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Our Space Consultation
 Greater Christchurch Partnership
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SUBMISSION: Our Space 2018-2048 – Greater Christchurch Settlement Pattern

NAME OF SUBMITTER: KiwiRail Holdings Limited (KiwiRail)

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About KiwiRail

KiwiRail Holdings Limited (“KiwiRail”) is the State Owned Enterprise responsible for the management and operation of the national railway network. This includes managing railway infrastructure and land, as well as operating rail freight and long distance passenger services within New Zealand.

KiwiRail Holdings Limited is also the Requiring Authority for the designated corridors of the Main North Line, the Main South Line and the Midland Line, all of which pass through the area subject to Our Space 2018-2048: Greater Christchurch Settlement Pattern Update (“Our Space”). KiwiRail therefore has an interest in protecting its ability to continue to operate, maintain and enhance this nationally significant network into the future. While the rail network is predominantly used for the movement of freight, there are also two passenger services that pass through the area daily, being the Coastal Pacific and the Tranz Alpine.

Train movements through the Our Space area in the last five financial years are outlined below, noting that natural events such as the Kaikoura Earthquake in November 2016, the fire at Cass in February 2017 all had significant impacts on train numbers along these routes:

Track	Financial Year	Total
Midland Line (Rolleston to Springfield)	2013	4975
	2014	5782
	2015	5241
	2016	4327
	2017	4161

Main North Line (Addington to Rangiora)	2013	4251
	2014	3946
	2015	4127
	2016	4235
	2017	1733
Main South Line (Middleton to Hornby)	2013	8367
	2014	9304
	2015	8304
	2016	7261
	2017	7302

The commentary below is in relation to the Our Space notified by the Partnership for submissions, specifically in relation to those elements which can impact on or interact with the rail network.

Hearing

KiwiRail wishes to be heard in support of this submission, with the preferred location being Christchurch.

Our Place

KiwiRail support the Principle and Strategic Goals identified, in particular around clear boundaries being defined and maintained; having an efficient, reliable, safe and resilient transport system; that infrastructure, including transport, is resilient and comprehensively integrated with land use planning; and that strategic infrastructure, both existing and planned, is protected. The rail network is a strategic national network and the ability to continue to operate this efficiently is supported, along with the protection of this from inappropriately located development resulting in safety or efficiency compromises.

KiwiRail support that there is reference to the Government Policy Statement on Land Transport (“GPS”), recognising that there is a strong focus on integrating land use planning and land transport, which in the new GPS includes extensive consideration of the rail network. Further, there is identified in the GPS that an update is likely and that this will further expand on the role of rail nationally.

Our Growth Needs

The discussion on business growth needs notes that significant growth is expected in the next 30 years, including in relation to tourism. KiwiRail are a significant service provider in the tourist market with the provision of two long distance passenger services that have strong international recognition in the Our Space area, which have both recently been publicly announced as offering additional capacity. Further, business and industry development will likely necessitate the movement of additional freight, which may also rely on the rail network. Growth in both business and industry and tourism is anticipated therefore to result in some increased demand on the rail network.

While Our Space recognises that there is already provision within some areas for meeting the medium and long term needs, KiwiRail wish to ensure that this area is appropriately protected and developed, along with appropriate links to the existing transport network to ensure that opportunities around the option to use rail are not compromised and neither is the existing rail function.

Our Challenges

A large part of the discussion on challenges as it relates to KiwiRail, is around the management of reverse sensitivity effects in light of delivering new dwellings through redevelopment and intensification, and the integration of land use and transport.

Reverse sensitivity is a real issue for KiwiRail, and we work closely with the Councils whose districts we pass through nationally to ensure that this effect is recognised and appropriate standards are implemented through District and City Plans to protect communities and ourselves. While Our Space does not in itself change District or City Plans, it will strongly influence them, and therefore support is provided by KiwiRail to ensure any development is appropriate, that reverse sensitivity effects are not generated, and that land use does integrate with the existing rail network.

Our Plan

5.1: Greater Christchurch's settlement pattern

KiwiRail note that Our Space comments at 5.1 "*Underpinning this settlement pattern approach is the vision for a transformation of the transport network that fosters much greater public and active transport usage, and reduced reliance on the private vehicle*". KiwiRail are unsure if this is intended to include the rail corridor or not, however will work with the Partnership as required to facilitate deliver of this vision where possible.

Our Space goes on to recognise that transport has a key role in having urban form and creating liveable urban areas. KiwiRail wish to ensure that this recognition extends to the wider benefits that transport provides around business and industry, rather than just liveable urban areas, however agree with the general recognition that transport is key.

There are a number of areas identified for urban growth, many of which the existing rail corridor passes through. Specific reference is also made to areas like the I-Zone at Rolleston benefiting from improved connections across SH1. The rail corridor also services this area, and improvements to the roading network, particularly grade separation of existing level crossings, will also lead to benefits for the rail network and the service this provides to industry in this area.

As a general approach, KiwiRail does not oppose development adjacent to the rail corridor, traditionally we have only sought that this be appropriately undertaken to recognise the location of the rail corridor. This has been through aspects such as boundary setbacks and the requirement for noise and vibration mitigation for structures containing sensitive activities. Further, KiwiRail takes an active interest in proposals that increase the use of existing level crossings to ensure that these continue to be safe, and that no new level crossings are formed. KiwiRail work with our customers and potential customers to ensure that use of the rail network is also facilitated where possible, recognising the benefits in reducing traffic volumes on the road network that can result, along with working with roading agencies as they develop their networks to ensure that safe outcomes for the rail network are achieved.

KiwiRail do not anticipate changing this general approach and while we note that Our Space is not a City or District Plan, it is noted that this could influence future Plan reviews and changes, and therefore KiwiRail support the provisions within Our Space as relevant to ensuring appropriately located and designed development in proximity to rail.

Further improvements to the transport network are identified at a high level, noting that financial support from Government is likely to be required. KiwiRail would support

clarification around what the Partnership is intending in relation to improvements other than the rapid transit services discussed, and wish to ensure that KiwiRail is a party to the discussions around design and delivery of these services where there is implication for the safe and efficient operation of the rail corridor.

5.2 Christchurch City

Specifically for Christchurch City, Our Space highlights options for repaid transit, including the potential for light rail. While KiwiRail does not operate light rail services, or provide commuter rail services, KiwiRail will work with the Partnership where possible to assist in any discussions around services that may impact on the rail network.

KiwiRail have already been working with Councils in the Greater Christchurch area for the use of the rail network as a shared path facility where this can be safely accommodated without any adverse effects on the use of the rail network by trains, and will continue to do so.

5.6 Transport and other infrastructure

KiwiRail support the recognition of the strong relationship between transport and land use, and therefore that all decisions are required to consider the influences on each other.

Specific recognition of the role of freight, including in relation to the Lyttleton Port inland port facilities, is also supported by KiwiRail. Along with the relevant State Highways, the rail network is a key strategic freight route. As growth occurs, reliance on the network will likely increase. The ability therefore to improve the rail network to support this growth, through for instance additional track installation or alternative alignments, being recognised within Our Space would be supported. As noted above, while the practical ability to do these works is addressed through City and District Plans, these planning documents take a strong lead from strategic documents like Our Space, and therefore the recognition that growth may require changes to the rail network in Our Space will facilitate KiwiRail in ensuring that this recognition flows through to planning documents. KiwiRail can therefore contribute to achieving the vision in Our Space as we continue to support the area and our customers.

5.7 Why is this our proposed approach?

The last paragraph in this discussion notes that *“Further more detailed assessment of these future growth areas will be required, and undertaken as part of district plan reviews, and can address any new requirements relating to managing risks of natural hazards and mitigating impacts on versatile soils.”* KiwiRail would support that the be expanded to include consideration of how the future growth areas will integrate with land transport.

Thank you for the opportunity to provide this submission on Our Space. Should the Partnership have any questions, please don't hesitate to contact me.

Regards,



Rebecca Beals
RMA Team Leader
KiwiRail