUCT NEGOTIATIONS	THE REPORT CONTAINS SPECIFIC INFORMATION PERTAINING TO ONGOING NEGOTIATIONS BETWEEN COUNCIL AND EXTERNAL PARTIES AND PUTTING THE INFORMATION IN THE PUBLIC DOMAIN COULD COMPROMISE THE NEGOTIATIONS.	31 DECEMBER 2026 WITH THE APPROVAL OF THE CHIEF EXECUTIVE AT THE CONCLUSION OF THE DEFECT LIABILITY PERIOD FOR PARAKIORE RECREATION AND SPORTS CENTRE
6.	ORION GROUP LTD - DRAFT STATEMENT OF INTENT 2025/26	S7(2)(B)(II), S7(2)(H)	PREJUDICE COMMERCIAL POSITION, COMMERCIAL ACTIVITIES	THE WORKSHOP WILL INCLUDE INFORMATION UNDERPINNING THE SOI FORECASTS WHICH IS COMMERCIALLY SENSITIVE AND IF DISCLOSED PUBLICLY COULD PREJUDICE THE SUBSIDIARIES' PROFITABILITY.	6 OCTOBER 2026 AFTER THE ANNUAL REPORT FOR 2025/26HAS BEEN PUBLISHED
7.	STRATEGIC SITE DISCUSSION	S7(2)(B)(II)	PREJUDICE COMMERCIAL POSITION	THIS MATTER CONTAINS INFORMATION PROVIDED BY ANOTHER PARTY. THIS PARTY BELIEVES THAT THE PUBLIC RELEASE OF THE INFORMATION MAY PREJUDICE THEIR COMMERCIAL POSITION AND OUTWEIGHS THE PUBLIC INTEREST IN THIS MATTER.	30 JUNE 2029 WHEN AGREED WITH THE PROVIDER OF THIS INFORMATION