



# 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

 Geoff Dangerfield      Martin Matthews      Roger Sutton

 NZ TRANSPORT AGENCY  
WAKA KOTAHU      Ministry of Transport  
TE MANATU WAKA      CERA  
Canterbury Earthquake Recovery Authority

 Kelvin Coe      Bob Parker      David Ayers      Rex Williams

 Selwyn DISTRICT COUNCIL      Christchurch City Council      WAIMAKARIRI DISTRICT COUNCIL      Environment Canterbury Regional Council  
Kaunhera Taiao ki Waitaha

 Jim Boulton      Peter Davie      Jim Quinn

 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 ↑	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 ↓	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 <sup>1</sup> )	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%

<sup>1</sup>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 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 Environment, Safety	NZTA	CCC, KiwiRail, LPC	✓		
	Re-open Evans Pass for over-dimension and hazardous goods movement	Journey Environment, Safety	CCC	NZTA, LPC	✓		
	Port repair and development	Journey 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 Environment, Safety	CCC, LPC	NZTA, KiwiRail	✓	✓	✓
	Protect Brougham St freight corridor, considering abutting land-use	Journey, 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, 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, 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, Environment	CCC, WDC	NZTA, ECan	✓	✓	
	South-west growth areas	Journey, Environment	CCC, SDC	NZTA, ECan	✓	✓	
Central City	Central City integration with wider strategic networks	Journey, Environment, Safety	CERA	CCC, ECan, NZTA	✓		
	Develop transport system to support the Christchurch Central Recovery Plan	Journey, Environment, 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.

# Delivery mechanisms and funding considerations

