



# Greater Christchurch Transport Statement

*Looking ahead, working together*

2012

## Foreword

The recovery of greater Christchurch was always going to be a complex journey. It requires leadership, integration, working together and looking to the future. I can see all of these aspects coming to the fore in the Greater Christchurch Transport Statement.

It is very heartening to see the commitment of the transport partners of Greater Christchurch to work together. This will ensure that the hard work ahead leads to rapid success and best possible outcomes.

I commend your efforts, and look forward to seeing progress of these transport issues identified for Greater Christchurch.

**Hon Gerry Brownlee**  
Minister for Canterbury Earthquake Recovery and Minister of Transport

## Statement of intent

The key transport providers are working together to deliver a seamless transport system over the greater Christchurch area that:

- Supports earthquake recovery and the growth of Canterbury, and
- Connects people and places with a range of sustainable and affordable transport options.

This will be achieved through:

- Integrated decision-making on transport and land use, and
- Aligning our transport investments to get better value for money.

*We are committed to delivering the best possible transport solutions for the people and businesses of Greater Christchurch. While there are many issues to respond to, there are also unique opportunities to integrate land-use planning with transport solutions for a better Canterbury.*

*Working in close partnership we recognise that post-earthquake recovery in the Greater Christchurch area will be more speedily and efficiently achieved by adopting a 'one-network' approach.*

*We the undersigned will make our best endeavours to give effect to the intended direction of this transport statement and will undertake an annual review of the priorities.*

Dated: 14 December 2012

  
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Martin Matthews

  
Roger Sutton

 NZ TRANSPORT AGENCY  
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 Ministry of Transport  
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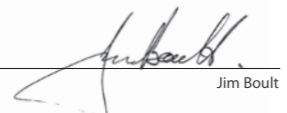
  
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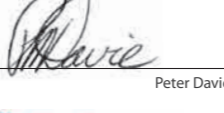
 Selwyn  
DISTRICT COUNCIL


 Christchurch  
City Council


 WAIMAKARIRI  
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 Environment  
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Jim Boulton

  
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 Christchurch  
International Airport  
Limited

 LPC  
Lyttelton  
Port of  
Christchurch

 KiwiRail

## Purpose



The Greater Christchurch Transport Statement (GCTS) provides an overarching framework to enable a consistent, integrated approach to planning, prioritising, implementing and managing the transport network and services in the Greater Christchurch area.

The GCTS focuses on the strategic links between key places within the Greater Christchurch area. The agreed outcomes will be delivered through the transport activities of the various partners. Further and other localised activities for active transport and improvements will continue to be developed through the local area transport plans of the partners.

An efficient and reliable transport network into, out of and across Greater Christchurch is vitally important to the social, economic and environmental future of the city and South Island. Similarly, transport links to the Christchurch airport and Lyttelton port are critical in supporting New Zealand trade and tourism.

This Statement is designed to help guide the development and management of Greater Christchurch transport programmes and partners' investment strategies towards a strong and resilient future. It responds to the CERA Recovery Strategy Built Environment goal of developing a transport system that meets the changed needs of people and businesses and enables accessible, sustainable, affordable and safe travel choices.

It also takes account of national and regional transport objectives and policies, and contributes to the visions for social, economic and environmental well-being set out in the Greater Christchurch Urban Development Strategy (UDS).

## Background

*Key transport players have come together to resolve significant and challenging transport issues facing the area, post-earthquake, and identify future opportunities.*

The Statement has been developed as a sign of agreement and commitment to the intended direction of a 'one-network' transport system in Greater Christchurch, through a unique partnership of public and private sectors.

The partnership comprises of UDS partners - Environment Canterbury, Christchurch City Council, Selwyn and Waimakariri district councils, NZ Transport Agency - along with Christchurch International Airport Limited, KiwiRail, Lyttelton Port of Christchurch, Canterbury Earthquake Recovery Authority (CERA) and the Ministry of Transport.

### Earthquake Recovery

The earthquakes have set some strategic challenges for the transport network:

- Forty five per cent of roads in Christchurch have been damaged, requiring up to 50,000 repairs.
- The key alternative route to the Port has been closed due to rockfall.
- Re-located businesses and households have changed the travel patterns, leading to increased traffic congestion on strategic routes, especially in the west of the city.
- New business activity areas have created localised traffic congestion.
- Patronage of public transport has declined.
- Increased road work activity is affecting travel efficiency.
- Freight needs for rebuild and recovery are affected by congestion.
- There has been extensive damage to the Central City.

# Where we are now

Post-quake Greater Christchurch faces a unique set of challenges and issues, constraints and opportunities.

While we are working through a period of recovery, we are also planning transport solutions to respond to key economic and social drivers of travel demands over the next 30 years.

| Key Transport Drivers |   |   |                            |
|-----------------------|---|---|----------------------------|
|                       | Activity                                    | Key Place   | Key Links                  |
| Economic<br>↑         | Coal  | Port  | Rail, road                 |
|                       | Logs  | Port  | Road, rail                 |
|                       | Port containers                             | Port, freight hub                                       | Road, rail                 |
|                       | Fuel  | Port, airport   | Road, rail                 |
|                       | Airport freight                             | Airport, freight hubs                                   | Road                       |
|                       | Airport passengers                          | Airport   | Road, PT*                  |
|                       | Jobs (business, education, social, tourism) | Key activity and employment centres, hospital, tertiary | Road, PT, cycling, walking |
| Social<br>↓           | Households and residents                    | Urban areas   | Road, PT, cycling, walking |

\* Public transport

| 30 Year Assumptions    |           |            |            |
|------------------------|-----------|------------|------------|
|                        | 2010      | 2041       | % increase |
| Population             | 435,000   | 550,000    | 26%        |
| Households             | 176,000   | 240,000    | 36%        |
| Jobs                   | 200,000   | 244,000    | 22%        |
| Daily person trips     | 1,860,200 | 2,360,600  | 27%        |
| Airport passengers     | 6m        | 10.5 - 12m | 75-100%    |
| Airport tonnage        | 120,000   | 400,000    | 233%       |
| Port containers (TEU*) | 290,000   | 1,500,000  | 417%       |
| Coal tonnes            | 2.3m      | 5m         | 117%       |
| Other tonnes           | 1,910,000 | 3,260,000  | 71%        |
| External road flow     | 33,400    | 60,600     | 81%        |

\* TEU = 20-foot container equivalent units

# Greater Christchurch Area priorities

The most pressing strategic transport issues needing partnership action in the short term.

- Port access
- Public transport operation and growth
- Western corridor, airport access and overall freight growth and opportunities
- Northern and south-west access, future growth and changing land use
- Central City linkages to other key places.



# Going forward

*The transport system will support economic and social well-being by connecting people, goods and services with places, while minimising the environmental impacts and creating liveable communities.*

People need to travel for business, work, education, shopping and social purposes. They want to do this safely and efficiently, with choices across a range of modes – walking, cycling, public transport, private vehicles, trucks, trains and planes.

In planning and developing an effective 'one-network' transport system for a thriving Greater Christchurch, the partners look to achieve the best possible transport outcomes and objectives, using a strategic approach.

| Transport Outcomes                       |   | Objectives   |
|--|---|--|
| Journey<br>Links between people & places | Connectedness   | Integrate land-use activities with transport solutions, enabling ease of movement between places                                 |
|  | Resilience, reliability and efficiency                                  | Optimise the use of existing transport assets through managing travel demand and networks  |
|  |   | Provide safe, efficient and resilient links to connect people and places   |
|  |   | Ensure efficient and predictable travel time between key places  |
| Travel choice                            | Provide more options for people to walk, cycle and use public transport |  |
| Safety                                   | Safe journeys   | Minimise the severity and social cost of crashes   |
|  |   | Improve personal security  |
| Environment                              | Liveable communities  | Support place-making, and 'active travel' and public transport, reducing emissions and improving public and environmental health |
|  | Low environmental impacts   |  |

An important underlying challenge to the effectiveness of the Greater Christchurch Transport Statement relates to being able to fund the agreed direction and outcomes sought by the partners. The delivery of the outcomes will be through their transport plans and programmes, including areas of maintenance and operations, renewals, improvements and other community programmes.

Generally transport funding cannot be drawn from one 'pot' but must be pulled together from numerous sources. Whereas councils and government agencies are generally funded by rates and taxes, commercial operators rely on the services they charge for, and other income. This reflects the different community and commercial aspirations that drive funding and investment opportunities, and the decisions faced by the various partners.

This Statement will help to inform investment decisions so the partners can become more aligned and deliver better value-for-money solutions in the future.

The partners recognise that funding and local priority decisions will be made through processes including Annual Plans, Long Term Plans, National Land Transport Programme, and other partner funding processes.

# Investing for outcomes

*Sound transport decisions and investment are vital in helping ensure Greater Christchurch flourishes.*

## Action Plan

| Top Priorities*          | Outcome   | Potential funding partners*        |                     | Timeframe                               |   |   |   |
|--------------------------|---|------------------------------------|---------------------|---|---|---|---|
|                          |   | Lead agency                        | Supporting agencies | S                                       | M | L |   |
| Port Access              | Access to Lyttelton Port of Christchurch  | Journey<br>Environment, Safety     | NZTA                | CCC, KiwiRail, LPC                      | ✓ |   |   |
|                          | Re-open Evans Pass for over-dimension and hazardous goods movement  | Journey<br>Environment, Safety     | CCC                 | NZTA, LPC                               | ✓ |   |   |
|                          | Port repair and development   | Journey<br>Environment, Safety     | LPC                 | CCC, ECan                               | ✓ | ✓ |   |
|                          | Development of integrated Lyttelton management plan for anticipated freight growth and integration with town centre, pedestrian needs, connections to water | Journey<br>Environment, Safety     | CCC, LPC            | NZTA, KiwiRail                          | ✓ | ✓ | ✓ |
|                          | Protect Brougham St freight corridor, considering abutting land-use   | Journey,<br>Environment, Safety    | NZTA                | CCC, KiwiRail                           | ✓ | ✓ |   |
|                          | Improve access to Middleton railyard  | Journey                            | CCC                 | KiwiRail, NZTA                          | ✓ |   |   |
| Public Transport         | Public transport network operation & growth model to provide transport choice   | Journey                            | ECan                | CCC, NZTA                               | ✓ | ✓ |   |
|                          | Develop public transport interchanges   | Journey,<br>Environment            | CCC                 | ECan, NZTA                              | ✓ | ✓ |   |
|                          | Develop public transport priority measures  | Journey                            | CCC                 | ECan, NZTA                              | ✓ |   |   |
|                          | Investigate and protect future public transport options   | Journey                            | ECan                | CCC, NZTA, SDC, WDC                     | ✓ | ✓ |   |
| Western Corridor/Airport | Western Corridor and freight growth requirements and opportunity  | Journey                            | NZTA                | CCC, CIAL, KiwiRail, LPC                | ✓ |   |   |
|                          | Airport access  | Journey                            | NZTA                | CCC, CIAL                               | ✓ |   |   |
|                          | Inter-modal road / rail facilities and railyard repairs   | Journey                            | KiwiRail            | NZTA, CCC, SDC, WDC, CIAL               | ✓ | ✓ |   |
|                          | Future freight opportunities  | Journey,<br>Environment            | NZTA                | CIAL, LPC, KiwiRail, CCC, MoT, SDC, WDC | ✓ |   |   |
| Nth/Sth Access/Growth    | Northern and southern access & future growth areas  | Journey                            | NZTA                | CCC, WDC, SDC, ECan                     | ✓ | ✓ |   |
|                          | Northern growth areas   | Journey,<br>Environment            | CCC, WDC            | NZTA, ECan                              | ✓ | ✓ |   |
|                          | South-west growth areas   | Journey,<br>Environment            | CCC, SDC            | NZTA, ECan                              | ✓ | ✓ |   |
| Central City             | Central City integration with wider strategic networks  | Journey,<br>Environment,<br>Safety | CERA                | CCC, ECan, NZTA                         | ✓ |   |   |
|                          | Develop transport system to support the Christchurch Central Recovery Plan  | Journey,<br>Environment,<br>Safety | CERA                | CCC, ECan, NZTA                         | ✓ | ✓ |   |

\*The partners recognise that the actions and projects to address these top priorities will be weighed up alongside other local priorities and other funding options will be explored.

