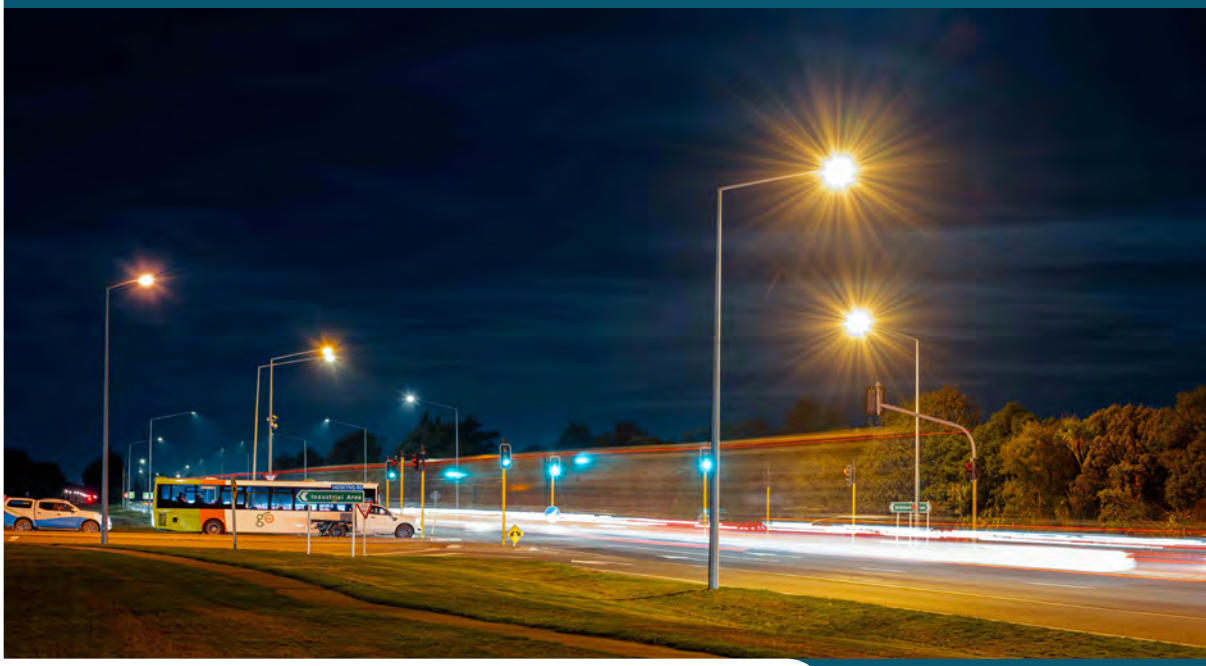
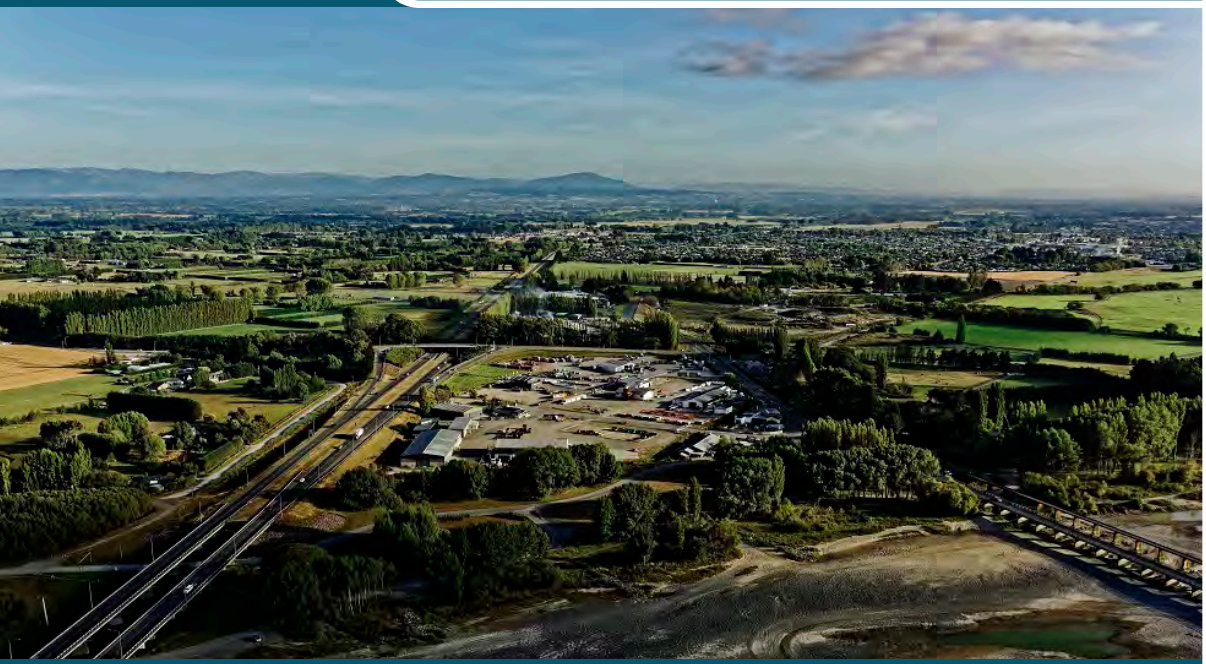
Greater Christchurch Transport Plan





Greater Christchurch Partnership

Te Tira Tū Tahi
One Group, Standing Together

Contents

Purpose 6
Introduction. 6
Background. 8
Context 12
An Urban Form Shaping Transport System 13
A People-centric Transport System 13
A Resilient Transport System 13
A Low-emission Transport System 14
Principles. 15
Greater Christchurch Transport Plan 16
Freight network. 18
Public transport connections 22
Māori Reserve Land accessibility. 28
Travel behaviours 32
Walking, cycling, and micro-mobility 34
Key Partnership Opportunities 38
Greater Christchurch Transport Plan Action Plan. 40

Photo credits:
cover: Selwyn District Council (top), Waimakariri District Council (bottom); p4-5: Enivironment Canterbury; p10: Waimakariri District Council; p15: Enivironment Canterbury; p20: Selwyn District Council (top), Waimakariri District Council (bottom); p26: Enivironment Canterbury (top), Selwyn District Council (bottom); p30: Waimakariri District Council; p36: Selwyn District Council

Purpose

Introduction

The Greater Christchurch Transport Plan identifies the transport system changes needed to implement the 30 year vision of the Greater Christchurch Spatial Plan. The transport plan focuses on strategy – the key things partnership members need to do together, and the commitments needed for success.

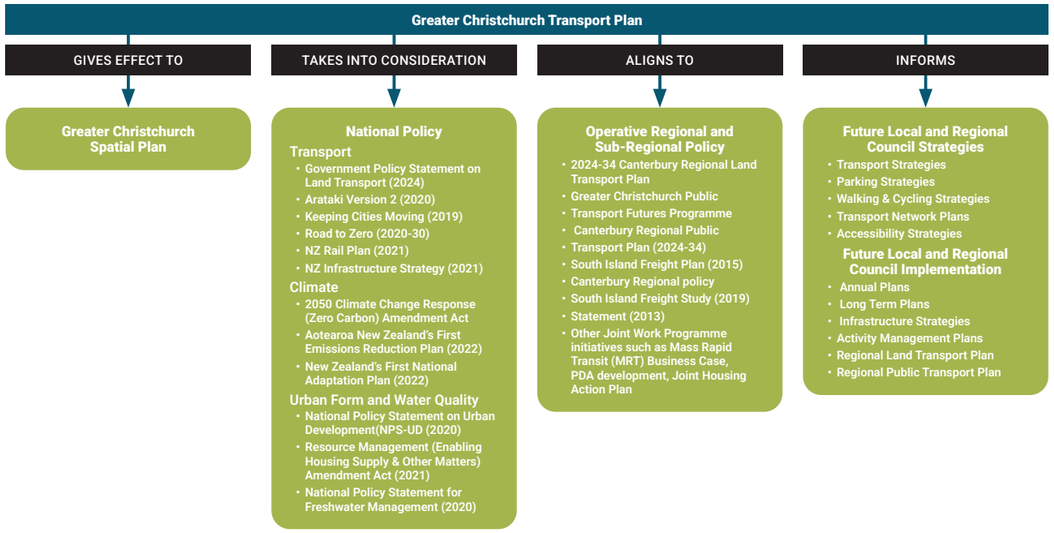
The spatial plan sets out a shared vision for the future of Greater Christchurch. It shows how we will accommodate new housing and business in a way that enhances the environment, integrates with transport and other infrastructure provision, builds greater community resilience to natural hazards, and contributes to a sustainable future that meets the needs and aspirations of communities now and in the future.

It recognises that transport system improvements are essential if we are to support housing growth and strong economic performance, to achieve emissions reduction targets, and improve accessibility. The Joint Work Programme identifies the development of a Greater Christchurch Transport Plan as a key initiative, to plan and coordinate the development of an integrated transport system.

While this transport plan focuses on delivering the spatial plan, there are other regional and local transport priorities. These wider transport aspirations respond to the safety, resilience, environmental, operational, and maintenance needs of the network. They overlap and build upon the actions in this plan, and add further value to Greater Christchurch, its communities, and the economy. These are reflected in local and regional council strategies and are not in the scope of this plan.

The transport plan is not a statutory document. Rather than overriding decision making processes of central, regional or local government, it should be seen as one factor in each partner's processes.

Figure 1: Strategic Context



Background

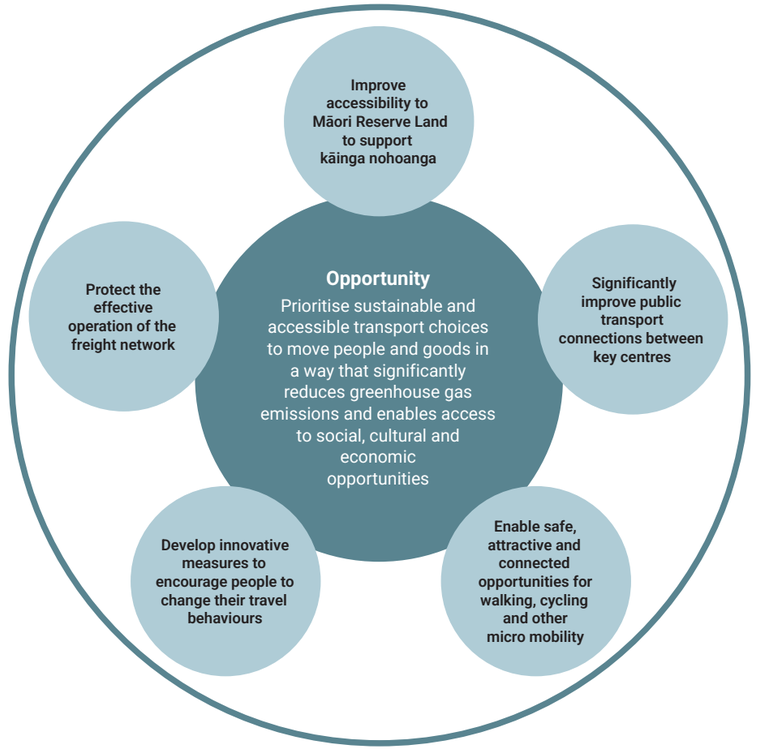
In 2022, the Greater Christchurch Partnership[1] and the Crown established an Urban Growth Partnership for Greater Christchurch[2]. This partnership between central government, local government and mana whenua focuses on shared objectives for affordable housing, emissions reduction, and liveable, resilient urban areas.

The partnership's first priority was to prepare the Greater Christchurch Spatial Plan[3]. It is a plan for action, for starting now to make the transformational shifts needed to secure the future of Greater Christchurch. Its overarching directions include targeted intensification in centres and along public transport corridors, along with the prosperous development of kāinga nohoanga on Māori Reserve Land and in urban areas.

The spatial plan was developed in 2023, with more than 7000 people sharing their future vision for Greater Christchurch. There was overwhelming support for the plan, with 86% agreeing that growth should be focused around key urban and town centres and along public transport routes.

The spatial plan identifies six key opportunities to help shape the future of Greater Christchurch. One of these is to "prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities".

It also identifies five directions needed to achieve this opportunity. The Greater Christchurch Transport Plan sets out the changes needed to meet these five directions.

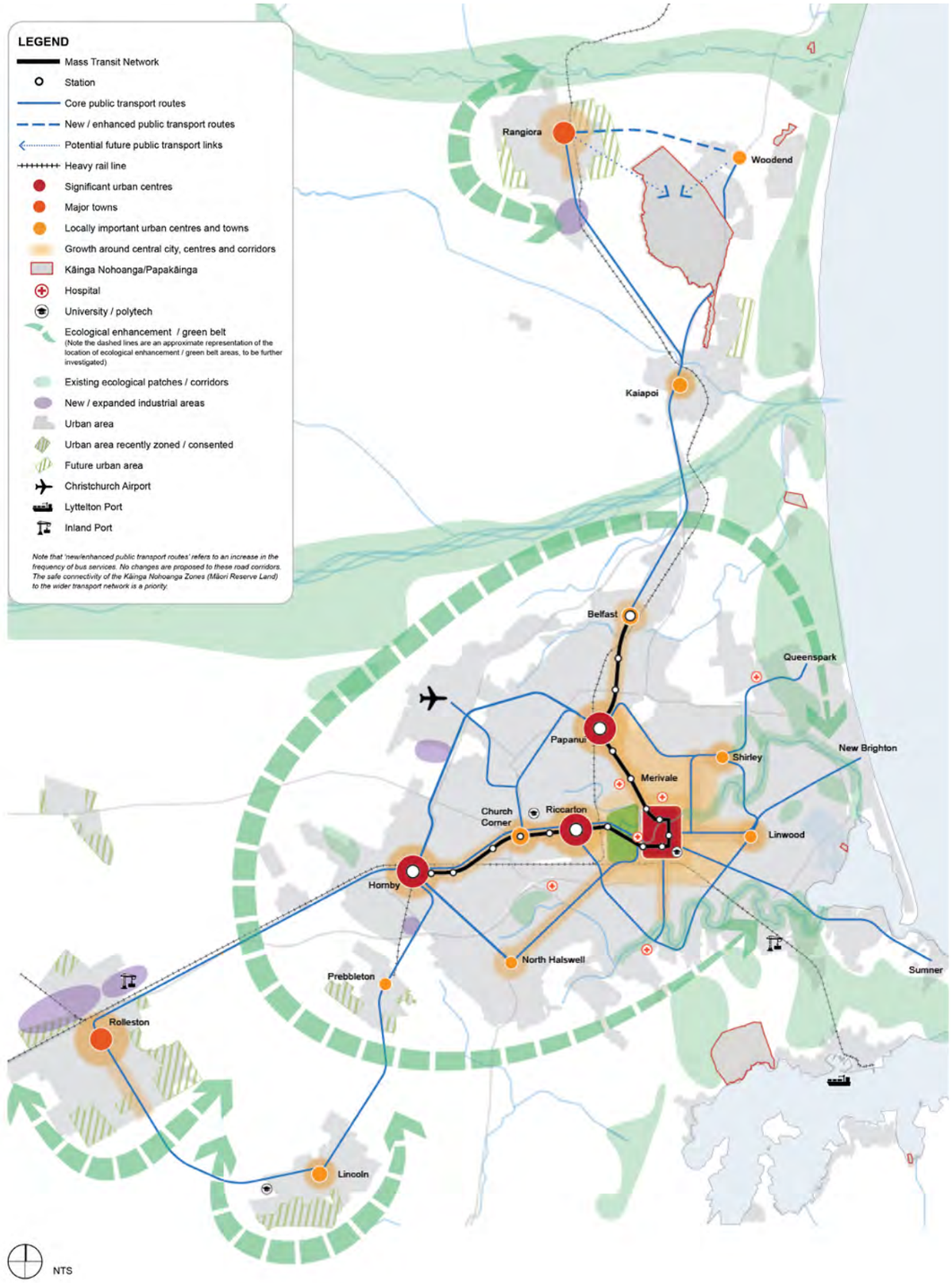


1 The Greater Christchurch partners include Environment Canterbury, mana whenua, Christchurch City Council, Selwyn District Council, Waimakariri District Council, Te Whatu Ora – Waitaha, Waka Kotahi NZ Transport Agency.

2 Greater Christchurch is found at the meeting point of the Canterbury Plains, the Pacific Ocean, and the volcanic remnants of Whakaraupō Lyttelton and Te Pātaka a Rākaihautū Banks Peninsula. It extends from Rangiora in the north to Lincoln in the south, and from Rolleston in the west to Sumner in the east. It includes the flat lands and Port Hills areas of Ōtautahi Christchurch.

3 Greater-Christchurch-Spatial-Plan-2024.pdf (greaterchristchurch.org.nz)

Greater Christchurch Spatial Plan Map



Context

An overarching direction of the spatial plan is targeted intensification in urban and town centres and along public transport corridors. Some other important considerations for the Greater Christchurch transport system relating to the spatial plan are explained below.

An Urban Form Shaping Transport System

Transportation systems exist to service land-use, but they also play a large part in shaping that land-use. When changes are made to the transport system, there is a corresponding change in land-use activities. Major transport projects such as mass rapid transit prompt significant changes in the urban form and are city shaping. Improving access to dispersed areas will tend to disperse activity in the long run, while improving access in and around centres will concentrate activity.

Changes to urban form can increase or reduce the demand for travel, and influence demand for public transport, vehicle use, walking and cycling. They can also have broader social and environmental impacts in areas like road trauma, public health, emissions, and energy efficiency. Road infrastructure directly correlates to the demand for vehicle travel; expansions in road capacity tend to be largely offset by increased demand. Urban transport corridors need to balance mobility and amenity to achieve optimal social and economic outcomes. Residential and commercial land use activities tend to be more competitive and result in land value up lift which improves the desirability of investing in development for locations close to transport corridors that offer both amenity and mobility.

A People-centric Transport System

Good urban design, with communal spaces that are liveable, walkable, safe and attractive, with good connectivity and accessibility, enables neighbourhoods and urban centres to thrive.

Transport initiatives that align with the principles of urban placemaking provide streets, squares, and parks that are not just thoroughfares but destinations in themselves. This approach helps prioritise pedestrian-friendly environments, efficient public transport, and cycling infrastructure that support local businesses and enhance the overall urban experience. Integrated transport and placemaking helps to create a sense of place, improve quality of life, and support sustainable urban development in Greater Christchurch.

Integrating transportation planning with urban placemaking is an important opportunity that can be realised through local area planning to support the development of the mass rapid transit system and the priority development areas referenced in the spatial plan. This focus on human experience and quality public spaces aims to foster community interaction, economic vitality, and environmental sustainability.

A Resilient Transport System

Although not specifically highlighted within Opportunity 6, resilience is a focus of the broader spatial plan. The transport system is vulnerable to the effects of sea-level rise and more frequent and extreme weather events. Improving the resilience of the transport system is critically important to ensure reliability, protection and economic growth. A resilient transport system will enable communities and the economy to withstand and absorb the effects of unplanned disruptive events, perform effectively during disruptions, and respond and recover quickly. This is particularly relevant in protecting the effective operation of the freight network and the wider local roads.

A Low-emission Transport System

Transport is responsible for 54 per cent of Ōtautahi Christchurch's gross greenhouse gas emissions, with 38 per cent being attributed to road transport. A transformational shift in how people travel is needed to reduce dependence on private car travel and to support reductions in transport emissions. This will require significant investment in public and active transport improvements, including through PT Futures and investment in a mass rapid transit system, measures to encourage behaviour change, and a shift towards an urban form that better supports shorter trips to meet more of people's daily needs and activities. It will also require investment in infrastructure to support the transition to low or zero emission vehicles. Acknowledging that beyond compact metropolitan and urban areas there can be challenges to provide public transport due to the distances involved.

Achieving the public transport improvements (as identified in Direction 6.2) and progressing a mass rapid transit system will bring an opportunity to shape the land use and urban form of Greater Christchurch. Higher density residential and commercial development in the walkable catchments around mass rapid transit stations would encourage higher use of public transport, which would in turn support frequency and capacity improvements. The design of the urban environment significantly affects accessibility and transport choices, especially influencing the feasibility of walking, cycling, and public transport. Compact urban centres with pedestrian-friendly streets enhance the appeal of shared and active transportation modes.

We encourage and support local area planning to prioritise people-centric planning and urban design, aligning with community aspirations to ensure positive wellbeing benefits for residents and the environment.

Principles

We've identified four principles to provide a guiding foundation to drive us to achieve the Greater Christchurch Transport Vision for 2050

Work in partnership, committed to achieving the spatial plan vision.

Foster and facilitate a collaborative approach between the partners to address strategic challenges and opportunities for Greater Christchurch.

Show clear, decisive and visible strategic leadership to wider stakeholders, agencies and central government and to communities across Greater Christchurch.

Seek sustainable funding and investment solutions to deliver transport infrastructure and services.

Investigate a range of funding and financing tools, including local and central government and the private sector.

Partner with and advocate to central government to enable more influence on government policy and funding decisions.

Prioritise the safety of our communities and transport users.

Ensure all new projects are safe and support our growing communities.

Retrofit the existing network for safety.

Deliver a fit-for-purpose road and transport network.

Monitor key metrics and be agile to respond to emerging situations.

Greater Christchurch Transport Plan

Purpose

The Greater Christchurch Transport Plan identifies the transport system changes needed to implement the Greater Christchurch Spatial Plan. The transport plan focuses on strategy – the key things partnership members need to do together, and the commitments needed for success.

Opportunity 6 of the Greater Christchurch Spatial Plan

Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.

The Greater Christchurch Transport Plan focuses largely on achieving the outcomes of opportunity six of the Greater Christchurch Spatial Plan, and where possible supports the delivery on the other opportunities identified in the Spatial Plan.

Principles

Work in partnership, committed to achieving the spatial plan vision.

Seek sustainable funding and investment solutions to deliver transport infrastructure and services.

Prioritise the safety of our communities and transport users.

Deliver a fit-for-purpose road and transport network.

Directions of Opportunity 6

Transport directions toward achieving Greater Christchurch's future transport vision in 2050

Protect the effective operation of the freight network.

Significantly improve public transport connections between key centres.

Improve accessibility to Māori Reserve Land to support kāinga nohoanga.

Develop innovative measures to encourage people to change their travel behaviours.

Enable safe, attractive, connected opportunities for walking, cycling and other micro-mobility.

Actions

- Monitor and review the Greater Christchurch freight network operation, including the local roads network, to better understand where improvements are needed.
- Continue to improve the safety and reliability of the State Highway and the local roads network and minimise effects on communities.

- Progress delivery of fast, frequent and reliable public transport services to connect Greater Christchurch communities.
- Investigate mass rapid transport, route protection and investment.
- Encourage high-density residential and commercial development within the walkable catchments of high-frequency public transport routes and stations.
- Reducing barriers to accessing public transport.

- Enable the development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services.
- Ensure that Māori Reserve Land is not used or taken for public infrastructure required to service development on adjoining or nearby land.

- Support and enable the National Ticketing solution.
- Explore appropriate pricing and promotions; car parking management policies; and support central government investigations into future road pricing options.
- Extend the travel demand management programmes to broaden their effects.

- Invest in urban placemaking to balance the use of roads and streets to reflect the functions of place and movement.
- Extend the network of dedicated cycleways and cycle lanes to create a comprehensive network that connects key centres and destinations across Greater Christchurch.

It is important to note that there is no hierarchy given to the directions. This is a long term plan, aligned to the 30 year Greater Christchurch Spatial Plan. The order of implementation actions will be driven by the work programmes and funding priorities of partners including central government through the National Land Transport Programme and Local Government through Long Term and Annual Plans.

Protect the effective operation of the freight network.

What do we mean?

As the main freight and logistics hub for Te Waipounamu South Island, it is essential that the development of Greater Christchurch continues to support a well-functioning freight network. This means ensuring that the strategic road and rail connections to key freight and logistics hubs, including the Port of Lyttleton, Christchurch Airport and the inland ports at Rolleston and Woolston, are not compromised by development and uncontrolled growth in travel demands on the network.

This is likely to require steps in the future to prioritise the use of road space on strategic freight routes, primarily the state highways, and to direct housing development away from those routes to ensure that the amenity of residential areas is not compromised. In some cases, it may be necessary to consider relocating strategic freight routes to reduce the potential conflict with residential and commercial intensification.

Shifting freight from road to rail and coastal shipping will help to reduce emissions from freight, as well as reduce the pressure on the road network in Greater Christchurch.

What have we done?

Over the past 10 years, significant investment has gone into upgrading the highway network throughout Greater Christchurch. New motorways were built south to Rolleston and north to Kaiapoi, the western corridor was upgraded to an expressway with grade-separated access into the airport business park, and a new bypass was constructed around Belfast. Freight logistics for imports and exports has changed significantly with construction of two new inland ports at Rolleston to service Lyttelton and Timaru ports.

What are we planning to do?

Short term

The Rolleston Access Improvement Project is programmed to start in late 2025. This will give the wider Rolleston industrial zone including the inland ports safer and more efficient access to the State Highway and the connecting local arterial network and includes a broader range of benefits for people accessing Rolleston by car, bus, bike or on foot.

Medium term

In the 2027-34 period, the planned SH1 motorway from Belfast to Pegasus and the Woodend bypass will create an efficient and reliable connection between Belfast and Pegasus, support economic growth and reduce negative effects on the Woodend community.

The eastern arterial link to Rangiora is scheduled to start and will provide a second arterial route into Rangiora from the south.

Plans to improve the reliability of freight movement on Brougham Street will be developed to assist trucks travelling to and from Lyttelton Port and reduce the effects of heavy transport and congestion on residents. There is also the opportunity to improve freight logistics and optimise the transfer of freight between modes.

Longer term

New motorways dramatically improved freight travel times initially but has not been sustained as traffic volumes have risen. These freight routes will need to be protected through some form of road pricing, or extensive use of managed lanes such as freight-only or T2/T3 lanes. Managed lanes are in use on part of the northern motorway and are being investigated for Brougham Street.

In some areas of Greater Christchurch, key freight routes may need to move onto bypasses. For example, Hornby is a priority development area with increasing levels of residential and commercial land use. State Highway 1 creates significant severance issues which are unlikely to be resolvable through operational changes.

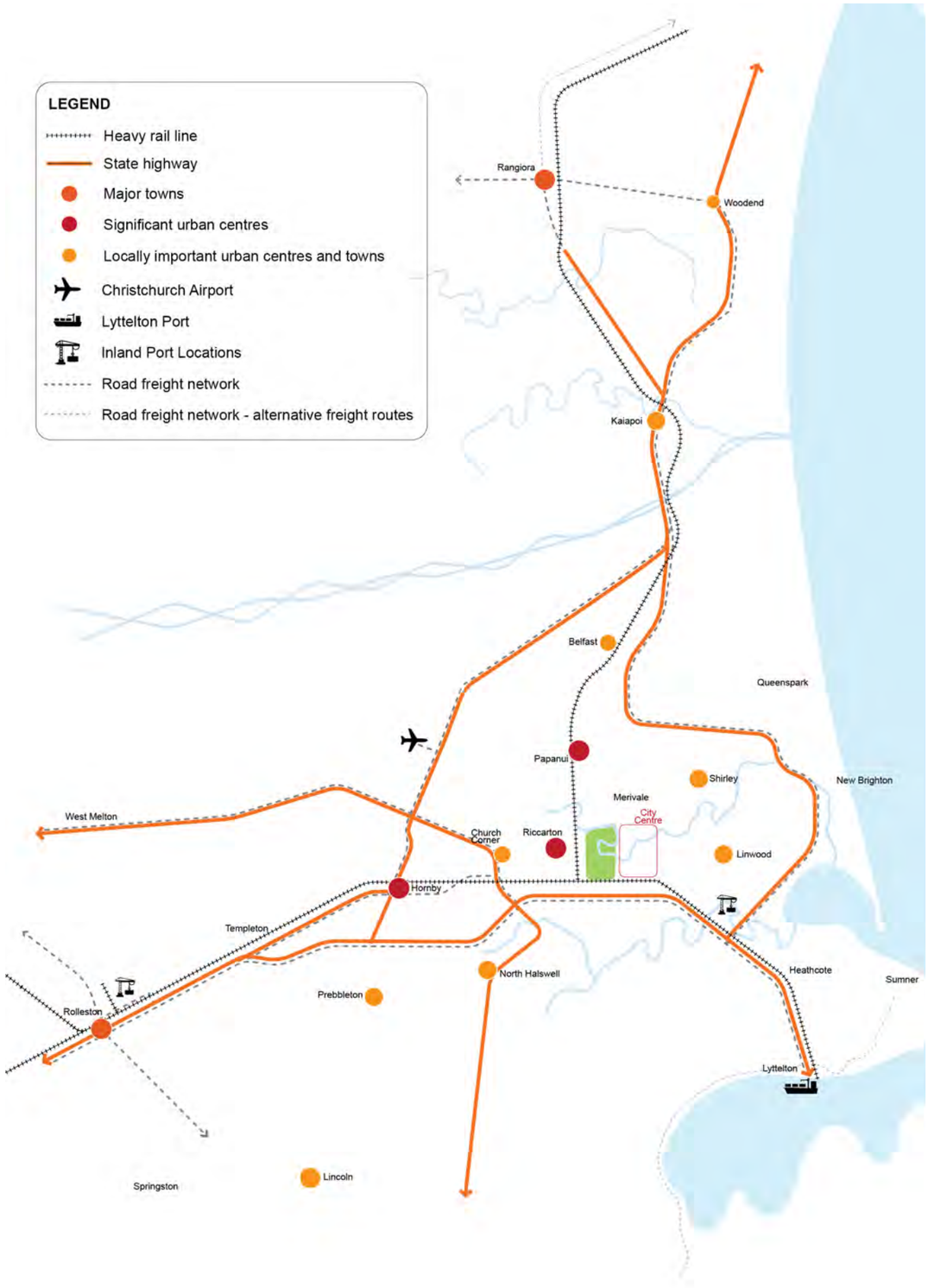
In the longer term the Greater Christchurch rail network will likely need a substantial upgrade, as volumes of freight and/or road traffic increase. The Main Trunk lines are mostly single track within and connecting to Christchurch, double tracking this line and introducing grade separations at intersections will take commitment and significant investment.

As areas across Greater Christchurch become more compact through higher density living and the retail shifts to online markets accelerates, the nature of deliveries will change. Smaller vehicles will replace larger ones, and more inner city deliveries will be by cargo bikes. There may be demand for publicly owned freight hubs to enable efficient operations.

Actions

1. Monitor and review the Greater Christchurch freight network operation, including the supporting local roads network, to better understand where improvements are needed.
    1.1. Begin review of freight operations across Greater Christchurch.
    1.2. Engage and strengthen transport coordination with relevant key stakeholders, such as Kiwirail to improve transport outcomes.
2. Continue to improve the safety and reliability of the State Highway and local roads network, and minimise effects on communities.
    2.1. Design and plan for the Belfast to Pegasus & Woodend Bypass
    2.2. Implement Brougham Street improvements.
    2.3. Implement Rolleston access improvements.
    2.4. Investigate options for Hornby through the local area planning process.

Greater Christchurch Freight Network Map



Significantly improve public transport connections between key centres.

What do we mean?

Reducing the reliance on cars means providing opportunities for people to use public transport more often. This requires significant improvements to public transport services to ensure they offer an attractive alternative to cars for a broader range of trips, particularly those less suited to active travel.

An important first step to improving Greater Christchurch's public transport network is to accelerate the implementation of planned improvements to the existing bus network, as set out in the Greater Christchurch Public Transport Futures programme. This involves frequency improvements coupled with infrastructure investments that will support faster and more reliable journey times on core bus routes. These core routes provide connections to Christchurch's Central City and other key centres where more intensive development is planned. The programme includes reallocation of road space on core routes to enable priority way for buses.

A key feature of the future public transport network in Greater Christchurch is the proposed mass rapid transit service that would offer a high frequency and capacity 'turn-up-and-go' service on the strategic growth corridors along Papanui Road and Riccarton Road, linking with the Central City. The delivery of this service would involve a phased implementation. As the population in the districts grow, the mass rapid transit system or other high frequency public transport improvements may be extended to the districts.

Higher density residential and commercial development within the walkable catchments of mass rapid transit stations would support a higher share of trips being made using public transport, which would in turn support frequency and capacity improvements.

What have we done?

In 2020, the Greater Christchurch Partnership committed to further improving public transport to cater for growth in the region and address customer needs. Some of this is happening already, and some will take more time, depending on funding.

The investment programme for public transport in Greater Christchurch was developed by the Greater Christchurch Partnership. The programme is referred to as Public Transport Futures (PT Futures). It is a 10-year investment programme that will bring higher-frequency services, realignment of routes, improved routes, and better supporting infrastructure such as bus lanes, shelters and park-and-ride sites. The focus is on improving journey times and reliability, improving access to growth areas and destinations, and removing the barriers for people using public transport. The implementation of PT Futures is expected to deliver a range of benefits including reduced congestion, improved air quality, increased accessibility and more options for travel.

The first stage of PT Futures is already under way, providing high-frequency public transport, reducing wait times and improving management systems to regulate the intervals between buses. This includes the delivery of service improvements, new park and ride facilities, bus priority tools (such as repurposing road space for bus lanes and prioritising buses at intersections) to improve journey times and reliability, upgraded bus shelters, and new technology (such as real-time information displays at key bus stops).

High-frequency (turn up and go) schedules are now in place for three core routes in Christchurch city. Selwyn and Waimakariri peak time express services have also been introduced to ensure a fast and direct trip to and from the city for residents who commute into Christchurch for work.

Over the last decade Christchurch City Council has invested approximately $30 million into public transport infrastructure improvements, including bus stop upgrades, and real-time information. Bus lanes and bus priority enhancement at intersections have also been installed, to assist bus movements during the most congested periods along key routes.

Park and ride facilities have been introduced in Rangiora, Kaiapoi, and Rolleston. These support the direct bus services, providing peak-hour commuters with faster trips into Christchurch city and parking for residents who wish to carpool.

The result of this investment has been rapid growth in public transport patronage, with Christchurch now leading the country in its post-Covid 19 bounce-back – patronage is at the highest levels seen in a decade. Approximately 14.5 million passenger trips were taken on the Greater Christchurch network in the 2023/24 financial year, up 25% from the previous financial year.

What are we planning to do?

The Canterbury Regional Public Transport Plan sets out how public transport services and infrastructure will be delivered in Waitaha Canterbury over a 10-year period. It describes the public transport system that the Canterbury Regional Council (ECan) plans to fund and operate in partnership with local councils, who provide the infrastructure, and the NZ Transport Agency Waka Kotahi.

A refresh of the 2018-2028 Canterbury Regional Transport Plan is under way. It is anticipated that the new 2025-2035 plan will be in place in 2025. It will detail the programme of improvements to deliver on the spatial plan direction to significantly improve public transport connections between key centres.

Short term

Halswell Road SH75 improvements are under construction. This is part of broader improvements to connect the rapidly growing southwest area to the city centre, providing residents with new travel choices along this key corridor. Bus lanes will make it faster and more reliable for people to take the bus and will eventually connect to completed bus lanes through Addington. Off-road shared paths and new pedestrian crossings will make it safer for people to walk and cycle. Traffic signals and median kerbs will make it simpler and safer for drivers.

The following core routes will be improved (or moved) to turn up and go frequencies (10 minutes or less):

- 2024/25 - Route 7 (Halswell to Queenspark)
- 2025/26 - Route 1 (Rangiora to Cashmere) and Route 5 (Rolleston to New Brighton)

Enhanced frequencies are also planned on existing city-bound services from Lincoln, Rolleston, Rangiora, and Kaiapoi subject to funding.

Motu Move, a new way of paying for public transport (National Ticketing Solution), making payments easier and more convenient, the new ticketing system will help to improve access, encouraging more people to use public transport more often. Christchurch, Selwyn and Waimakariri districts will transition to the new system as soon as practical in 2025.

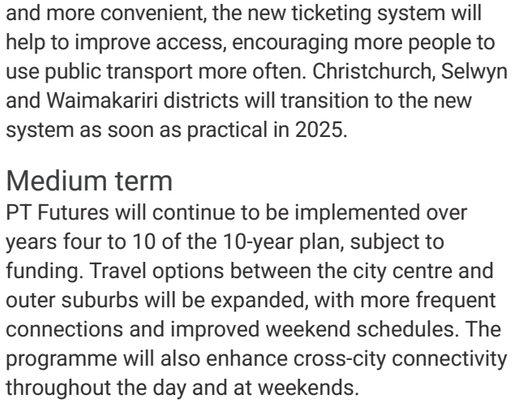
Medium term

PT Futures will continue to be implemented over years four to 10 of the 10-year plan, subject to funding. Travel options between the city centre and outer suburbs will be expanded, with more frequent connections and improved weekend schedules. The programme will also enhance cross-city connectivity throughout the day and at weekends.

A review of the connector and local services is scheduled for completion by 2025 and will identify network improvements for implementation by 2031. Subject to funding, this review will be completed through a business case process, exploring service improvements outside of the core network. This is called the Rest of Network Business Case.

Targeted improvements or “quick wins” that respond to demands on the public transport network include route changes and increased bus frequency, subject to long-term plan funding.

The scaling up of bus services on key routes in Greater Christchurch is foundational to further improvements in the region. While initial changes are rolled out, detailed planning and design work for the high frequency mass rapid transit can be undertaken.



The proposed Turn Up and Go network of 10 minute frequencies

Longer term

The spatial plan anticipates a transformation of the land transport system that will foster much higher rates of public and active transport use, including through the development of a mass rapid transit system. Mass rapid transit is a high-frequency, high-capacity public transport service that runs on a dedicated transport corridor, using modern high-quality vehicles. This system will be a ‘city shaping’ initiative and is fundamental to the shift in urban form needed to help achieve a net zero emissions future.

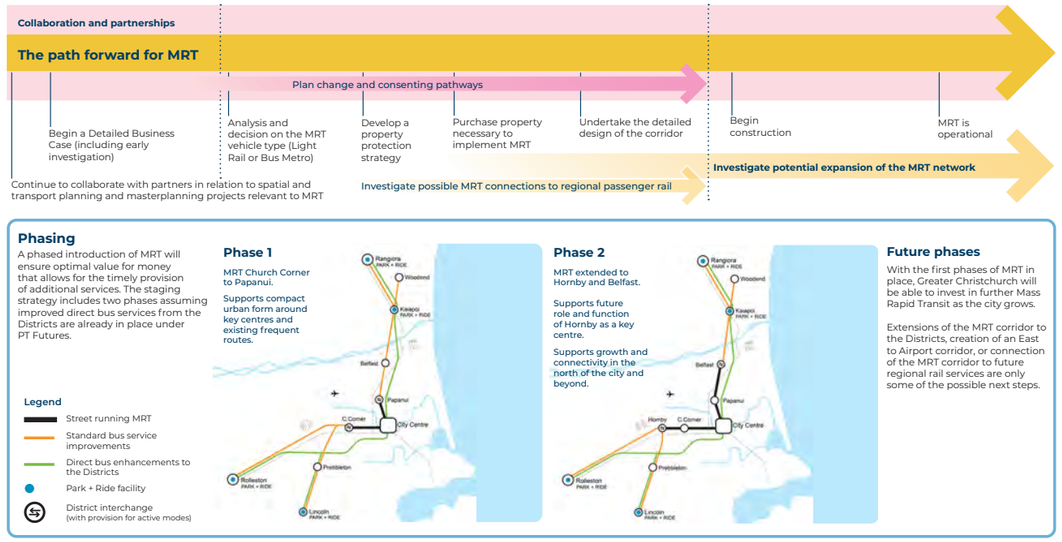
Mass rapid transport will run on dedicated transport corridors where public transport and active modes are prioritised. These routes will connect the Christchurch city centre with key centres in the north and west. Separated public transport corridors and park-and-ride facilities will enable a high-speed service. In the long term, it will further influence the shape of the city as growth is focused on key corridors.

The preferred route identified through the mass rapid transit indicative business case would connect Christchurch’s central city with the key centres of Riccarton, Papanui, Hornby and Belfast. Connections between Selwyn and Waimakariri districts would include bus connections from the terminals to Rolleston, Lincoln, Rangiora and Kaiapoi, and improved direct bus services to the city centre.

The preferred route would likely be constructed in two phases, to align with population growth and demand. Phase One would focus on the inner section between Church Corner and Papanui to support intensification along highly accessible centres. Phase Two would extend the route to interchanges in Belfast and Hornby.

The Indicative Business Case was approved by the Whakawhanake Kāinga Committee, partner councils and the Waka Kotahi Board in July 2023. The next step will be to investigate in more detail the design of the corridor and stations along the route, and to protect the corridor.

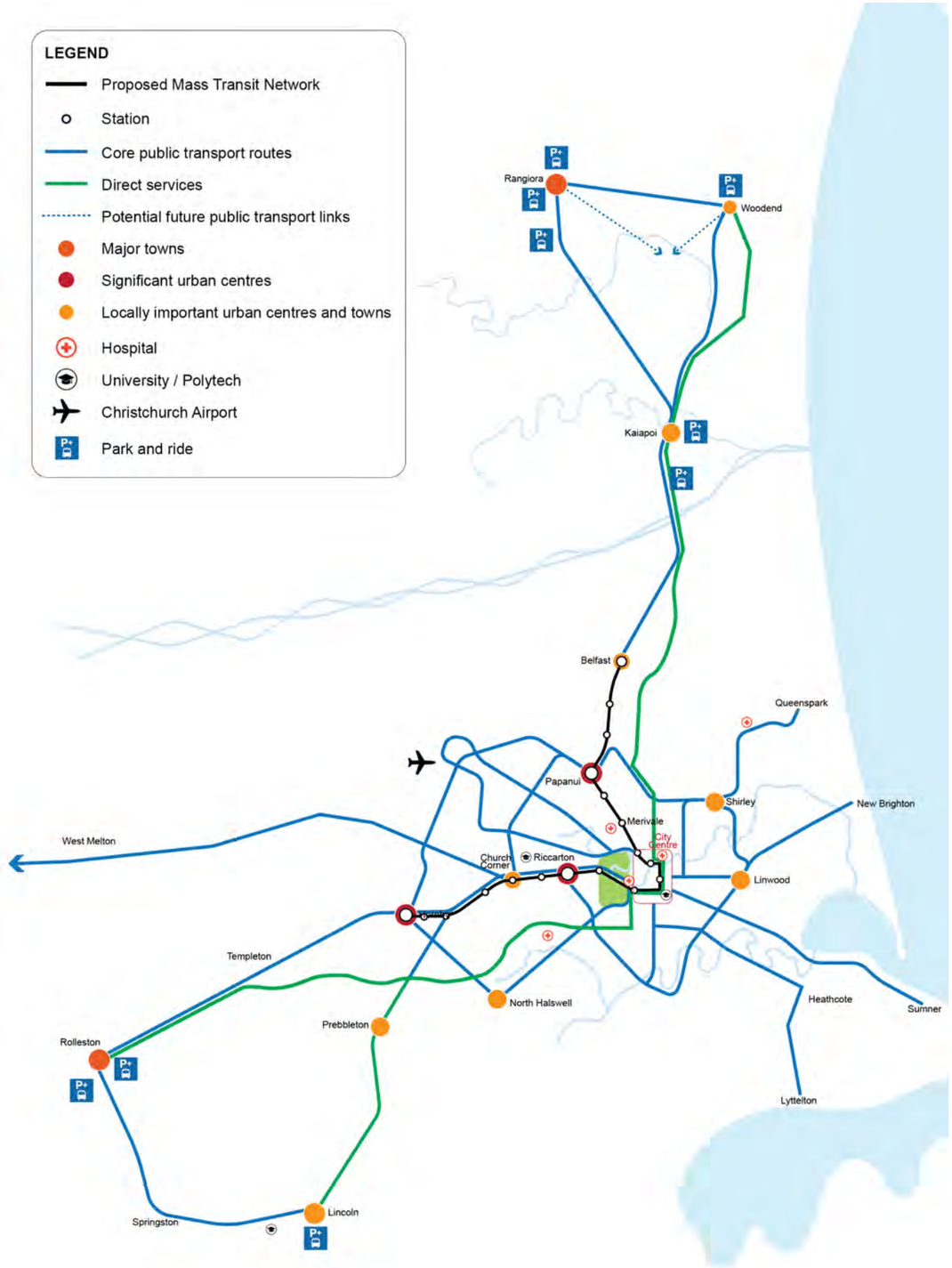
As the population in the districts and their town centres grow, the mass rapid transit system or other high frequency public transport improvements may be extended to the districts. This will require further investigation and strategic consideration of the district’s needs. These potential extensions will require development of its own investment case to be undertaken.



Actions

1. Progress delivery of fast and frequent public transport services to connect Greater Christchurch communities.
   - 1.1. Continue investment in and implementation of infrastructure improvements set out in the PT Futures programme.
   - 1.2. Continue investment in and implementation of service improvements set out in the PT Futures programme including the Rest of Network Business Case.
2. Complete mass rapid transport route investigation, protection and investment.
   - 2.1. Prioritise investment for the route protection phase in the State Highway Investment Programme.
   - 2.2. Ensure the route is protected in District Plans. Complete design and detailed investigations for the Notice of Requirement (NOR) for designation
   - 2.3. Progress investigation and implementation of MRT connecting and complementary services to the districts.
   - 2.4. Scoping the strategic case for further connections from the MRT system into the districts.
3. Encourage high-density residential and commercial development within the walkable catchments of high-frequency public transport stations.
   - 3.1. Start local area planning in the priority development areas.
   - 3.2. Influence key local and regional planning documents.
   - 3.3. Monitor development along the corridor, and the preferences for public transport.
4. Reducing barriers to accessing public transport.
   - 4.1. Improve first and last km connectivity with Public Transport (including walking/cycling connections, park-and-ride lots)

Greater Christchurch Public Transport Network Map



Improve accessibility to Māori Reserve Land to support kāinga Nohoanga.

What do we mean?

Planning and investing in improved accessibility to Māori Reserve Lands by public and active modes of transport is necessary to support the prosperous development of kāinga nohoanga in Greater Christchurch. Delivering better connections to Māori Land, as well as supporting kāinga nohoanga within urban areas with improved accessibility, will involve a partnership approach between mana whenua, councils and NZTA Waka Kotahi.

The development of Greater Christchurch's transport network in the future must also not isolate or preclude or prevent the development of Māori Reserves as settlements to their fullest extent possible. This includes ensuring that Māori land is not used or taken for public infrastructure required to service development on adjoining or proximate land.

What have we done?

There are significant barriers to the development of some Māori Reserves, including MR873 at Tuahiwi in the Waimakariri District. While changes to district plans have been made to remove zoning impediments to the development of Māori Reserves, this has not, in all cases, been supported with investment in infrastructure.

The spatial plan sets out a commitment by partners to deliver on mana whenua priorities and expectations regarding kāinga nohoanga, including enabling the development of kāinga nohoanga on Māori Reserves, supported by infrastructure and improved accessibility to transport networks and services.[4]

The Canterbury Regional Land Transport Plan 2024-34 identifies a range of transport priorities for mana whenua, drawn from Iwi Management Plans and discussions with Papatipu Rūnanga representatives through Te Paiherenga.[5] These are:

- Accessibility and connectivity of kāinga nohoanga and papakāinga; improved transport network infrastructure and services to support development aspirations (including at MR873 Tuahiwi and MR875 Rāpaki)
- Public, shared and active transport options including PT Futures and mass rapid transport in Greater Christchurch.
- Early engagement with rūnanga on major transport proposals.
- The protection of wāhi tapu, wāhi taonga and ngā wai, and indigenous biodiversity.
- Opportunities for the enhancement of environmental values, through initiatives such as roadside plantings of indigenous species and use of sustainable materials in creating and maintaining the network.
- Support for innovative technology (including through Tāwhaki – a unique partnership focused on aerospace and environmental outcomes at Kaitorete)
- Support for a green energy transport system including alignment to Te Runanga o Ngāi Tahu Green Energy Strategy, which includes solar, wind and/or battery power for marae; and
- Consideration of the better use of waterways in the future transport system, for example river based local travel, or coastal/sea-based long-distance travel.[6]

The implementation of PT Futures has improved access to Rāpaki, with a high-frequency schedule now in place for the Route 8 'Port to Port' service, which connects Christchurch Airport with Central Christchurch and on to Lyttelton, with some trips extending to Rāpaki.

What are we planning to do?

Partnership between mana whenua, councils, and NZTA Waka Kotahi is needed to remove residual barriers to the development of Māori Reserves. Direct engagement will be essential to determine the local transport requirements, priorities, and aspirations of mana whenua, and to identify and respond to the specific infrastructure needs of Māori Reserves. This could include improved transport network infrastructure and services to enhance accessibility and connectivity, including by public and active modes, to support the development priorities and aspirations of mana whenua, and to promote wellbeing and empower whānau to be socially and economically successful.

Councils and NZTA Waka Kotahi undertake to also engage early with mana whenua to identify options and alternatives for roading projects where there is encroachment and/or effects on wāhi tapu, wāhi taonga, ngā wai, and indigenous biodiversity

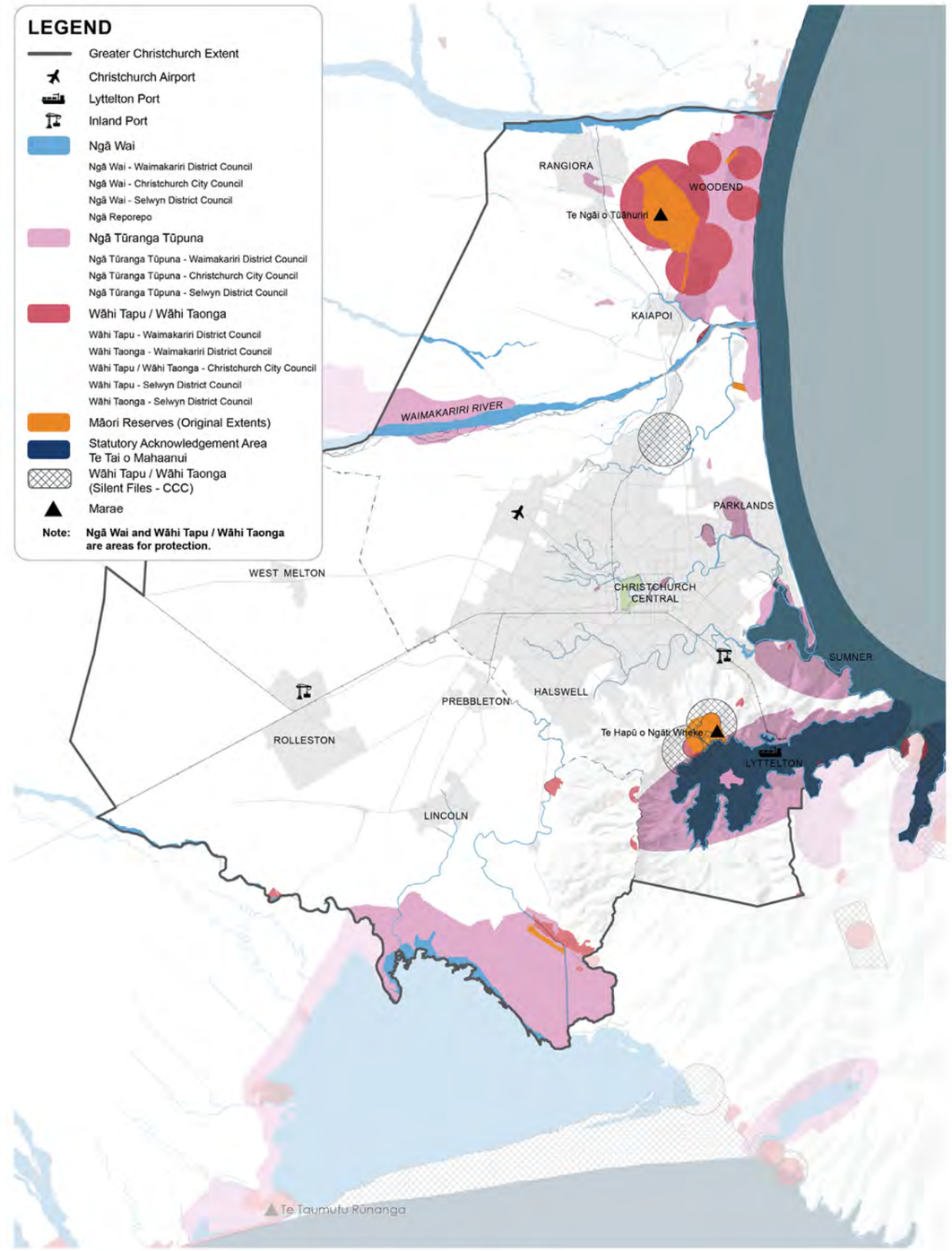
A Kāinga Nohoanga Strategy is being developed. It will provide direction to partners on support for transport connections to kāinga nohoanga on Māori Reserves and within urban areas.

[4] Greater Christchurch Spatial Plan, p. 26.

[5] Te Paiherenga is a technical Papatipu Rūnanga/Canterbury Regional Council working group which advises staff on work programmes, projects, and processes.

[6] Canterbury Regional Land Transport Plan 2024–34, p. 22.

Sites and areas of significance to Māori



This map is based on the existing information and Geographic Information System (GIS) data from the four partner Councils. For some constraints, mapping data is unavailable, incomplete, or reliant on emerging policy with legal effect. Refer to the Technical Report for limitations and further information.

Develop innovative measures to encourage people to change their travel behaviours.

What do we mean?

A significant change in travel behaviour needs to occur to meet the objective for a more sustainable, accessible and equitable transport system in Greater Christchurch. Achieving mode shift from cars to public and active modes of transport will be particularly important for reducing vehicle kilometres travelled by cars and other light vehicles, and contributing to emissions reduction targets.

The focus on targeted intensification in urban and town centres, and along public transport corridors, together with the proposed improvements to public and active modes of transport, will provide a strong platform for the shift away from cars. However, reducing the reliance on cars will also need to be supported by planning and investing in systemic changes in travel behaviours, recognising the massive shift that needs to occur largely within the next decade (by 2035).

Some ways that effective travel demand management and behaviour change initiatives could be delivered include building awareness and understanding about the range of low emissions travel options through information and education initiatives; incentivising the use of public and active transport through appropriate pricing and promotions; managing car parking policies; and supporting central government investigations into future road pricing options.

What have we done?

The partners deliver travel demand management programmes to schools, businesses and the community. These programmes focus on promotion and education to encourage behaviour change and help people make more informed travel decisions. This also helps partners identify and remove the barriers to change. Practically this involves workplace travel planning, school travel planning, adult cycle skills training and personalised journey planning and customer research.

Following delivery of specific investments in the transport system, targeted travel demand management is delivered to encourage people to change their travel behaviour. Personalised travel plans and cycle training were delivered to encourage people to use the extensive walking and cycling infrastructure across Greater Christchurch.

Work is also underway to encourage residents to use more seats in private vehicles or use public transport, in particular when travelling from the districts during peak hours. Transit lanes on the Northern Corridor, bus lanes on Riccarton Road and Lincoln Road, and Park and Ride facilities at Rangiora, Kaiapoi, Rolleston and Lincoln are examples of infrastructure that has been delivered by Partners, which supports people to change their travel behaviour.

What are we planning to do?

Short Term

We will continue to deliver our programmes, refining them to improve efficiency and expanding them where possible to broaden their effects.

Medium and Longer Term

To support the more transformational behaviour changes envisaged in the spatial plan, we will need to significantly broaden the behaviour change programme. Current programmes have proven successful where applied, so we will continue to deliver them but with a greater reach.

Changes to the transport system need the support of traffic demand management programmes to ensure affected residents are well-informed about the new options available to them, and that obstacles to behaviour change are minimised. Examples could include distributing free bus cards to support public transport improvements, or free cycle skills training to support major cycleways.

In addition, new approaches will be necessary to remove financial obstacles for people trying to travel in sustainable ways. Transport modelling indicates that current pricing structures are a barrier to meeting emissions reduction targets, and to achieving other outcomes, such as reduced congestion. Changes to pricing structures could ensure that environmental and social effects influence pricing, so that it sustainable modes are cheaper. Such changes could be done at a local or national level, or a combination of both. Existing mechanisms such as fuel excise duties, road user charges, emissions trading scheme, road user charges, parking charges, developer contributions and rating structures could be strengthened. Changes may also include new systems, such as toll roads, congestion (time-of-use) charging, or parking levies. More investigation is needed to clarify scope and ensure that the potential effects of suggested changes are well understood, especially their effects on marginalised communities.

Actions

1. Support and enable the national ticketing solution.
    1.1. Implement national ticketing.
2. Coordinate at a sub-regional level to explore appropriate pricing and promotions; manage car parking policies; and support central government investigations into future road pricing options.
    2.1. Evaluate pricing options to identify how they could contribute to the outcomes sought in the spatial plan.
3. Expand travel demand management programmes to broaden their effects.
    3.1. Implement expanded travel demand management programmes. This needs to be developed in unison with walking, cycling and publiwc transport strategies, in order to ensure viable alternatives are available.

Enable safe, attractive, connected opportunities for walking, cycling and other micro mobility.

What do we mean?

A key component of the focus on targeted intensification is the creation of an urban form that supports and encourages as many trips as possible being made by active travel – walking, cycling and other modes of micro mobility (such as scooters). Achieving this requires not only an increase in density of development in centres, but also a commitment to urban design that prioritises active travel within and between communities – making it safe and convenient.

Some ways that active travel could be supported include ensuring good walking and cycling access within local communities and to local centres; extending the network of dedicated cycleways and cycle lanes to create a comprehensive network that connects key centres and destinations; creating low speed zones and limited access streets in residential areas; and rebalancing the use of roads and streets to reflect the functions of place and movement.

What have we done?

Since the Canterbury earthquake, we have been transitioning streets in some areas into higher quality public realm to better support high density land uses. Post-earthquake street upgrades have been completed in most of the central city. This has dramatically improved amenity, with more accessible footpaths, slower vehicle speeds, and more space for outdoor dining, street furniture, trees, landscaping, and public events. Town centre upgrades in Rolleston, Lincoln, Kaiapoi, Rangiora, and Woolston, have similarly improved the public realm to make these spaces greener, easier to walk around, and more conducive to vibrant, urban life.

Many of these areas are now connected by a sub-regional network of cycleways. We've completed 15 cycleways across the sub-region, from Rangiora to Rolleston, and along the way connecting much of the population, including across the wider districts. The network within Christchurch is around two thirds complete and has already contributed to a 40% uplift in cycling across the city, while also providing safer travel for people using e-scooters, mobility scooters and other micro-mobility devices.

What are we planning to do?

Short and medium term

We'll continue these programmes in the short term. As the final anchor projects Te Kaha, Parakiore, and Whitireia Cathedral Square are completed, the surrounding streets will be upgraded to better serve an influx of people. Public realm upgrades are also planned for many of the smaller suburban centres.

The network of cycleways will continue to expand, with a particular focus on completing key gaps in connectivity between different parts of the network.

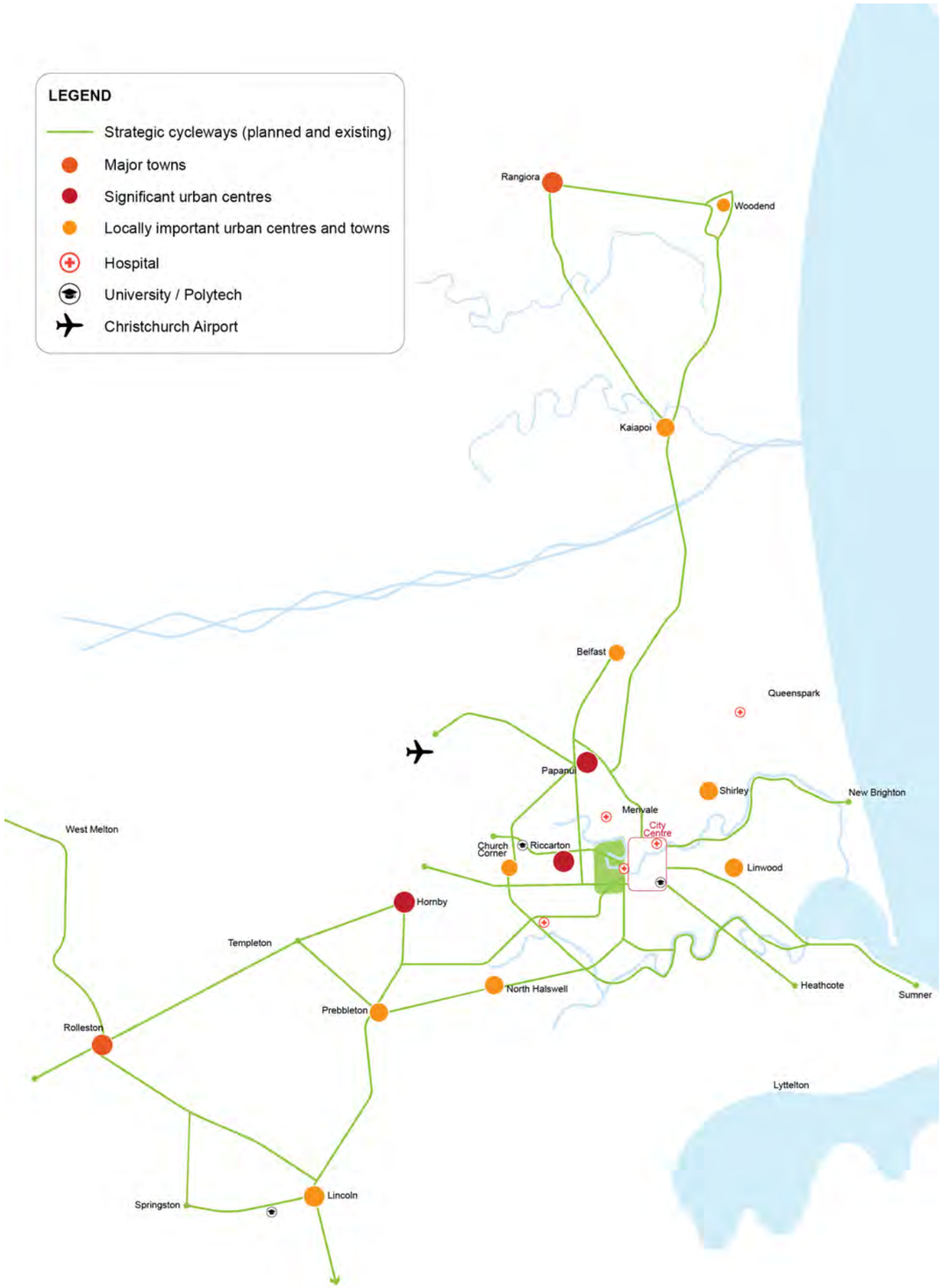
Longer term

These investments are a strong start, but they won't be enough on their own to achieve the 30-year vision of the spatial plan. Once the planned cycleway network is completed, it should be reviewed to assess its performance, and identify any new growth areas or significant destinations that need to be connected in. The six priority development areas identified in the spatial plan will need significant investment to support growth. The first step is to start local area planning for each of these areas. Outside of the priority development areas our existing road network needs to be retrofitted to ensure it is safe and efficient. We anticipate this would need a lower level of investment, such as such as safer speed limits and pedestrian crossings. It should however be noted that it may occur that higher levels of investments are needed where roads and intersections need upgrading.

Actions

1. Extend the network of dedicated cycleways and cycle lanes to create a comprehensive network that connects key centres and destinations across Greater Christchurch.
    - 1.1. Complete cycleway networks.
    - 1.2. Extend the network into new growth areas as needed.
    - 1.3. Continue to invest in cycleways and cycle lanes in the districts
2. Through urban placemaking, balance the use of roads and streets to reflect the functions of place and movement.
    - 2.1. Start local area planning in the priority development areas.
    - 2.2. Ensure the network policy and design standards of road environments prioritise walking, cycling and micromobility.
    - 2.3. Ensure adequate networks and infrastructure are provided in new subdivisions and growth areas by developers.

Greater Christchurch Cycle Network Map



Key Partnership Opportunities

The success of this plan relies on leadership and cross-agency collaboration between all Greater Christchurch Partnership partners.

Areas for closer collaboration include:

Transport funding

- More stable long-term funding arrangements would bring improvements in certainty, infrastructure sustainability, transport planning and delivery efficiency.
- New legislation to allow time-of-use charging, and any changes to legislation relating to toll roads, need to consider how these might be applied in Greater Christchurch.
- New Zealand is transitioning away from fuel excise duty towards road-user charging: as this continues, there's a need to review the system to ensure suitability and identify opportunities for improvement.
- The emissions trading scheme affects the travel choices made by individuals; any changes to the scheme must consider transport planning effects.

Partnership collaboration and coordination

- Stronger transport coordination would help align delivery and seamless operations. Alternative governance models, such as those seen in Auckland and Wellington, may warrant investigation, particularly as the mass rapid transit project nears implementation.

Enforcement

- Legislation needs to reflect modern enforcement techniques such as cameras, and modern road layouts such as T2/T3 lanes. Legislation relating to emerging electric and other technologies needs regular review.
- Legislation setting maximum fines needs regular review to ensure they are appropriate.
- Collaboration with police is essential to encourage safe driving behaviours.

Clarity of Roles

- It needs to be clear what each partner's roles and responsibilities are. Legislation needs to support this and empower organisations to fulfil their roles effectively.
- Identification of all relevant stakeholders and strengthening relationships as required to achieve better transport outcomes

Greater Christchurch Transport Plan – Actions

Timeframe: **Short** 2024-2027 **Medium** 2027-2034 **Long** 2034 - 2054

Funding: **$** less than $10 million **$$** more than $10 million **$$$** more than $100 million **$$$$** over $1 billion

Direction	Action	Sub Actions	Timeframe	Agencies	Dependencies	Funding required	Action Type
Protect the effective operation of the freight network	Monitor and review the Greater Christchurch freight network operation, including the supporting local roads network, to better understand where improvements are needed.	Begin review of freight operations across Greater Christchurch	Short	NZTA	-	$	Investigate
		Engage and strengthen transport coordination with relevant key stakeholders, such as Kiwirail to improve transport outcomes.	Short	All	-	-	Ongoing
	Continue to improve the safety and reliability of the State Highway and local roads network and minimise effects on communities.	Design and plan for the Belfast to Pegasus & Woodend Bypass	Medium	NZTA	-	$$$	Implement
		Implement Brougham Street improvements		NZTA	-	$$$	Implement
		Implement Rolleston access improvements	Medium	NZTA	-	$$	Implement
		Investigate options for Hornby through the local area planning process	Medium	NZTA/ CCC	PDA planning	$	Investigate
Significantly improve public transport connections between key centres	Progress delivery of fast, frequent and reliable public transport services to connect Greater Christchurch communities	Continue investment in and implementation of infrastructure improvements set out in the PT Futures programme	Medium	Councils	-	$$	Implement
		Continue investment in and implementation of service improvements set out in the PT Futures programme including the Rest of Network Business Case.	Short - medium	ECan	-	$$	Implement
	Investigate mass rapid transport, route protection and investment.	Prioritise investment for the route protection phase in the State Highway Investment Programme	Short – medium	CCC	-	$	Plan
		Ensure the route is protected in District Plans.	Short	NZTA/ CCC	-	$	Plan
		Complete design and detailed investigations for the Notice of Requirement (NOR) for designation.	Short – medium	Councils	-	$	Plan
		Progress investigation and implementation of MRT connecting & complementary services to the districts	Short – medium	SDC, WDC	-	$	Plan
		Scoping the strategic case for further connections from the MRT system into the Districts	Short – medium	Councils	-	$	Plan
	Encourage high-density residential and commercial development within the walkable catchments of high-frequency public transport routes and stations.	Start local area planning in the priority development areas	Short - medium	All	-	-	Ongoing
		Influence key local and regional planning documents	Ongoing	CCC/ Ecan	-	-	Ongoing
		Monitor development along the corridor, and the preferences for public transport.	Ongoing	Councils	-	-	
	Reducing barriers to accessing public transport	Improve first and last km connectivity with Public Transport (including walking/cycling connections, park-and-ride lots)	Ongoing				
Improve accessibility to Māori Reserve Land to support Kāinga Nohoanga	This includes enabling the development of kāinga nohoanga on Māori Land, supported by infrastructure and improved accessibility to transport networks and services	To be determined					
	Ensure that Māori land is not used or taken for public infrastructure required to service development on adjoining or proximate land.	To be determined					

[7] Funding signals are high level indications only and are not based on detailed cost estimates. They indicate funding required in the first decade, for the sub-action only (not necessarily the full project).

Greater Christchurch Transport Plan – Actions

Direction	Action	Sub Actions	Timeframe	Agencies	Dependencies	Funding required	Action Type
Develop innovative measures to encourage people to change their travel behaviours	Support and enable the national ticketing solution.	Implement national ticketing	Short	ECan	-	$	Implement
	Coordinate at a sub-regional level to explore appropriate pricing and promotions; manage car parking policies; and support central government investigations into future road pricing options	Evaluate pricing options to identify how they could contribute to the outcomes sought in the spatial plan	Short	GCP	-	$	Investigate
	Expand travel demand management programmes to broaden their effects.	Implement expanded travel demand management programmes. This needs to be developed in unison with walking, cycling and public transport strategies, in order to ensure viable alternatives are available.	Short - medium	Councils	-	$	Implement
Enable safe, attractive, connected opportunities for walking, cycling and other micro-mobility.	Extend the network of dedicated cycleways and cycle lanes to create a comprehensive network that connects key centres and destinations across Greater Christchurch.	Complete cycleways networks	Short – medium	Councils, NZTA	-	$$$	Implement
		Extend the network into new growth areas as needed	Long	Councils, NZTA	-	$$	Implement
		Continue to invest in cycleways and cycle lanes in the districts	Short – medium	Councils	Major cycleways	$	Plan
	Invest in urban placemaking to balance the use of roads and streets to reflect the functions of place and movement.	Start local area planning in the priority development areas	Short - medium	Councils	-	$	Plan
		Ensure the network policy and design standards of road environments prioritise walking, cycling and micromobility.	Short – medium	Councils	-	$	Implement
		Ensure adequate networks and infrastructure are provided in new subdivisions and growth areas by developers	Short – medium	Councils	-	$	Implement
Collective partnership commitment towards achieving the vision.	Foster and facilitate a collaborative approach between the Partners to address strategic challenges and opportunities for Greater Christchurch.	Projects structures are established to support partner collaboration as required	Short	All	-	-	Plan
	Show clear, decisive and visible collaborative strategic leadership amongst the Partners, to wider stakeholders, agencies and central government and to communities across Greater Christchurch.	Prepare joint communications such as media release etc	Ongoing	All	-	-	Ongoing
Sustainable funding and investment solutions to maintain infrastructure and service delivery into the future.	Investigate a range of funding and investment tools from different sectors such as local and central government, private sector and user pays.	To be determined	Short	All	-	-	Investigate
	Partner with and advocate to central government to enable better influence on government policy and funding decisions.	Develop joint submissions as required Meeting jointly with Ministers and Central Government Agencies	Ongoing	All	-	-	Ongoing
The safety of our communities is a priority in all the work we do.	Ensure all new projects are safe and support our growing communities	Incorporate safety audits and vision zero principles into all new projects	Ongoing	All	-	-	Ongoing
	Retrofit the existing network to be safe	Continue to develop and implement consistent regional speed management plans.	Short-medium	Councils, NZTA	-	$	Implement
		Prioritise safety around schools and for school travel	Short-medium	Councils, NZTA	-	$	Implement
		Plan for and implement safety interventions targeting high risk roads and intersections	Ongoing	Councils, NZTA	-	-	Plan
We will continue to plan and deliver a fit for purpose road and transport network	Monitor key metrics and be agile to respond to emerging situations as they arise.	Include key metrics in the GCSP monitoring framework that will identify changing travel demands and emerging problem areas on the transport network.	Ongoing	All	-	-	Ongoing
		Continue to regularly maintain and upgrade strategic sub-regional transport models to ensure they provide robust outputs.	Ongoing	All	-	$	Ongoing

Greater Christchurch Partnership

Te Tira Tū Tahi

One Group, Standing Together