

Greater Christchurch Transport Programme Update

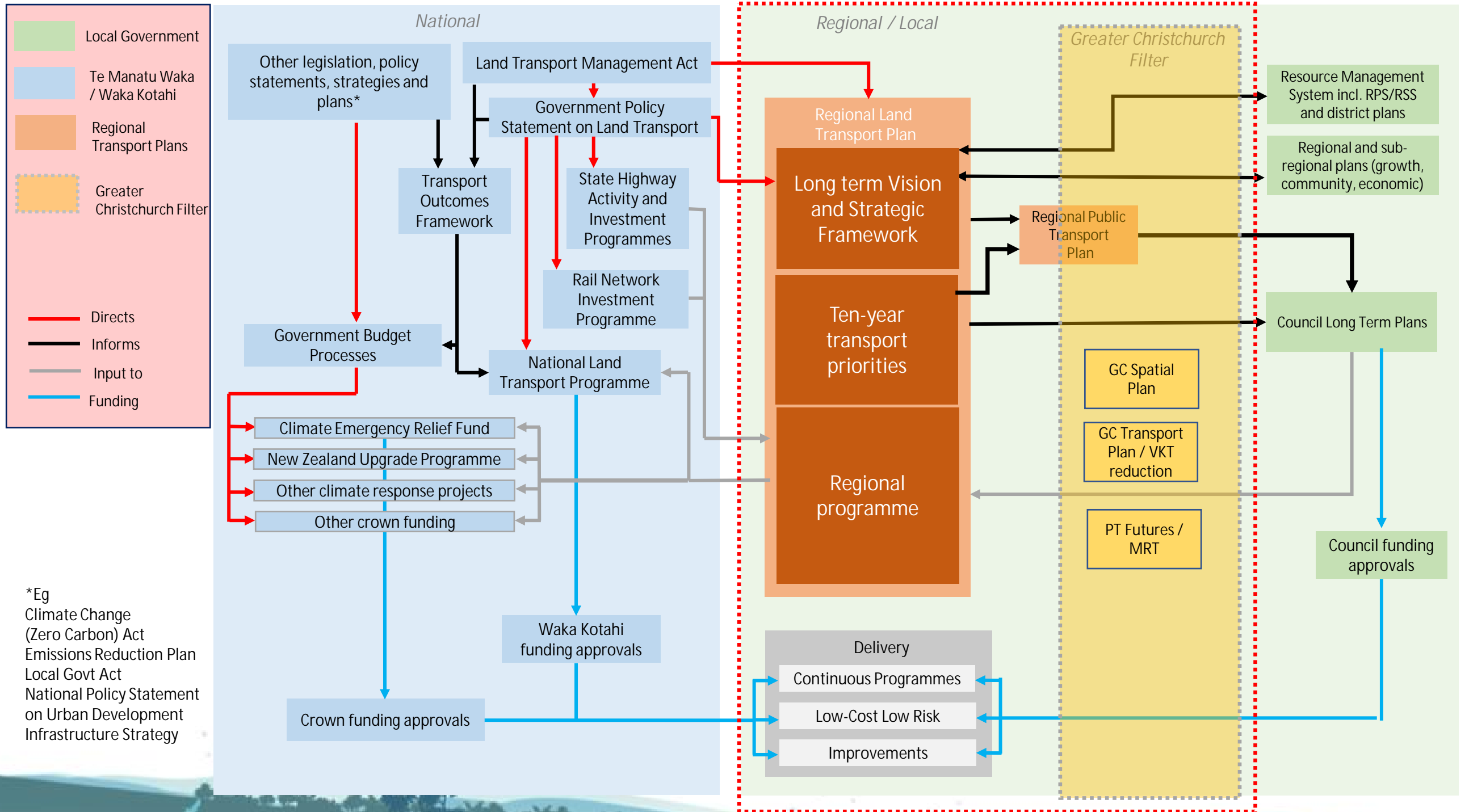
Greater Christchurch Partnership
Committee briefing

11 August 2023



Transport planning and funding context

National, regional, sub-regional and local – a complex picture



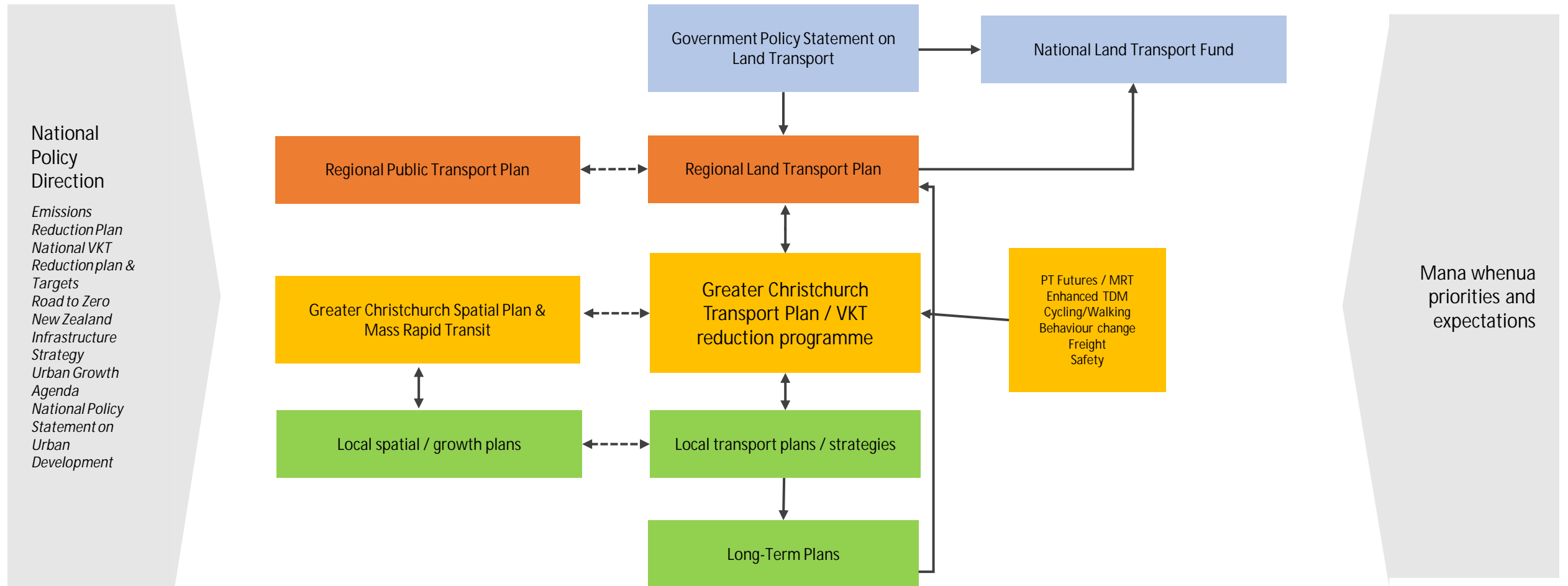
Transport planning and funding context

How projects get on the ground – a slightly simpler picture



Transport Framework

Greater Christchurch context



Transport Programme

	February	March	April	May	June	July	August	September	October	November	December
Government Policy					National VKT Reduction Plan & sub-regional targets to be released					Draft GPS released	Sub-Regional VKT Reduction Plans due
Regional Land Transport Plan (RLTP)	Prepare Draft RLTP									RTC approve draft for consultation	
Regional PT Plan (RPTP)	Prepare draft RPTP								Approve draft for consultation		Public consultation & hearings
Greater Christchurch Spatial Plan	Public engagement	Prepare Draft GCSP	UGP & Partners endorse Draft GCSP	Public consultation, hearings, adopt by end of 2023							
Mass Rapid Transit IBC	Public engagement	Finalise IBC	UGP, Partners endorse IBC	NZTA Board endorse IBC	Develop next steps & funding discussions for DBC process						
PT Futures	Complete review of PT Futures acceleration									Incorporate into Draft RPTP & GCTP	
GCTP & VKT	Initial work Issues, outcomes, objectives, policies, interventions, current investment programme, gap analysis Phase 2 scope			Development of GCTP Address gaps Expand to include policies and interventions to achieve VKT reduction targets Draft GCTP							
Local Transport Plans	CCC reviewing Draft Christchurch Transport Plan										
	WDC preparing draft Waimakariri Transport Strategy					WDC Transport Strategy consultation & adoption					
	SDC preparing Transport Strategy as input to Future Selwyn										



Focus for today



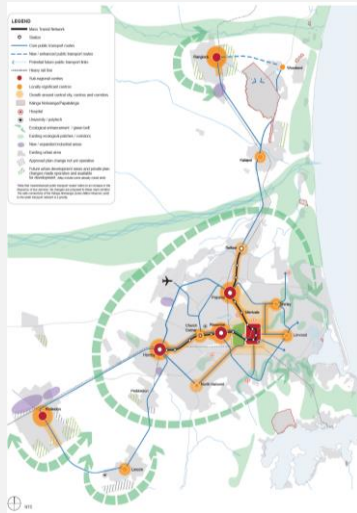
Greater Christchurch Transport Plan and VKT reduction programme update



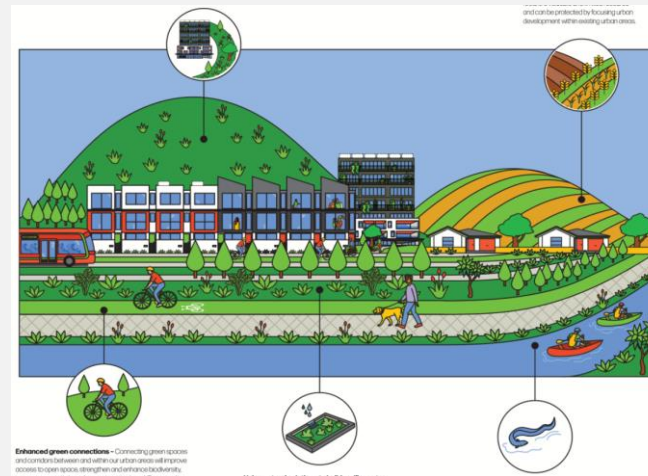
Draft Greater Christchurch Spatial Plan – key moves

The action to take our spatial strategy forward

1. A strengthened network of centres



2. An enhanced and expanded blue-green network



3. The prosperous development of kāinga nohoanga



4. A “turn-up-and-go” public transport service



5. Unlocking the potential of Priority Areas

Priority Areas arising from Te Tiriti Partnership	Priority Areas arising from technical evaluation		
	Priority Development Areas	Priority Area	
Kāinga nohoanga on Māori Reserves and in urban areas		Rangiora Town Centre and surrounds	Eastern Christchurch Area
	MRT Stage 1 corridor	Papanui	
		City Centre	
		Riccarton	
	Hornby		
	Rolleston Town Centre and surrounds		



Greater Christchurch Transport Plan

Our why:

To set out the strategic direction for transport to give effect to the Greater Christchurch Spatial Plan

Our opportunity:



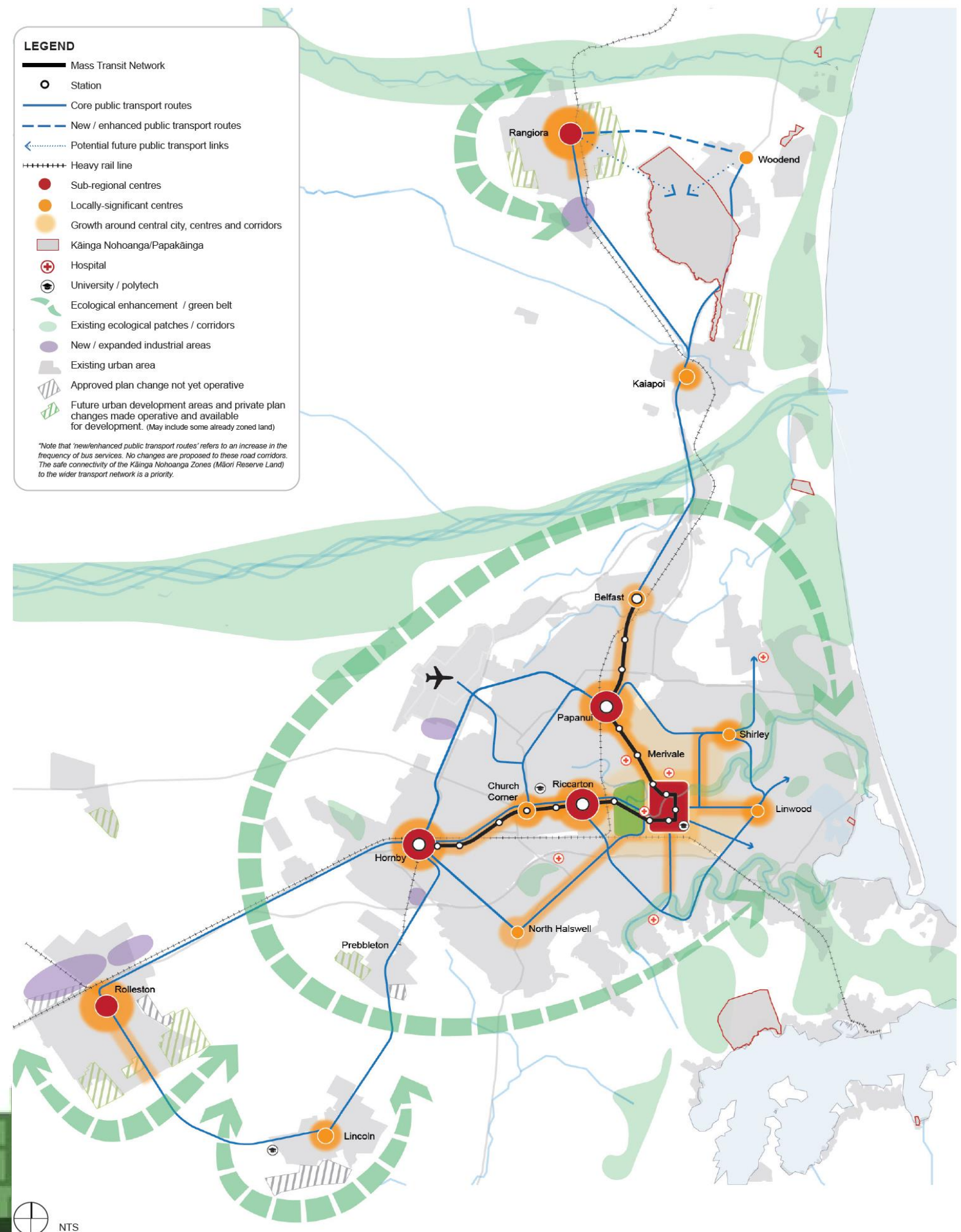
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Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities

LEGEND

- Mass Transit Network
- Station
- Core public transport routes
- New / enhanced public transport routes
- Potential future public transport links
- Heavy rail line
- Sub-regional centres
- Locally-significant centres
- Growth around central city, centres and corridors
- Kāinga Nohoanga/Papakāinga
- Hospital
- University / polytech
- Ecological enhancement / green belt
- Existing ecological patches / corridors
- New / expanded industrial areas
- Existing urban area
- Approved plan change not yet operative
- Future urban development areas and private plan changes made operative and available for development. (May include some already zoned land)

*Note that 'new/enhanced public transport routes' refers to an increase in the frequency of bus services. No changes are proposed to these road corridors. The safe connectivity of the Kāinga Nohoanga Zones (Māori Reserve Land) to the wider transport network is a priority.



Greater Christchurch Transport Plan progress

First step: Build on existing plans, strategies and business cases to develop a high-level outline of the work the partnership needs to focus on to address key transport issues and gaps in policy.

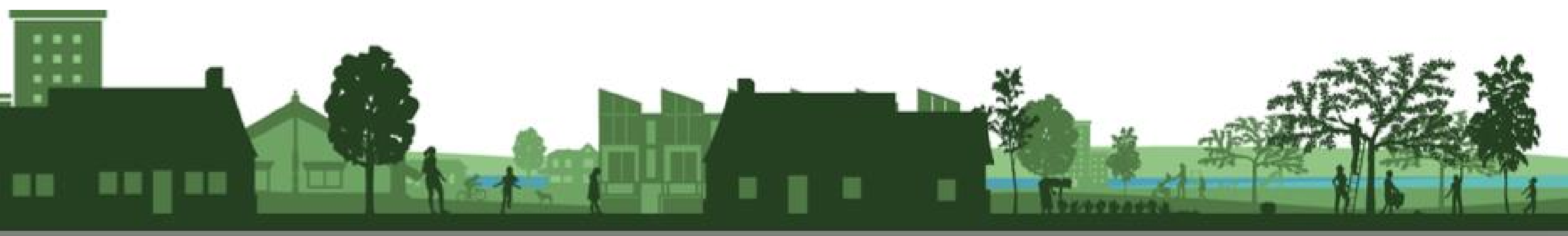
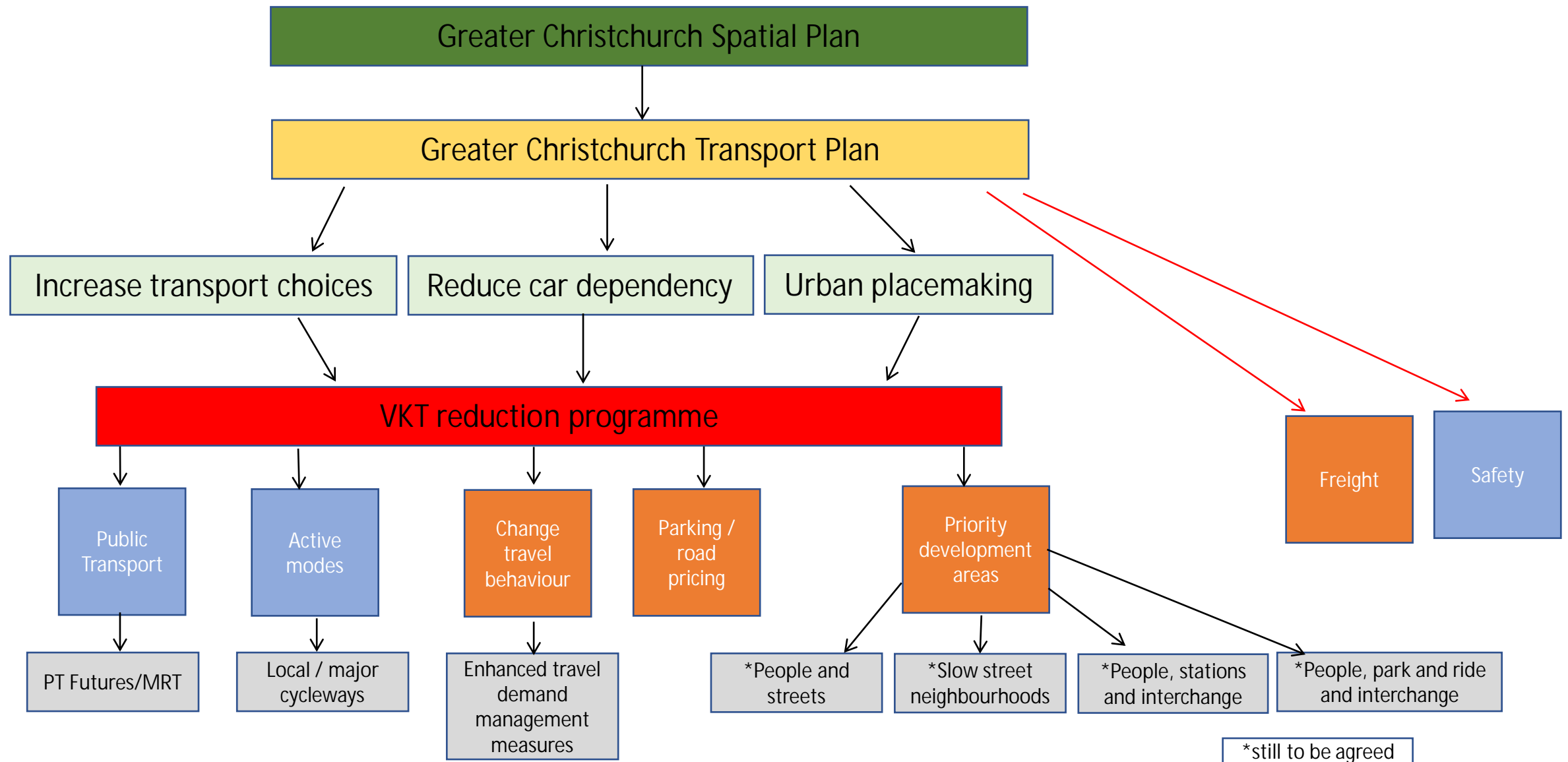
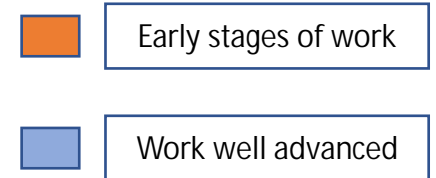
While this work has somewhat taken a back seat while the Spatial Plan and Mass Rapid Transit Indicative Business Case were being drafted, the good news is that the strategic content has largely been drafted.

Next steps: Address key policy and programme gaps which are primarily related to Vehicle Kilometres Travelled (VKT) reduction.



Strategic framework

Key policy and programme gaps



National direction on VKT reduction

Government's emissions reduction targets

Targets

The Government has set four transport targets which is approximately equivalent to a 41 % reduction in transport emissions by 2035 from 2019 levels.

- Reduce total kilometres travelled by the light fleet by 20 % by 2035 through improved urban form and providing better travel options, particularly in our largest cities.
- Increase zero-emissions vehicles to 30 % of the light fleet by 2035.
- Reduce emissions from freight transport by 35 % by 2035.
- Reduce the emissions intensity of transport fuel by 10 % by 2035

Source: Ministry of Environment, Emissions Reduction Plan (2022)

Strategic shifts

This requires three strategic shifts in how we plan and deliver land-use and transport:

1. Shape urban form to reduce the need to use a car
2. Make shared and active transport modes more attractive
3. Influence travel demand and transport choices



Our response

Prioritising VKT reduction

- To meet the national directive to have a VKT reduction programme in place.
- To give effect to the transport direction of the Greater Christchurch Spatial Plan
- The broader focus of the Greater Christchurch Transport Plan (freight, safety, etc.) will continue post development of the VKT programme



Challenges

Meeting the December timeframe is challenging

- We are awaiting further detail on what work will be addressed nationally versus at Tier 1 level
- Project Lead now in place
- Funding from Waka Kotahi to undertake broader programme of work has not yet been confirmed but will be subject to scope and project plan being finalised
- Allowing sufficient time for engagement with GCP Committee and wider partner governance
- Level and timing of public engagement is unclear at this stage
- If funding not received there is very little internal resource and no tagged funding available to complete this work

Next steps for VKT

- Waka Kotahi to confirm further funding as requested in VKT EOI (initial funding of \$200K confirmed)
- Work with project lead to confirm scope and project plan
- Plan governance input and public engagement

